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Transcript

Speaker 1

It's time for the outspoken cyclist your weekly conversation about bicycles, cyclists, trails, travel, advocacy, the bike industry, and much, much more. You can subscribe to our weekly podcast at outspokencyclists.com or through your favorite podcasting app to listen anytime. Now here's your host, Diane Jenks.

Speaker 2

Hello and welcome to the outspoken cyclist. I'm your host, Diane Jenks. Thanks for tuning in today. We've talked about biking and walking infrastructure a lot over the past few years, and it always amazes me that there is so much more to say, for instance, crosswalks. Who do you think is legally protected in a crosswalk? Well, you might be surprised to learn that all pedestrians are protected in crosswalks, yet very few states have protections for cyclists, wheelchairs and even babies in strollers. And this is just one issue that my first guest, Doctor Cara Haman and I talked about in our conversation today. Cara is an epidemiologist who studies injuries, especially those incurred by cyclists and other vulnerable road users. And she's got her finger on the pulse of safety. In the second-half of the show, I'll introduce you to Terry Lansdale. I'm not exactly sure how to categorize him. He's both ridden and crude race across America. He's done race across the West on a fixed gear bike. He's been a triathlete and now he's the executive director of Bike Walk North Carolina. As well as a member of the Charlotte Mecklenburg planning. So see, I don't have a category for that, but damn, he's interesting. Well spoken and has some great stories to tell and interesting ideas to convey. So as we delve into Cara Hammond's work, we find that she's got a series of studies relating to safety and injury for vulnerable road users. She's an associate professor of epidemiology with targeted interests and Transportation Safety, injury epidemiology, vulnerable road users such as pedestrians, bicycles. Etcetera, and global injury prevention. Hi, Carol. Welcome to the outspoken cyclist. Thanks for joining me on the show today. How are?

Speaker 3

You. I'm great. Thanks for having me. It's.

Speaker 2

My pleasure. How's the University of Iowa today?

Speaker 3

It's good. It's a nice sunny day, so we're doing great here.

Speaker 2

That's good. That's good. Let's see Iowa. That means rag pry. Yes, exactly. We did it in 1999 on our tank. And it was supposedly the longest and hottest drag ever. It was really hard.

Speaker 3

Doesn't sound fun. Yeah, it it definitely varies from year to year based on the weather and the.

Speaker 2

Route you and 8000 of your best friends. You know. Yes, we did have fun though. So I want to talk about you and your work, but I think what we should do first is to find what an epidemiologist does in the context of the work you're doing.

Speaker 3

Sure. Yeah. So yeah, as you said, I'm I'm an epidemiologist by training, specifically an injury epidemiologist. Just so we're on the same page, epidemiology is really the study of epidemics. Is the literal definition. But in terms of injury epidemiology, really what I'm trying to understand is the distribution and determinants of injuries, and more specifically, I I primarily focus on road Traffic Safety. As the type of injuries I study and then beyond just understanding why they happen and what are the risk factors, I also try to move beyond that to understand what are effective prevention strategy.

Speaker 2

All good, especially in the context of what we do. What I what I? Talk about and and what we hope to work on. So if you were to give us a broad kind of a a picture of the work you're doing right now, I know how I found you. Was this article you did about crosswalks and how inherently dangerous they are. And what it would take to simply fix them? It's really. Semantically, it's a very easy fix. Mind wise, I'm not sure that drivers will ever pay attention. You know that's a whole different thing. That's a whole thing about designing streets correctly. So tell us about the projects that most interest you right now, what you're working on, even though they're very there, are a lot of them.

Speaker 3

I think well relevant to bicycling. I have one project, one of the big projects I'm working on is related to understanding the effectiveness of bicycle safety education for kids and so. So we're doing kind of an interesting approach where we are setting kids up with GPS and cameras and they record their bike rides per week. Then they get an education program, then they record another week and we can see in the real world, are they becoming safer riders like, are they picking safer routes? Are they using hand signals more that type of thing? Yeah, because. There's there's lots, all kinds of bike education for kids, but not very much evidence of how effective it is. So that's one of the

big studies I'm working on. So that's more at the intervention level. But then I also have work related that's more focused on using big data sets and trying to understand trends. So like like crash data and hospital data. We've done some work looking at. How outcomes of crashes in terms of charges and convictions given to drivers, and so that's actually related to the crosswalk work that you mentioned, one of our next steps is to look at some crash data, specifically crashes that happen in crosswalks. And what are the legal outcomes of those crashes so that that's kind of our next step on the horizon.

Speaker 2

All interesting to me and all topics we've spoken of, except for maybe some of the stuff you're doing with kids more. Is there more than one program going on with the kids. And where are these kids with these GPS units?

Speaker 3

Yeah. So that the study that we're doing right now is really focused here in Iowa in, in our local community. And we're focusing on one program that is pretty comprehensive. It's it's a four, we call it bike safety camp. And so it's a four day program where we do some in the a little bit of in the classroom, some skills based course work and then we take them out for actual ride. And their their last ride they do with us is a 10 mile capstone ride and so these are it's really focused on kids that are 9 to 12 years old kind of in that window where they're starting to ride independently like without adult supervision. But it's before they start driving. So it's kind of a a key window for for kids in terms of bicycling.

Speaker 2

Independently, let me ask you a question about these kids and their parents. Is there any pushback from parents about letting kids ride on their own?

Speaker 3

Yeah, I think definitely, I think there's a lot of parents are nervous, you know, which I don't blame them for all the bad drivers we have on the road that aren't paying attention. Parents are nervous about letting their kids ride on the road. And are, you know, either the kids preferring or their parents are telling them to ride on the sidewalk. Which we actually. So around age 10, you know, around that age group is where they they have the both the motor and the cognitive skills to make good decisions about riding. And it's actually safer for them to ride on the road because cars are looking for other people on the road and not so much as on sidewalks. It's and that's especially important. Like intersections where if a kid's riding on the. Sidewalk like right Hook turns is 1 type of crash that or right hook crashes is what is one of the big problems we see with drivers are looking left to make a right turn. They're looking for traffic left to make a right turn and they're not looking to the right where somebody might be on the sidewalk. And that's that's where kids run into trouble. And there really any cyclist runs into trouble. That's why in like in our program, these kids are old enough where we're starting to

teach them about how to safely ride on the road, not on busy roads, you know, picking lower traffic roads. But really. Opening their eyes to ohh this is a place that maybe. It's kind of counterintuitive sometimes that it's safer to be on the road than than it on a sidewalk.

Speaker 2

So let me take a moment to reintroduce you, and then we're gonna talk about this crosswalk thing and then there are a couple of other things I want to talk about. We're speaking with Doctor Cara Haman. She is an epidemiologist who studies.

Speaker

OK.

Speaker 2

Traffic accidents, injuries at the University of Iowa, which is in what city?

Speaker 3

It's in Iowa City.

Speaker 2

Yeah, it is in Iowa City. So let's get back to this crosswalk study and what the problem is with crosswalks pedestrian, not just for cyclists, obviously, for pedestrians and for people who are what we would call vulnerable users of the road. You know, jaywalking is a big deal or was a big deal. And and and. It's funny. Today I saw a sign that says no jaywalking. And I'm thinking I haven't seen one of those in a long time. But tell us about this crosswalk problem and what that simple solution could be, at least legally.

Speaker 3

Yeah. So I think in short. The the problem is there's a gap in crosswalk laws in the United States in most states. So it's a state level issue. The majority of states in the US don't do not protect bicyclists and oftentimes not other like human powered devices. And what they're what we're seeing is most. The crosswalk laws are saying vehicles must yield to pedestrians, and pedestrians are usually defined as a person on foot and so that if you think about that, that really leaves a whole bunch of other users of crosswalks out like bicyclists, of course, but also even in some states, there's not protections for people. In a wheelchair or on an E scooter. Or we're talking even babies and strollers, you know, it's so specific to people on foot and our our preliminary look at this. We it's. Yeah, it's over half of the states aren't protecting bicyclists. Quick stats. What we found is we did an analysis across 50 States and DC and only 20 states protect most vulnerable, vulnerable road users, including bicyclists. 16 states protect most. Vulnerable road users like wheelchair users, but they explicitly are excluding. List three states protect people on foot and bicyclists, but they don't cover like the other categories of of vulnerable road users, and then 12 states only protect people on foot,

so there's it kind of varies on which state you're in, but most states have some some type of gap in their law. That's so weird. Yeah, it is. And I think. I think it's probably just as simple as people think. Crosswalk equals pedestrian, and that's what they put in the the code. They didn't think about the other user. There's, like you said, it's really a semantic issue. You know, if they would have said the the fix I proposed like in the article you mentioned was you could simply change the word pedestrian to persons in a crosswalk and that would cover everyone. Maybe not everyone would buy into that. But if you want to get a little more fancy, you could say. Persons legally authorized to use a crosswalk. You know something like something to that effect. But it could still be a pretty simple change to. Cover. You know, people that are legally using the crosswalk, that should that vehicles, driver drivers should have to yield to and we're not seeing that across the board in.

Speaker 2

The US. So what's interesting is as people are changing or as cities or communities are changing their sidewalks, they are ramping down into crosswalks. Assuming that there are going to be vehicles like wheelchairs, yes, and and yet it still says pedestrians. So you would think that they would make that change at the same time. But I guess one is planning and the other is legislation. And are you seeing any? States picking up your idea and making those changes.

Speaker 3

So yeah, I'm glad you asked. I I have. I'm here in, I'm in Iowa, so I have my finger on the pulse mostly here in Iowa specifically, but we actually have a a representative that proposed a bill this session that expands. Protections to users in and just to know where we are in Iowa, in Iowa currently. Our law says pedestrians, which is defined as people on foot. We're only protecting people on foot. Currently, the proposed bill would expand out and it it doesn't just change the word to persons, but it would. It expands out to a list of users and then also says similar devices. So it essentially covers anything that's. Human powered, which would be fantastic if if that goes forward it. Did it was proposed in the house. It's. It's passed unanimously, unanimously out of subcommittee. And it's kind of in. It's on its way. But we don't know what's gonna happen with it just yet. So thankfully we've seen some movement already, which is pretty exciting. I don't know of any other states that are moving on anything yet, but that's. To be determined, I guess.

Speaker 2

So is this a topic that could be brought before the national bike?

Speaker 3

Summit. Possibly. Yeah, I think so. I I hadn't actually thought of that direction. But yeah, I think so. We. Yeah.

Speaker 2

Next month in DC, it seems to me that. It would be an easy part of the ASK going up on Capitol Hill to say to your legislator. Ohh and by the way, the state of Ohio is using the word pedestrians and we should just change it to. This list of users of I mean it seems like that would be a really simple thing, or even maybe the Department of Transportation into Pete Buttigieg. I don't know. I'm just looking at it like, it's so dumb. I just feel like it's really stupid.

Speaker 3

Yeah. Unfortunately I think it really is a state level issue because every state. Has their own traffic code, you know, so it. I don't know that there's, like a federal level solution to it, unfortunately. So I. But yeah, I think any advocacy to to get this to raise awareness and to to make changes to be more, you know, expand protections is it makes sense and is. Good. But yeah, we we have actually shared we've at least shared this information with the League of American Bicyclists trying to get like, a, some and and other key people. But trying to get it on people's radar more. Yeah. So what?

Speaker 2

Comes to mind as soon as I read the article. What came to mind. For me was the Google car. Car. I think it was a Google car. The self driving car that hit the woman in Arizona who was walking her bike across the street and across walk at night and was hit and.

Speaker 3

Killed. Ohh yeah, that that wasn't in the article, but yeah, you're it just reminded you of that. Is that what you're thinking of? Yeah. Yeah. So yeah, that was like an automated vehicle. That was it. Had a human in it, though, but the the driver wasn't paying attention and the IT the vehicle failed to recognize the woman walking her bike across. Yeah, exactly. Yes, I know what you're talking about. The distracted car. Yes, yes.

Speaker 2

You know, it's just crazy stuff. Crazy stuff. So we talked a little bit about kids, which I I really have some concerns about a younger generation not using bicycles and yet. Urban planners are hearing from people that they want. These these younger generations, these Gen. X Gen. Z, whatever the heck they are, whatever alphabetic letter they are these days, want to be able to bike and walk to groceries, schools, work, pharmacies, whatever it. It is. But I'm really not hearing a lot about what's being done to encourage a younger generation to ride, and I'm wondering about the role that safety plays in that. And of course, I've stopped riding a lot on the road. I know you're an avid cyclist. You're a commuter, right?

Speaker 3

Yeah, yeah, yeah. I ride to work. And I mean, I. Yeah, it's scary riding on the road, even as someone who's ridden for a long time. You know, it's it's become scarier because of

drivers. Yeah. Not behaving, not paying attention, but I think. Yeah, it's a huge problem. We've seen huge decreases in, like active modes of transport to school. For example, for kids like there's lower biking and walking, I think one thing is or I think safety for sure is a concern among parents. They're scared to let their kids go off on their own on a bike. Or even walking sometime. Times. I don't. I think maybe some of that is founded, you know? Like it makes sense because we do have. Poor drivers on the road, but I do think there are solutions, you know, like helping helping people find safer low traffic routes. I think model like as with anything modeling is important. So getting more parents on bikes and going with their kids on rides I think is important. And then I think, teach teaching kids about safe biking and how how to make safe route choices and how to follow traffic rules. That's important as well. I don't think there's, like a golden magical solution. I think it's like we have to go at it at all angles. To to see any kind of change.

Speaker 2

When do you think you'll have statistics on the program that you're the the? Pilot program that you're running right now.

Speaker 3

Yeah. So we. It probably it may be like another year. We're kind of in the we're in the middle of data collection. So we don't know for sure yet our impact, yeah.

Speaker 2

What are some of the other projects you're working on?

Speaker 3

So I I mean I have other projects that are outside of bicycling. If you want to hear about those. So I have one, they're still related to transportation, but I have and they may be loose leaves. Circle back to bicycling, but are. Event I have one project that's evaluating licensing policies for older drivers, so things like renewal periods and having to come in in person to renew and having to take a vision test. So kind of surprisingly, there's not that much evidence that those type of policies are effective in reducing. Crashes and injuries. So we're trying to understand we're looking at data from 13 different states in the US to look at changes in their licensing laws over time and how those have impacted crash and injury rates. To see, yeah. Or is having like a shorter renewal period or having people come in person, does that actually improve or prevent crashes and injuries?

Speaker 2

So a question that would come up for me right away is the vision thing is one thing, but how about? Reflexes you. How would you test reflexes you know and and depth perception? Well, depth, depth, perception, I guess is part of sight. So yeah, I can understand. You know, I watch some of these drivers now. I'm not young, but I'm very

cautious because I'm a. Cyclists about what's going on in the row, but I watched some of these older riders and I'm like.

Speaker 3

Right.

Speaker 2

Oh my goodness. Yeah. Maybe you shouldn't be behind the wheel of that car.

Speaker 3

Yeah. And I mean, it's such a in the US it's such a. It's a hard issue to tackle because we've set ourselves up to basically be dependent on driving at such a high level so. It's a it's a touchy subject. You don't wanna take peoples license away too early, but you also don't wanna take it away. Too late, you know, and have poor outcomes so.

Speaker 2

One of the. Things we didn't talk about, but I I'm interested in. I talked or I sent a message to the NTSB and and got a a a very nice response. But it wasn't very satisfying. About E bike crash data and there there just isn't a lot, but apparently the rise in injuries and deaths on the road for. Has some correlation to E bikes, and I'm wondering if you're looking if you are looking into any of that.

Speaker 3

I'm definitely interested in that. I think it, like you said, it's a data issue because the way data are being collected right now, don't do a good job distinguishing A conventional bike from an E bike. And I mean, we have this sort of the same problem in our data. With automated vehicles and knowing whether a vehicle has an automated function and whether it was turned on, I mean that's actually. That's another thing with bikes you can turn off the assist so knowing whether it was on or not, it's it's a really hard data question. Yeah, I have not personally myself done. Any E bike specific work or research, it's a topic I'm definitely interested in and I am hoping actually to continue along the lines of doing research with older adults too. I know I talked about driving, but I think the other angle I want to go in the future is to think about alternative modes. And one of those could be could be E bikes and thinking about how that could be an alternative mode for for older adults. So they to to maybe do less driving but still be able to get around. But that has safety implications too. So.

Speaker 2

It most certainly does such an interesting spectrum of topics. I I really, really like what you're doing. So how can listeners find out more about your work? And they actually follow some of.

Speaker 3

The things you're doing. Yeah. Well, so I'm in terms of social media, I'm on Twitter, ex. And my handle is at Cara. Under score, haman. So my first name under score last name but I also have I direct the we have a research lab called the Transportation Research and Injury Prevention Safety Lab. The the acronym is trips. The TRIPS Lab and it's our URL for that is trips.lab.uiowaiowa.edu. Is it TR IPS? Yes TR ipsits.lab.uio.edu yes. Nice. We will definitely put.

Speaker 2

A. A link to that up on the site, such interesting work and as I went through your page on the University of Iowa, they have a page for you, you know, for the work. They're doing. There are all these articles. You can go back and read and and find out like the one on the crosswalks, which was I think, in USA TODAY is the opinion piece was there.

Speaker 3

Yeah, yeah, yeah. It actually, it kind of crazy how it got distributed. It started it originally. It was in the Des Moines Register, and then it got Des Moines. If you the story. Is Des Moines registers, owned by Gannett, and Gannett owns like a whole bunch of newspapers. So it got distributed all over the US and and including USA TODAY. So it actually got a a pretty wide readership on that.

Speaker 2

That's good. That's good. We we all wish for that kind of PR.

Speaker 3

Yeah. So. Yeah. And so I'm I really am like I said, I only really know. Specifics about what's happening in Iowa right now for Bill tracking, but I I hope we see some more changes. Umm in other States and we'll we'll keep looking into that for sure.

Speaker 2

Great. Well, I really appreciate you taking taking time to talk with me today. We've been speaking with Doctor Cara Haman at the University of Iowa. You can find her work at. Tripstrips.lab.uuiowa.edu you can follow the work that they're doing out there in research, and I hope we get to talk again 1 real quick note. I was on my way back today from an errand and heard that this coming Monday, which will be whatever it is. The No 20th, maybe 19. OK February 19th, NPR program 1A is going to be talking to planners all around the country about city planning and transfer names. So I just thought that was interesting and. All of the. People. Yeah, I'm. I'm kind of letting people know. I just happened to catch it. I'm like, oh, cool. So thank you again. I hope I do. Hope we get to talk again. This is fascinating. And thanks for doing the work you're doing.

Speaker 3

Yeah. Thanks for having me. It's been great.

Speaker 2

My pleasure. My thanks to care for taking time to speak with me today. I thought the conversation was very interesting and clearly she's passionate about her work. You can follow the work she's doing at trips.lab.uiowa.edu and remember, be careful in those crosswalks. Let's take a break and when we return, we'll speak with Terry Lansdale. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. I'm your host, Diane Jenks. Terry Lansdale is just fascinating, and Uber articulate from his advice on ultra cycling such as riding 1000 miles in a week to see if you can pass muster for a race such as PBP or RAM to remembering your place on a trail, including yielding to pedestrians. Terry doesn't miss a beat. And get a load of this. Since 2013, it's been illegal for the North Carolina Department of Transportation to spend money on stand alone bike projects. Terry is hoping to change that to by running for office. I'm not sure how he keeps all these balls in the air at the same time. Damn, he sure seems to. Hi Terry. Welcome to the outspoken cyclist. Thanks for being my guest today. How are you?

Speaker 4

I'm doing well. Thanks for having me today.

Speaker 2

It is my pleasure. You're in North Carolina.

Speaker 4

I am. I'm actually in Charlotte today.

Speaker 2

And how is the weather?

Speaker

A beautiful day.

Speaker 4

It's it's classic southern weather, you know, we can wear shorts about 10 months out of the year if you're if you're bold and brave and the other two months, you need to be completely covered up. But we're having a a great, wonderful warm February day right now.

Speaker 2

Nice. Well, we're supposed to get one here in Cleveland, but we know it won't last. You know, Cleveland is one of those places where if you don't like the weather, wait a minute, it'll change. So let's talk about what we're going to talk about, which is the post I saw on LinkedIn, and I thought you just might be talking about RAM and which is what

you were talking about and how your experiences kind of shaped your life and and some of the things you thought about then. And then I realized when I looked into you more. That you really just. I fell down a rabbit hole because you are also the executive director of Bike Walk North Carolina and everybody knows I'm into all of that and you are a Commissioner of another organization. So. So let's let's talk about your background, where you grew up, how you got into cycling and. How and when you became involved with race across America? It's such a grueling.

Speaker 4

Where to start? I guess we'll start from where I grew up and and kind of got to here, but I grew up in Atlanta, so I moved to North Carolina when I was 18 and went to a school in western North Carolina called Morris Hill University and and really for the most part since since that time I have lived in North Carolina. But I made North Carolina my true home in 1990. And I lived in Charlotte since then, so most of my adult life, I've lived here in Charlotte, NC, you know my my story early on was, you know, someone says, well, how do you, how do you, how did you get into riding bikes and how did you get into racing bikes? Well, I always used to joke, you know, I lost my first bike race at 14. And I've been losing bike races ever since, but I still. Love to do it so. Yeah, that was back in the day when BMX was, you know, catching hold and we were building bikes and you know and and patios and garages and from trash cans and and who knows who didn't care. We didn't care about pedal length or rat trap. Battles. We just wanted a bike we could ride and and if and if it was too close to the to the ground when we turned the corner, well, we just kept the pedal up so you only you only make that mistake once things really turned around for me. For ultra cycling. When I got to. Got kind of at my level for triathlon and that was really around 1993 or so. I could never really get to the podium by myself. Could always do all my age group and and you know finish respectively overall. But then I ran across this magazine called Ultra Cycling and it had a a sapia picture. Of a guy named Jerry Tetry, who who? If you're in the ultra world, you should know who know that name. Pretty important historical reference. And I looked at the picture of him and I think that was one of the earliest magazines Michael Shermer put out and put out on a national level for ultra cycling. And I looked at that cover in the bookstore and said I don't know what that guy's doing, but I want to be that guy. And from that point, when I touched that magazine, there was a thing called Hell Week that I did that same year, there was a thing called the 24 hour Challenge in Michigan that I did that year. I saw the tour North Texas, which was a 580 sixty eight mile race. That got me qualified for the race across America, all in the same year, just from from touching that magazine within one year I was I had done three things that I'd never even imagined the year before, the month before the day before.

Speaker 2

Wow. Let me reintroduce you. We're speaking with Terry Lansdale. He is. A ram rider and it's such an an amazing event, but I I don't know Michael Shermer, but everybody knows something called Shermer's neck and we'll talk about that. Which and race

across America is beginning to ramp up for this year now. Right about now, people are starting to get ready and I know you've not only raced it, you've cruised it, which is a whole different way of actually doing the event. The crew is so crucial to the riders. So how weak if, if I'm not mistaken, was that in Wisconsin?

Speaker 4

Oh well, as a matter of fact, I did the Super Random year event with LON Haldeman back in the day as well, where we did the 200 to 300, the 400 and the 600K. All within seven days so.

Speaker 2

Ohh my goodness, you really are crazy.

Speaker 4

I had never ridden this in Wisconsin and went up there and did that, but how weak is out? Of Fredericksburg, TX and.

Speaker 2

Oh, OK.

Speaker 4

It started. Gosh, I don't know, maybe in San Marcos a couple of years before I did it in 1994, but I did it in Fredericksburg, I think maybe the first year, the second year it was there with Nick. Nick and Becky Garlick, I believe, were leading it at that time. And gosh, what a story that was. But I flew in on the modified mountain bike and thumb to ride from Austin over to Fredericksburg and it was it was a crazy time to be there. But yeah, we've done Hell week there and have done the Super Randonneur in Wisconsin as well. So those thousand mile weeks are critical for anyone. These folks are getting ready for race across America now, and I really like the format that it's transitioning into, but really a marker for how well you're going to do, in my opinion. How are you going to do and race across America is it is, how could you feel after 1000? A week, whether it's traveling somewhere or whether it's doing it here, you know outside your own front door because it tests your body, it tests your position and it tests your organs, right? Your nutritional processes to make sure you're having everything dialed in for that kind of duration. I don't think you need to do that more than once or twice a year. But you know, it is a great opportunity to kind of test your metal in a safe environment to to make sure that you can manage that 300 mile a day mark for race across America.

Speaker 2

Are you are? You coaching anybody?

Speaker 4

I've done it in the past. I've coached several people in, in solar Ram and Furnace Creek 508 and the race across the West. I've also crewed in those events as well. So yeah, we've done that and we've, we've crewed and and been a been a coach for an 8 person team who really started as a sixth person. Team and ended up as a five person team, but that's a whole nother podcast for that one.

Speaker 2

We started out as eight and then we went. Alright, no, we started out as I don't know, that's confusing. We will talk about that at some other time. That sounds like fun. So are you gonna be involved in RAM this year?

Speaker 4

I don't think so. Not as a rider. It's been a it's been a few years. I think the last time that I was involved, it was on the eight person team and and that's been a few years now. My last time as a rider was in in 2010 and the race across the web. West, in which I was, you know, Rider #106, which which I embraced the the lifetime numbers that that RAM protects now and and and did that on a fixed gear and it really took a lot out of me. And I was like, OK, well I think I think we're done for for right now for what we're doing and really just rode recreationally. And a more utilitarian rider. Part of my work at Biquet, North Carolina, and as an advocate here in Charlotte, is to make it safe for people to walk or bike or use active mobility, whether riding on the road, integrating with transit, or leaving their house. Really. And that's really what I do now is, is as I try, I try to ride as often as. Possible and. But I utilize an E bike as much as I use a car, so the bike is still. Part of me.

Speaker 2

Let let's talk a second about your fixed gear experience. I have a we have a friend, a client and a. Friend a really. Good friend who did ride across the country on a fixed gear. And we built that bike. It was a track bike and and I guess he would got to the Rockies and he had an extra gear and, you know, they flipped the wheel over. And so he had some options going up and down these mountains and found that the Berkshires were the hardest thing for him. Those steep short climbs that the Rockies were easy. I'm like, nothing was easy. How you did this? I don't know. What kind of a bike did you ride?

Speaker 4

Well, first of all, yeah. I did it racing, not riding.

Speaker 2

That's true. That's even crazier.

Speaker

For you it was then.

Speaker 4

So you know, there's there's no kind of, you know, similarity there other than you're on the bike because you you have this kind of intense clock ticking.

Speaker 2

That's true.

Speaker 4

You know, so we had in in that time we had 72 hours to finish. I finished in 69 hours and and got beat by two other two other men on regular bikes. So I was six hours away from the from from first place when I did my race across the West on the fixed. Here, but the rules are interesting for fixed gear racing and the race across America. So you can either have the front chain ring be the same on all your bikes. You could have 10 bikes, but they all have to have the the same front chain ring and you could have 10 gears on the back. That's that's the way the rules set up. Or you can have the one gear on the back and then you could have 10 bikes. With as many different front front chain rings as possible, that was. A rule when I. Right. So you couldn't just sort of pick a 4212 and then a 5212 or 5215 and and switch bikes that way. That wasn't the rule scenario. So. So what I did was I, I I found that that my testing for 1000 Mile week on a fixed gear, which I did and Hell week in Florida was. To have a 4517 and a 4515 as my two gears and what that does did for me. And when I did the math it said I could go 2324 miles an hour at 100 RPM. Going down the hill and at the at the 4515 and that. Was protected my knees and then climbing at 4517, it allowed me to kind of go that Six Mile an hour grind that walking grind. If your friend has done, you know, written across America on the fix. He knows that that you know, you have to walk up the hill eventually. You know, it's like one, you know, body weight, body weight, body weight. But the unique thing that I did that I figured out was I created. A governing system. So you know this is not something you can do now with these modern disc brakes. But when we had rim brakes and I did, I rode mosses and there's a whole story around that. I'll get to at the end. But I created a governing system so that when we were going down the glass elevator or any of the the Rockies, the the climbs going down the back sides of those hills where you can. You can easily on a regular bike, get 5055 miles an hour. There's no way you can spend and you can't let go of the pedals and doing a fix. So what I did was I opened up my brakes. You know, the little lever on the side. It opened up the brakes, and then I tightened my brakes down just to where they were touching, and then locked that in place. So essentially it was just close enough where it wasn't rubbing to ride all day long. And when it came time to go down downhill, I would reach around to the back, flip that lever. Down put that, governor, just in the right space where I wanted. To and the brakes would automatically engage, so it would govern me down the hill so that when I was going down Hill, I didn't have to squeeze my brakes as hard. I didn't have to squeeze my brakes the entire time. So that really was an important technique that I learned and developed that I'm sharing with you. And and a larger audience now. That really did help

me protect myself in that event. So yeah, it was a. It was an amazing kind of piece that I had had tried to figure out and and make happen and it worked very effectively for me.

Speaker 2

Sue the rules today. I don't know if they've changed since you did the event. But I do know that everything is through axle and disc brake, which is just. For Rd. bikes, it's just so nonsensical to me, but that's a different story so today. Do people still do this event on fixed gear? Is that is that a an OK thing to do? Is there a category?

Speaker 4

Well, you know, I sent several records on fixed gears. I sent the send the set the 12 hour record in Dayton. OH, I set set the 24 hour record in Sebring for 24 hours. Now those those have. It's, you know, been been broken by far greater men than than I ever dreamed of being. But you know, though, that that fixed gear piece hasn't been challenged in the race across the list. And we'd love for it to be challenged in the race across the West and eat now in the race across the east for the for the race across America. That new segment that they're doing. This year as well, but we'd love to be able to have someone try that. You know, it's it's exciting. Records are meant to be broken and and this is not a significant record, but it's from what I can tell, it's the longest, fastest fixed gear time. Trial for race across America or any ultra event so.

Speaker 2

What was your biggest challenge in all of your ultra racing and the first thing that comes to mind for me besides fatigue, which of course you learn how to manage that with when to sleep, when not to sleep. But I'm thinking more about nutrition than anything else.

Speaker 4

I mean, I've knock on wood, I've I've had pretty good success in that. You know, I I crewed for a fellow named John Stoneman and a woman named Muffy Ritz. And then a gentleman named Rob. Fish before I even did the race across America, so I watched and learned on three cruise 4 crews actually because the crew twice for Rob Kish, just how it needed to work and if if you do well and as I mentioned before, if you do well and and your thousand mile week. You know what works for you and you the hardest part for me and and you nutrition wise was the the protection of water. And what what people don't recognize on the race across America is that everything is great for the 1st 72 hours. But you know you you leave a loaf of bread out for 72 hours on the kitchen counter. You don't want to eat that loaf of bread after 72 hours, right? Well, the same thing for milk and the same thing for water. So you've got to recognize the stages in the race to do deep cleaning. To do resets and making sure that you're using the proper water scenarios and water protection processes because you know you're in, you're in a car with 810 other people or sharing that same space and. You know bathrooms and sneezes and everything happens, right, you know, and you want to make sure you

protect that, that, that liquid that goes into your body because you know, a lot of folks don't finish Ram because of their nutrition. And what I saw is it from my experience was that we have to have good protocols and everyone should have good protocols about that. You know you don't stick a dirty bottle in a in a clean in a clean container that you're going to drink from those kinds of things. You you take it for granted. But on a day race or something, but you know when? On the race across America there there's no room for errors like that. So I was lucky and I spent my entire career using Hammer nutrition. I I've I point to my little quilt back here because it's my, my, my memoir of of my my cycling history. For the most part. And you know, Hammer nutrition has been a wonderful supporter of mine through the past and other ultra cyclists. But but their nutrition program allows you and what every writer should do is to dial it in for your own specific needs. And for the temperature of the race you're racing in and the environments you're racing in, what what works for you at 3540° is not going to work for you at 98 or 100°.

Speaker 2

Right.

Speaker 4

Ratios are different. Your your your salt intake is different, your amino acids are different, so you really have to be quite dialed in to to make it work no matter where you are, where you are in your training and where you are in your RAM or ultra cycling career. And it evolves. So that was a long answer there, but that would.

Speaker 2

Oh, that's a good answer, though I I think that people will appreciate that not everybody is gonna do RAM, but a lot of my listeners do long events. You've got PBP which just happened last year, so it won't happen again for four more years. But you know, it's 750 miles over 90 hours and and nutrition is a big part of it. Nutrition is a big part of. Any endurance event period.

Speaker 4

Yeah, I I really learned a really hard lesson at the 24 hours in Michigan one year I I didn't have any real support there and and it was a lot of a lot of things were happening in the background for me being in Michigan at that time in my life. But I say, OK, I've got a great idea. I'm going to make up. All my bottles. For the entire ride, and I'm going to put them in the cooler. I'm just going to grab, grab, grab. Well, you know, that doesn't really work because when you have a live living Organism. Even though it's cold it it it. It it eventually goes bad through the day it and it really learned my lesson about protocols for for managing your nutrition. You don't let them sit too long, you keep them cold. And you also manage your water, your water in a in a consistent manner. So yeah, lots of different things. Most people who done RAM have 10s or hundreds of of lessons and and stories to tell about how they learned how to make their ram successful.

Speaker 2

Did you ever experience Shermer's neck?

Speaker 4

You know, knock on wood, I did not. I had throughout my career. I had a great support system at a bike shop called the Right gear here near Charlotte, NC and in a place called Kannapolis. And we learned early on about how to avoid that, you know, seeing, seeing riders struggle with that on race. Across America. And do well and do and not do well. It was it was a real issue for me and and the key there is is that that balance right you don't want our forward and you don't want to have your shoulders do this right soon as you see yourself writing in bad form is what I called it when I was coaching. Folks say when you you don't want to sit out and and do training rides where you ride them bad form and as soon as this happens.

Speaker 2

So what he's doing, because they you can't see him. But I can't. His shrugging his shoulders up to his ears, which anybody who's had a fit done by me will tell you that they go down the street and they hear me say relax your shoulders like a 1000 times. They can hear it in their heads and it is so important. You are so correct. Absolutely.

Speaker 4

And as soon as you have a position that forces your elbows to lock out, but the only the only shock absorber for your head is your.

Speaker 2

Neck, right, right.

Speaker 4

And you know.

Speaker 2

So there are pictures of people having these contraptions holding their heads up. It almost looks like something from the 1800s, like from a. The Frankenstein horror movie, you know, the way that these contraptions, let me remind our listeners. Again, we're speaking with Terry Lansdale. Such an interesting conversation. I do want to move on to some of the things you're doing now. And reserve the right to get back to you about some other stuff. We're gonna take a short break, and when we come back, we're gonna speak with Terry about the work he's doing now, which is really important work and work that I want to know about. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. If you're just joining me, I'm speaking with Terry Lansel. You need to listen to the first half of this conversation. And because he talked all about his career as an ultra distance rider, including multiple RAM and Hell week in Texas and

the 24 hour Michigan, one thing I want to backtrack on is that 24 hour event because we're very close to Michigan, we're in Cleveland, and I know people, customers. Clients of ours would go up and do this 24 hour. Is it still going on?

Speaker 4

Well, gosh, I haven't. I I think so. But it was. It's changed locations from where we I think we were in in Denton, Denton, Denton, Michigan. Right. I think it's in in Grand Rapids now, but I'm not sure. I'm not sure I.

Speaker 2

Yes, yes.

Speaker 4

Haven't checked on that.

Speaker 2

They had some problems getting people to actually run it for a while, and maybe it's come back. I haven't heard anything. We used to get a flyer every year, but I haven't seen anything in a while, but OK, I'll check into it. So let's talk about another one of the hats you wear. You are the Commissioner of the Charlotte Mecklenburg Planning Commission. And the executive director of Bike Walk North Carolina, as if you don't have enough to do so, tell me about the two different organizations and then your role. And then I really wanna kind of dive into bike walk North Carolina to know what what's going to be happening legislatively this year.

Speaker 4

Sure. Well, I'm. I'm one of the one of, I believe 12 Commissioners on the Charlotte Mecklenburg Planning Commission. We are the largest city in the North Carolina with over 1,000,000. People here in the Charlotte Mecklenburg area and we on that on that appointment role we serve as the land use gatekeepers for how we develop and grow our community. And for me, I set up a a transportation hat. So when I look at a parcel, when someone comes in and say, hey, I've got this plot of land and I want, I don't want to just build one house, I want to build 2 houses or 10 houses or a skyscraper or whatever. And and I look at the the key features of is it is it active mobility accessible ADA requirements, are they in place? Is there enough space for people to live work? And engage each other on a human scale. Deal as we look at those projects, so it's a lot of work, it's it ends up being about 10 or 10 or 15 hours a week looking at all the parcels and growth that we have every month. But it's it's quite rewarding when you can have developers and City Council members support your efforts and your language for change. So that we are not so car centric and only allow the access for for our types of land use to be done by vehicles and vehicles only.

Speaker 2

So I have a question about that because it comes up all the time that there is so much push. Back from some of the quote UN quote old time kind of urban planners who. It was wider roads, more lanes, faster and traffic calming we know is important. Trees are important, slowing traffic down fewer lanes. Do you get any pushback about some of this new development? Are you hearing people say I want to live and work close by and I want groceries and I want? Amenities and I I want to move back into a more urban setting.

Speaker 4

Well, the the pushback that we get are not from the general public. I I don't get a lot of pushback from anyone saying, you know John Q Public or Sally Q. Public going say hey, we don't want sidewalks, hey, we don't want the ability to to cross the road. We don't get that what we get is from the developers, the people who are trying to profit from creating something new and their attorneys that represent them. Those are where the kickbacks come from, because they have, they have to understand that in order to do business and to build and create a structure that may be there for next 80 or 100 years, you only have one chance to get it right. And it's not a cost burden. It is cost. Effectiveness to make that design proper at the time of of construction, rather than trying to fix it later on. And I think that's where that's where the the the largest pushback comes from. Again is from from the developers themselves and the attorneys that represent them. But that's, you know, again that's a that's a much deeper conversation about land use planning. And smart growth. Those are all kinds of keywords and making sure that we incorporate complete streets in our designs and access opportunities for, for how we build and grow our community. A community that had. Farmland or a house every quarter mile or mile and a half depending upon the the situation. All of a sudden has 1200 houses on that road. It's important that you create the infrastructure. For the development at the same time you create the development, we can't have development happen first in infrastructure happened 2nd and that's something I fight for every single day on the Planning Commission.

Speaker 2

How does the federal infrastructure bill? How is it impacting what you're doing? Are you getting benefits from it?

Speaker 4

Well, I think that comes more from my other hat for bike walk in North Carolina. You know, the investment in the bipartisan infrastructure law, the the I, JA really does allow states in North Carolina specifically to have access to federal dollars to do more, to build that infrastructure to, to fix the problems of the past where we haven't had that. Vision of build the infrastructure first, then build the development. It has helped us in North Carolina and for Charlotte, you know, that's a ticking ticking clock as well. Those funds aren't going to be out there for very long. So we've got to make sure we have every community. Whether it be Cleveland or Charlotte or wherever, starts to press staff

to say, hey, are you doing this and are you doing it now and making sure that we remind them as as active mobility users, but in the form of biking and walking that that we are represented because we are paying for this just as much as cars and people who own cars. People own houses, etcetera, you know, and for the most part, the hardest thing that we have telling developers and and talking about the the opponents of active mobility and integration into transportation, it's the fact that the majority of us. Own a bike and own a car. The notion that we're not paying for it by choosing is just not fair. And in North Carolina we've got a situation where all the bicycle dealers contribute to the highway funds. So so bicycle dealers aren't paying for roads and you know, in North Carolina we've got. A general fund tax that's being shifted over to the Highway fund because we need more dollars to help improve our transportation. But that's what. I do at bike fault in North Carolina, yeah.

Speaker 2

That's very interesting. Do you have a vision zero plan?

Speaker 4

We do. We've got our I think we have now 11 communities across the state that are on Vision zero and many of them are now staffed and then we have a state vision zero committee as well and which I'm a stakeholder on and we're working really hard to advance those those protocols interesting piece here this week at A at a City Council meeting in Charlotte, one of the. One of the council members said, hey, can we make it not vision zero or to a goal goal less than Vision Zero? We need a we need a, you know, vision one or vision 12, you know, like which, you know, which family member of yours do you want to sacrifice to make that?

Speaker 2

Right. No kidding.

Speaker 4

Who? Who's going to be the one? You're when you take away the goal of 0, you're putting a target on someone's life. And I don't think that's fair for politicians to do that at the local level or the national level. Gosh, you're getting me on the. Advocacy stuff, though. So.

Speaker 2

Well, let me tell you that's, you know, that's a big part of why this podcast even exists. Is, is that I I want my listeners to get involved with advocacy because I think that. And I hear it all the time from planners, especially people like Jeff Speck and and Chuck Maron. And all of those guys, we can, as individuals, make a difference. Speak up, you know, contact, get involved with that accuracy advocacy. Contact your legislators to. All of that, we'll move on from that though, but that's all true. So I have a question about the East Coast Greenway. Are you part of it?

Speaker 4

Well, Buck, well, North Carolina is a stakeholder. It it does go through North Carolina. But the interesting piece for North Carolina and this is, yeah, this is a problem with advocacy. I'm glad you mentioned that because what we see is the quote UN quote like or crowd, right? I don't like talking and referencing the way people dress. As a identifier for who they are, but we understand a a Rd. cyclist, whatever that case is, that that's the bias that's implied here. But the majority of the East Coast Greenway as it goes through North Carolina, guess what? It's not a Greenway. It's an on road facility. Right. So up to in some estimates right now up to 70% of the Greenway and North East Coast Greenway in North Carolina is going to be on road facility. So we need to make sure that that our on road is integrated into all active transportation and all user designation for. Roads, because this is significant tourist, a significant economic driver and and a significant land use opportunity for North Carolina to protect that kind of all Rd. user designation in the facilities we create.

Speaker 2

So yeah, I get into big arguments about this all the time about whether or not I want to get to to the word. E bike here. There's a lot of off-road stuff where E bikes are getting into trouble. Well, people are getting into trouble with their E bikes, but are you having E bike legislation? Are you having E bike rebates? Are things happening with E bikes? I know you said you have one, so I know you that you ride one. Do you ride it mainly on the road?

Speaker 4

Yeah, I I ride it everywhere, wherever I can take a bike, I ride an E bike and and it because what is it still? It's still a bike, but for North Carolina, we wrote a an E bike classification law several years ago. It didn't make it through, but we were following people for bikes and that kind of philosophy of the classes. But what we see in North Carolina is, is municipalities taking the lead on how they want to. Regulate E bike usage on on road and off road facility. And we're we're challenged by that because depending upon who's at the Dyess determines whether the rules are there are soft or hard towards people on bikes, and you know it comes down to design and engineering as well for the types of greenways. But there's also a behavior profile. You know when bikes get on greenways, bikes become the cars. So so we as cyclists on greenways must respect the pedestrian. As the king of the road at that point, so to speak, just like cars should respect us as the king of the road, because we are the most vulnerable users, pedestrians, the most vulnerable road users, the hierarchy of trail usage, if you recall, everybody stops for horses. Everybody stops for pedestrians and that this I'm going to get this wrong. But the downhill stops for the uphill those kinds of things that that have to. Happen to make everybody safe and I think the the more times we as cyclists. Respect the people that we're sharing the space with the better opportunity we have for continued use of all facilities and have a a much, much better opportunity to

grow those facilities and length of miles and also space. But to be honest with you sometimes and we have a great rail trail here. Curl it that's 10 feet wide, doesn't have a center line to divide it. It's just not enough room, it's in. Demand is just so great, you know, for me riding a bike there, I'm. I'm having to go at walking speed because there's just so many people there. And I think the more times we understand that we need to have space built, be there on road or off road built for everyone to have an opportunity is is very critical. So yeah, I I support E bikes wherever we can ride a bike on a sidewalk where appropriate, on greenways, on trails. On the road, there's enough roads in North Carolina and and elsewhere that restrict bicycles and pedestrians that bicycles and pedestrians are paying for that we should be allowed to to be safe and are choosing to use transportation options that don't require an automobile.

Speaker 2

Are you building protected bikeways?

Speaker 4

Well, we as a an organization aren't quote UN quote building, but we're supporting. Policies that do do.

Speaker 2

Well, that's what I meant. I meant the state.

Speaker 4

Yeah, North Carolina is we have an. Interesting law, and this is this. Is I have another hat to to share with you? I'm actually running for House District 105 in North Carolina for State House. And in North Carolina, since 2013, it's been illegal. Let me say that again, since 2013 has been illegal for our North Carolina Department of Transportation to spend money on stand alone bicycle and pedestrian projects.

Speaker

How is that possible?

Speaker 4

Our General Assembly made that law, and it's something that, like what North Carolina has been been working very hard to repeal. We've got it and send the budgets, House budgets, governors budgets, we've got standalone bills and we're hoping this short session to dot legislative changes. Bill will will finally make it across the finish line and restore sanity and. Now we build roads and and spend our transportation dollars.

Speaker 2

Wow, that's a pretty nasty little piece of legislation prohibiting. So it's interesting that I had a conversation with the Director of Ryde, Illinois, and apparently Illinois has a. Permitted, but not intended, use clause in their state constitution for bikes on roads, and

it's creating some issues. Legislatively, for you know crashes, so I understand that these these quirky little things that happen state to state it would be nice to have some kind of evenly. Adjusted legislation so that people were all on the same page like we need protected bike lanes, we need the good laws we need. Would and we need good behavior by cyclists. Very important.

Speaker 4

Cyclists and drivers, right?

Speaker 2

Well, for sure drivers we can.

Speaker 4

You know, because we as cyclists are often drivers as well, so how how we act as drivers really indicate how we how others may act around cyclists when we pass them. And I used to often say I worked for a an organization called trips for kids here in Charlotte for many years. You know, and and I said in order to be a better driver, bike more. Because you understand the need to give space, you understand the the need to pay attention. You understand the need to manage yourself around cyclists and how to get around them safely. Bike what North Carolina is about to release a couple of PSA's and one is an unique law in North Carolina. That is, that is allowed. You're allowed to change lanes to pass. Even in the double yellow line, when there's a when it's safe to do so, to pass a cyclist and and we're we're trying to promote that education opportunity and by default North Carolina has. Several educational programs, one is called the Bicycle Safety Quiz, where it tests your ability as a cyclist, as a driver, as a child, as a as a professional driver. To make sure that you understand the rules of the road and how to be safe when you do ride or drive a vehicle on our Rd.

Speaker 2

Do you have programs in schools to teach kids how to?

Speaker 4

Schools at their at their PTA's at law enforcement agencies? Yes, we have a another program called our Friendly driver program, which doesn't focus on the cyclist, right? It doesn't say, OK, as a cyclist, you need to do this. You need to be that, know it, focus on the driver. Right. Because we want to increase yielding scenarios for drivers. You know, every car has this little pedal just to the left of the accelerator brake, and people just don't use that. And you know that's that's the key. We want to make sure that we we try to instill in drivers is that you approaching A cyclist or another vehicle.

Speaker 2

Right.

Speaker 4

Right. You have to yield to that person in front of you. It's your responsibility to do that and getting people to recognize that the cyclist was there first, even though you approached them right. That's the reality of it. And the other piece we talked about at Bike Walk in North Carolina and and me as an advocate is that, you know, what is the first rule of driving? I'm going to test you here. What's the first rule of driving?

Speaker 2

Pay attention.

Speaker 4

Yeah, sometimes you can. You cannot pay attention and get away with it. You know, you might sneeze and you you can recover from that. I'm gonna make you. Answer Another one, but the. First rule of driving is you don't. Hit anything? Well, yeah.

Speaker 2

OK, that's pretty obvious.

Speaker 4

Yeah, but you wouldn't be you. Would be surprised how. You're right. Don't get that right. You know when that happens, your life changes. The other person's life change.

Speaker 2

Right.

Speaker 4

A third party involved, be it insurance or police or ambulance, or there's somebody else that has to be involved. So the first rule of driving, if we can get drivers to recognize that first rule, that that's their responsibility is to not hit anything ever. That's a key thing we would have Vision 0 tomorrow if we had every driver taught that from the time they got their learner's permit from the time they turned their drivers license in.

Speaker 2

That's a great rule and it's pretty simple. And you know what? Everybody gets behind the wheel of the car with an intention, at least in somewhere in their brain that says I'm not going to hit anything. And yet they hit things like cyclists, right. So the last thing I want to talk about is how people can follow what's going on in bike Walk North Carolina. Maybe your. Planning Commission work and do you have any? Websites or I don't know blogs that talks about your. Time as an ultra cyclist.

Speaker 4

That's the easy one, no?

Speaker 2

You just need to write a book.

Speaker 4

Well, yeah, yeah, there's there's lots of books out there for that. And I think there's there's great opportunities, but but certainly for me, my ultra cycling career was was very personal, was very personal. And what I wanted to do with. You know, I I used my ultra cycling career to to meet family members who had never met before, to to have those relationships start that I'd never had before. That was very personal to me and and you know, when you when you have a guy like Danny Chew. Who gives you grief for finishing the race across America and 243 hours and say and he says you've never done it in under 10 days. It's, you know, it puts it in, in, puts it in perspective that I I've never never was a great ram rider. I was. I was always pretty good and was consistent and really love to do it and was very proud of the work that I did and and as and for the most part I gave my effort every single time the best ever that I could. And I think that's the the beauty of of ultra cycling as you go out there doing that every single time whether it's.

Speaker 2

I don't think you could ask for anything more. More than that.

Speaker 4

That's right that I'm very proud of that. But for me, for Bike Walk North Carolina, you can visit bikewalkinsee.org. You could take our bicycle safety quiz at the same location. We also have the friendly driver program. If you're in North Carolina, we can set up a one-on-one meeting with your group. Just go to bikewalkinc.org slash. During the driver program, we also have a summit that we have every year. We're in our 13th year for our statewide summit. But we're we're looking for opportunities to continue our education process and grow the opportunity to reach Vision Zero and more importantly, restore the bike PED funding limitation in North Carolina and give people a chance to embrace options for transportation that they have out there.

Speaker 2

So if somebody wanted to come down and visit. Charlotte, what would be the top three things you'd want him to?

Speaker 4

Well, I think the rail trail is one of our most premier events here. That's a that's a trail that that runs along our light rail line from the South of the Charlotte to the north of Charlotte. And it really is spectacular. It's a, it's a great opportunity to get out there and ride in a safe place and visit. Bars, breweries, historical places. It really is the key feature for for Charlotte, I think for for North Carolina. Gosh, you know, we've got the

mountains. Which has the highest peak east of the Mississippi in in Mount Mitchell. If you want mountain roads on the Blue Ridge Parkway, wow, what a glorious time to ride your bike in in spring and fall especially. And gosh, we have the coastal plains and Wilmington and our coastal rides are second to none as well. We've we've got Ultra. Cycling events that happened in Washington, NC Ultra running events that happened on the coast, and it really is North Carolina is a cycling haven and a cycling haven for for many folks who come here.

Speaker 2

Well, I really appreciate you taking time to talk with me today. We've been speaking with Terry Lansdale. He is the executive director of Bike Walk, North Carolina. He is an ex ultra cyclist. Although when you so sitting behind him, of course you guys can't see this. Maybe he'll take a picture and send it to me. Are all of these wonderful? What are they? Number plates and bibs and stuff?

Speaker 4

They're old T-shirts that we turned in here.

Speaker 2

Ohh, that's right, they're T-shirts from the and they're up on his wall and they are his background and they're just awesome. I really UMC a RAM 24 crew, I can kind of read some of them behind him. Thank you so much for talking with me. I hope you get this legislation passed to get some protected bike lanes. That's a really weird. One and I hope we get to talk again.

Speaker 4

Anytime. Thanks for having me today.

Speaker 2

My thanks to Terry Lansdale for speaking with me today. Follow Bike Walk North Carolina at bikewalknyc.org and take the safety quiz. You can also learn about the September Transportation Summit and all the other programs and events happening in the state. Before I sign off today, I'd like to mention something that happened this week that I found incredibly disturbing. I don't want to get into a political or philosophical discussion, but this incident was truly upsetting to me. Leah Goldstein is one of the most celebrated women athletes I've ever had the honor to speak with. She has set many records, including at the age of 52, being the first woman to win race across America. She has also been in high demand to deliver her message to young girls and women that women can accomplish anything they wish. She's an inspiration. Leah was to be the keynote speaker at the International Women's Day Inspire Inclusion Conference. Then suddenly she was disinvited because she's Jewish and had served in the Israel Defense Forces as a young woman. At first, Leah was not going to publicly address the dismissal, but after social media and news groups picked up the story, she felt she

needed to make a statement. Here is a bit of what she said and a link to the original story as well as her response is on our website, outspokencyclist.com. Quote I speak to inspire and motivate. I speak about obstacles and how to overcome them. I speak about bravery and growth and standing up for one. I don't believe you hired me because I was a soldier and a cop. While these jobs are part of my story and I'm very grateful to have had these experiences, they do not define me as a human being. As a Jewish woman, I would never be offended if a Palestinian woman were to speak about her obstacles and life journey. I thought that's what women were supposed to do for each other. Listen and support. End Quote. Regardless of your feelings about the Israeli Palestinian situation, in my opinion, this incident was both uncalled for and sorely misguided. I'll step off my soapbox now and I hope no one was offended by my comments. Thank you for listening to the show. I hope you enjoyed it. Remember, you can find show notes, photos, links and a written transcript of the show at outspokencyclist.com. Follow us on Instagram, Facebook, and Twitter, and subscribe to the podcast on your favor. Spring is just around the corner, so stay safe, stay well and remember there is always time for a ride. Bye bye.

Speaker 1

Thanks for joining us today on the outspoken cyclist with Diane Jenks. We welcome your thoughts and contributions on. Our Facebook page. Or visit outspokencyclist.com to leave a comment on any episode. We'll be back next week with new guests, topics, conversations and news in the world of cycling. Subscribe to the show on your favorite podcast app and you'll never miss an ex. Code the outspoken cyclist is a copyrighted production of DBL promotions with the assistance of Wgcu FM Cleveland, a service of John Carroll University. Thanks again for listening. Ride safely and we'll see you next week.