

Audio file

[wjcu-the_outspoken_cyclist_2025-02-25.mp3](#)

Transcript

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The.

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The.

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Oh.

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It's time for the outspoken cyclist to weekly conversation about bicycles.

00:00:27

Cyclists trails travel advocacy, the bike industry and much, much more.

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I.

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You can subscribe to our weekly podcast at [outspokencyclist, com](http://outspokencyclist.com), or through your favorite podcast catching app to listen anytime. Now here's your host, Diane Janks.

00:00:34

The.

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Hello and welcome to the outspoken cyclist.

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I'm your host, Diane Jenks.

00:00:56

Thanks for tuning in today.

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First of all, I'd like to thank all of you who extended your sympathies and good wishes for Gregg Priddy.

00:01:06

He definitely will be sorely missed at the studio and in our local Cycling World.

00:01:13

Secondly.

00:01:14

Greg must be looking down with a big grin on his face because this year's radiothon at Wjcu took place last week.

00:01:23

Some of you were kind enough to make donations to the station on behalf of the outspoken cyclist, and I thank you from the bottom of my heart and even more better.

00:01:33

The goal was.

00:01:35

This year, \$70,000 and it was surpassed in grand fashion.

00:01:41

There is still time to make a donation if you wish.

00:01:44

Just log on to wjcu.org. The pledge button is still available at the top of the page.

00:01:53

Let's get on with our show. My guests today are New York City's professor John Sirico.

00:01:59

And the bike fitters.

00:02:00

Fitter Paul swift.

00:02:03

John is one of my favorite repeat guests, as those of you who are regular listeners know and go figure, this conversation was recorded exactly one day before the president put the kibosh on congestion pricing in New York City.

00:02:20

John and I had spoken last May about the project and how it was on again, off again on again.

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He was looking forward to what it might do for New York City.

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Well, the cameras went on line in January and the immediate effects were pretty amazing.

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We'll find out about.

00:02:39

And a lot more in a moment.

00:02:42

My 2nd guest is Paul Swift, the bike fitter's fitter and developer of many cycling related products that facilitate a better experience on the bike. Whether on the ground or in the gym.

00:02:56

Paul's philosophy stems from observation as well. It should, in my opinion. He recognizes that sizing is not fitting and that it takes many years and thousands of fits to see what you're actually looking at. And before making the changes necessary to accomplish a comfortable and efficient POS.

00:03:14

And get great results.

00:03:16

The conversation is casual and enjoyable, and we'll hear it in the second-half of the show.

00:03:23

So when I want to know what's happening in the Big Apple about sustainability, bike crashes, open streets, anything else that has to do with urban life, Professor John Sirico is my guy.

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His sub stack blog, St. Beat is one of my favorite reads each month.

00:03:40

Early in January, the long-awaited program to help ease traffic in New York City went into effect.

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The cameras went on and lo and behold, traffic eased.

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Broadway saw a 20% increase in ticket sales.

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And crashes were down a whopping 30%.

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And that was just in two winter months. But along with many other programs, the president decided he didn't like congestion pricing. And in the stroke of his marker, had the cameras turned off.

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The legal wrangling is still going on and it's yet to be decided.

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The day I spoke with John, things were looking pretty rosy.

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Hi, John. Welcome back to the outspoken cyclist.

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To speak with you again.

00:04:24

2020.

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Nice year so far, not.

00:04:28

Thanks Diane for having me always.

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Yeah, so much has.

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We believe it or not, we didn't speak between May and now of last year, which is unusual. Yeah, I looked back.

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Really. That's that's.

00:04:39

Crazy.

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I know so it either went really fast or I got lost somewhere.

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Wow, that's nuts. I feel like.

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At the time that we last spoke, congestion pricing was going to be implemented.

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Had been pulled and then it was.

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It wasn't. It wasn't. It wasn't.

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Then it was.

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And now it's a big deal again.

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So because we know that no good deed goes UN.

00:05:01

Punished.

00:05:02

Yeah.

00:05:03

Let's talk about congestion pricing.

00:05:05

What's going on?

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Sure. So I guess you mentioned a lot has happened, I mean this is an idea that's been decades in the making and somehow got across the finish line this last January and the clock the cameras clocked on on January 5th.

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But the governor really went through this time. Governor Kathy Hokel went through this time where she put it on ice.

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She lowered it to \$9 and then the minute Trump won the election November, she revived it and knew that this was really her last chance.

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And she got the sign off from the Biden administration.

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Went on on January 5th and they've been chucking away for almost two months now and it's interesting how kind of baked into the the cities kind of rhythm they already are. Where there was this kind of couple of weeks where there was a lot of press around and.

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Of people kind of.

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There's a lot of negative press from the more right wing media like the New York Post almost every day hitting, hitting the.

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Story, but now it's almost two months in and we're seeing a lot of the indicators being.

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Exactly what the MTA the Transit Agency, really wanted to see, where we're seeing pedestrian traffic up, we're seeing vehicle traffic down.

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Seeing a lot less crashes in the congestion zone.

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Drastic drop in crashes.

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Well, my ticket sales are up. I mean, all the things they wanted to see ridership on the subway buses.

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And most importantly, I think vehicle speeds, bus speeds are up quite dramatically, which is great.

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The problem is.

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You know, the President really doesn't like the.

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Trump hates the congestion pricing toll has really sworn that he would terminate it. And that said repeatedly, he's going to terminate it now. I think like with a lot of other things he's doing, there's no clear.

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Mechanism for him to do.

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He's kind of just, you know, says that in the true social post and there's not a lot of.

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Perhaps legal mechanism for him to choose, but now him and the governor are talking almost every week about.

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Where the governor really is the last defender of this policy, where she is defending it to him saying, you know, look how much spring in look what it's doing to.

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All.

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You know, he argues that no ones coming to Manhattan.

00:07:00

She's pointing to data that shows that's not true, right?

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And now we're really in this wait and see phase where we have to see basically if he believes the data or not, if if this is someone who wants to continue to make it a political football.

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So you know, we're seeing protests for so many reasons everywhere.

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Is there a mechanism within New York and we all know this is basically Manhattan?

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Is not New York writ.

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The whole state we are talking about the island.

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Where people can say no congestion pricing is working.

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Huckle keep it in place.

00:07:37

Yes.

00:07:37

You know, don't listen to him.

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Of all, I don't think.

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Does he have the authority to end it? Isn't it?

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It state mandated.

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Yeah. So there's two things.

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Hypothetically, he could do.

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The first.

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Is remove the authorization that the Biden administration has given now, whether he has legal authority to do that, that's very unclear.

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Would be pretty unprecedented to remove a past.

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The Biden administration stamped on off on it on one of their last days in office, which I think is very telling of the political.

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Kind of undersides of.

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The other thing he could do, which I think.

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Is probably less likely for him to be able to pull off as an act of Congress to to stop it.

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Which actually happened in the 60s and 70s, when the idea came up, even though it wasn't passed yet, there was an act of Congress saying there would be no toll out on the East River bridges.

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So it's been done.

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I mean I whether this President has the capability to really get anything through Congress or anything through the courts, right?

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But other than that I mean.

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Most experts are kind of flabbergasted at this.

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Not sure really what precedent.

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You know, there's a president who clearly doesn't care that much about presidents, as we've seen in the last couple weeks.

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But he has some mechanisms are just quite they're quite shaky.

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So, is there a monetary upside that is already showing itself?

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Without a doubt, I mean the the, the.

00:09:00

That we knew.

00:09:01

A fact that the congestion pricing was going to bring around \$15 billion a year, you know, in revenue for the, for the, for the MTA, the next the next 10 years.

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Supposed to bring in about a billion in revenue.

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I would say the monetary value we're seeing right now because the MTA hasn't said this.

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Exactly how much we've.

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They're not going to release that until I think couple months in.

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The main thing we're seeing is that were no pedestrian traffic.

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Up, we know spending is up because people are kind of out on the streets more.

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Know Broadway ticket sales are.

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One of the biggest things you heard was that all it's going to kill Broadway.

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It's going to kill this industry, actually. Broadway saw about a almost 20% rise in tickets.

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The last four weeks of first four weeks of January compared to last year.

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You know I.

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I don't think that's personally for.

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I don't think that's like just because of congestion pricing. I think that we're seeing Broadway come back and that's great. But it says to me that it's not hindering it and I think that's important, right.

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So we're seeing kind of monetary value of people spending in New York City and I think that's something that really hits the critics that this was going to kill business or that because drivers can't get into Manhattan all of a sudden, all this money.

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Disappear, which has not shown to be the case.

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So I wanna talk about one more thing about congestion pricing, but I wanna reintroduce you.

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We're talking with John Cureka, professor sorico.

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Thanks, Diane.

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Who is one of my favorite guests? Because he's always so well informed about his topic, which is New York City and New York, and even broader than that understanding, sustainability and urban planning and all of the things that everybody knows I love so.

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The last thing about congestion pricing that I want to know about really doesn't have to do with the pricing. It has to do with whether the crashes.

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Down, whether we're seeing anything better in terms of behavior by motorists, buses, trucks, all of that.

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I'm really glad you mentioned it, 'cause. I think to me the non almost like the the ones we don't expect.

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Really interested to hear about all these kind of adverse effects we get when we.

00:10:58

Up traffic.

00:11:00

It does have all these adverse impacts on society.

00:11:03

But yes.

00:11:03

Injuries and crashes are down quite a lot, about 30% compared to last year, which is remarkable. I mean, we're talking about 60th St. down in Manhattan, arguably some of the most prime real estate, some of the most congested streets in the world potentially.

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And we're seeing a a pretty drastic drop.

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I mean.

00:11:19

Is what you get when you get less cars on the street.

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Just not going to have as many of those collision points.

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And so we're seeing that safety and I think for me, just seeing buses really speed up and seeing your average person's drive, you know, actual drivers that have to use Manhattan for, you know, for business, whatever it might be, their drives are much better their grass and.

00:11:38

Bridge is quicker you.

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Now we're expecting a little bit of a rebound.

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It's called where people find out the streets are quieter so more people drive. It's almost like.

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Demand backwards.

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But what we're seeing now is that even drivers are saying there's a poll that came out that drivers were some of the most supportive of the tolls. The last two months because.

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Into New York City a lot faster than they ever have, which is pretty remarkable to see that switch cuz it's kind of thing where it's like I always thought the messaging should be all road users are gonna benefit from this, right?

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Not just cyclists and pedestrians or subway users who get more investment in bus riders. It's drivers too. You'll have less traffic on the street and it's trucks that are delivering all of our goods, right?

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Think that kind of we actually are seeing.

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That happened across the board and also in the support of the of the program.

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Well, and people need to remember that time is money.

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Yes, exactly.

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So saving money on delivery, saving money on gas, saving money on, you know, you have so many benefits by speeding things up. On the one hand and slowing them down on.

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100%.

00:12:38

Other all.

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Exactly.

00:12:39

Right. We're gonna take a right hand turn.

00:12:42

Wanna mention your sub stack.

00:12:45

Newsletter St. beat.

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It is probably.

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Best money I spend every month.

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You're crazy. Thanks.

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Well, but you just passed a milestone.

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Just had what 8000 subscribers?

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Yeah, we're. Listen, we're getting there, right?

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I'm doing a little voice over as I'm having guest speakers.

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Having all these sorts.

00:13:03

Yeah, there we.

00:13:04

See, now it's it's turning into something, but actually I really look forward to it. And you're always on time and it's always comprehensive. And this month you talked about Ashland, KY.

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Mm.

00:13:19

How they spoke their minds about Main St.

00:13:21

Yes.

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So I I want you to tell a brief, you know, kind of like a synopsis of what happened in Ashland, because it's not a big city like we think of, maybe even Louisville or Cincinnati or Cleveland.

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Certainly not. But it was this classic Appalachian town.

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It had this story that we hear a lot in Appalachia, where manufacturing left population left.

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Really had a downtown downward spiral and would see a lot of.

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Appalachia and you kinda had this generation of really progressive, you know, urbanist kind of forward-looking, you know, land use kind of planning people come into office and say, hey, we really want to revive this town, we want to bring it back. One of their approaches was Rev.

00:14:03

Downtown stretch.

00:14:04

And one of the ways they went about that was asking for the state. The Kentucky dot basically to hey, come up with a plan that we really want to improve our downtown.

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Want to bring business?

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We want to make a more walkable more.

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More appealing, don't feel like you're on a four lane.

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Those kind of things make it better for cyclists, pedestrians. So they came up with this idea to bring 4 roundabouts to the downtown.

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They implemented the four roundabouts and all those people that called for the four roundabouts that were in office, all lost their job at the election at the ballot box. They all didn't get reelected.

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This was a fascinating story for me. I thought it was something that I never seen really retribution like that for a roundabouts no less.

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Mean just traffic circles is what we're talking about.

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But for me it was a much.

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In much bigger story about.

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Getting across policy benefits to people. How do you get across that? What you're trying to do? You're trying to improve the downtown, but people don't see it as that?

00:15:00

See it as a.

00:15:01

I don't know what this is. This is causing traffic, this is.

00:15:04

To get to businesses, the surrounding parking, even though we know roundabouts are safer, we know they, they, they kind of ease traffic.

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We know they make a better walking environment. All those things, they couldn't translate that to voters in the town they got voted out of office and it was something that was just fascinating to hear. Their kind of stories about.

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Mean they got death threats? It's.

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Insane. I mean, we see this all across the country. These, like, almost like hijacking of a very.

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Hyper local culture war around roundabouts because a lot of it fell into the kind of war on cars.

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This kind of idea that like you're punishing me for being a driver, even though all these officials were just like we just want the downtown to come back, we want to be more vibrant.

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It's a fascinating story. I I really enjoyed hearing from these people both on both sides of the aisle about it and.

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Yeah, it's something where I think a lot of town struggle with this.

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Do you get across these projects that?

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A lot of towns are gonna have to do to attract business back.

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Have to make your downtown more livable.

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Have to make it more attractive.

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And these four lane highways we see in so many towns.

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Aren't the greatest for doing that.

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And I think just trying to ease that down to roundabouts. You know, they really struggle to communicating that to the public.

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Are they plan?

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This is just a remarkable story to me.

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First of all, do they have any data that shows that the downtown was?

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To revive.

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Yes. So they have some business. Sales went up and a couple of new a couple of new businesses opened and some business sales went up.

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The problem is.

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There was a couple things.

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One construction was a mess, so tons of scaffolding was up everywhere.

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Businesses really complained about that, which I totally get.

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Not that's not fun for anyone, you.

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But what they really struggled with it. It was getting those businesses that were like, hey, business is actually up in my business.

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Couldn't get those folks out to the the meetings, right? So.

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Really loud, you know, community meetings and you only got the people that hate the project show up.

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You couldn't.

00:17:04

They couldn't get the pro people there and it's happened so often.

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You know you have this loudest, angriest voices in the room really suffocate.

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Sure.

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So where does it?

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Right now, they're not going to take the.

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Out are they?

00:17:19

No, I would say the thing that's gonna be so interesting and I said this to all of them and the interviews was at the end of it kind of was like, you know, the sad part for these people is that people are gonna get used to the round.

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Are probably already used to roundabouts. You know they've been in for a couple months now. They're almost done.

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And you know it's they are kind of almost like a short term sacrifice that had to.

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For a.

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That's gonna get accepted by people just like congestion pricing. Like if unless the President gets rid of it, most people are just gonna accept that as the norm.

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Sure.

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But it's this kind of like short term period of pain.

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And anger.

00:17:49

That's really hard to overcome and I would say it really scares the heck out of the politicians.

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Is that short term that battle, and I think Josh, the main character of the story, who was running for mayor, really, really became.

00:18:02

Roundabout warrior. Really. Birth pro, who lost, lost his his bid and lost his election. He said at the end he's like what's so sad is that.

00:18:11

So many towns are going to be scared to do anything to their streets, anything to their downtown.

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Many towns need to be doing this.

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To revive themselves in 2025, and they're all going to be terrified.

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And I think that to me is a real chilling lesson of our time, this fear of even doing anything that could that could attract the short term pain because the.

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It's so hyperactive right now.

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Let's take a short break, and when we come back, I want to talk about New York bike lanes, because that seems to be a topic, right?

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Yeah, always.

00:18:39

Oh, we're speaking with John Strico.

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Is always a fascinating conversation.

00:18:44

We will be right.

00:18:45

You're listening to the outspoken cyclist.

00:19:06

We are back on the outspoken cyclist.

00:19:08

I'm your host, Diane.

00:19:09

We're speaking with John Sorico about New York City and actually we just finished. If you didn't hear the conversation about what happened in Ashland, KY, with four roundabouts that were planned to.

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Revive a downtown and turned out to **** ** a lot of people for some reason. Even though we're going to know in the long run, it'll probably work out better for Ashland.

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I would think.

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So Rd. CC, which is a, you know, an online had a.

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Headline.

00:19:42

So the president claimed that.

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They should get rid of the bike lanes and the sidewalks in the middle of the street.

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So bad they're dangerous.

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These electric bikes go at 20 miles an hour.

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Whacking people.

00:19:57

All.

00:19:57

So you and I know this probably isn't true, but I did see some pushback that the bike lane seemed to be dangerous.

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Don't know who was saying that, but I think you'll always find somebody who doesn't like something as as we well know.

00:20:11

There are a lot of.

00:20:12

Who don't like anything?

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So what about the bike?

00:20:15

I know that Sadiq Khan put him in, you know, really pushed hard and that they they made such a difference.

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Yep. And I would say that every every mayor since then has continued to upgrade them, add them at different speeds, you know, continue to to add them.

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So that was an interview from the.

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In New York.

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This is also when he said he was gonna kill congestion pricing.

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Was the same interview.

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And it was interesting, as the New York Post gave him carte blanche.

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I mean, if there are more right wing publication, they.

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The President, in a lot of ways.

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And there was number really fact.

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I mean, the President doesn't really have that much authority over bike lanes in New York.

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It's not something that he really has that you know that much saying, but I think he's kind of hitting on this kind of like part of the zeitgeist that people are kind of afraid of getting hit on the streets of New York City. And I see it.

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Left and right. I mean, all my friends talk about this.

00:21:04

Not something that.

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Just conservative talking point I.

00:21:08

The thing is, is that Trump probably didn't mean anything in terms of doing anything about it, but he kind of just like, it's almost this like fox populi. Like he's just saying this kind of anger that a lot of people have.

00:21:18

I mean so much so that this last weekend he was the Saturday Night Live's 50th anniversary.

00:21:23

Right. New York Institution and in one of the kits, they said it was like a New York City timeline skit where they talked about the E bikes and it's something like this is a liberal comedy show, right?

00:21:35

It's something that they still mention that the E bikes are dangerous.

00:21:38

Almost going to get.

00:21:38

By by one of them. So it's across across the left and right.

00:21:42

I personally think I mean blaming the bike lanes is not.

00:21:45

For me, bike lanes make every kind of Rd. user safer, right?

00:21:48

Makes.

00:21:49

Can see cyclists and bike and pedestrians better.

00:21:51

Can see cars and bikes.

00:21:53

Bikes can see cars and cyclists better.

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And what I think the city's done that has been quite smart is that they've been really improving the existing bike lane design, making it so you could see.

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Quite far away so you could see a bike coming.

00:22:05

They're widening the bike lane so these faster ones can kind of have some more space.

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And then also, they're making, they're syncing all the green lights so cyclists can have the kind of right of way all this to make it easier for them to be seen by drivers and pedestrians.

00:22:20

So I wouldn't necessarily go after the bike lanes. I mean, for me, that's what that's what makes these situations safer. If you don't have a demarcation, you're not really sure where everything's coming from, because at the end of the day, the kind of.

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These E bikes comes from this sense of unpredictability, right?

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Step out onto this.

00:22:35

I don't know where who's coming where.

00:22:37

Riding on.

00:22:38

All these things, if you actually build properly and build safer, you'll be able to understand those movements and patterns a lot better as a pedestrian and.

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Are they buffering the bike lanes at all?

00:22:48

That's also something they've been adding.

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Adding new.

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They're trying out all these new.

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They're trying out parking protected, which is become the city's real.

00:22:57

Preferable one because you get to keep the parking and you get to protect the bike lane, right?

00:23:01

Kinda get two for.

00:23:02

You get less political backlash when people find out they're not losing.

00:23:05

Parking and.

00:23:06

Get to protect the cyclist pretty significantly.

00:23:08

So they're trying out all these new things. I think it's smart for them to keep experimenting on what works, but this E bike thing it cuts across all like I want to make this clear because it's something that.

00:23:18

People think it's, you know, just the kind of like angry older resident or angry kind of.

00:23:24

Whatever I hear some of my most liberal friends complain about.

00:23:27

You know, like feeling like they're gonna get hit when they cross the street. I mean, I personally think you're much more likely to get hit by.

00:23:32

Car course.

00:23:33

Get killed, but it's a real part.

00:23:35

The zeitgeist right now.

00:23:39

Interesting. You know, I don't know what to say about E bikes.

00:23:43

I think that they're an important addition to the transportation sector.

00:23:47

I think that that that they're only going to be more of them, although given the tariff situation and so many of them being made in China.

00:23:56

They're going to get out priced in this country and we don't start making them here. So I don't know what's going or maybe pick them up from.

00:24:04

Western Europe, I don't.

00:24:05

Yes.

00:24:06

I've I've appreciated.

00:24:07

The current mayoral administration has really made the point.

00:24:07

Know.

00:24:09

They're here to.

00:24:10

We have to start figuring out how to make the batteries safer. How to go after these delivery apps, because a lot of the problem these delivery apps, especially for the couriers, they really unfortunately encourage bad behavior.

00:24:13

Wait.

00:24:21

Got to deliver packages go faster. Go faster.

00:24:24

So they're going after these kind of culprits and I think are quite smart, but they're, I think from the get go, they're saying this is part of our way of life.

00:24:30

We have to get used to.

00:24:31

We have to build a cop, you know, we have to accommodate.

00:24:34

But also we have to figure out how to do it in a safe, responsible manner which I think is the right approach that they're taking.

00:24:40

All right, last thing I want to talk about is your reporting on your occupancy of storefronts in your neighborhood and how important open streets are. And so explain you live in Queens.

00:24:52

So tell us a little bit about the storefronts and what's changed and what's happening in your neighborhood.

00:24:59

Yeah. Thank you so much for for bringing up the open streets. It's a personal.

00:25:04

Passion of mine, of course. But you know, I think it reminds me a lot of what the roundabout story actually feels.

00:25:09

Linked to it, where cities are going to.

00:25:12

Figure out these new tactics to attract pedestrians and attract traffic.

00:25:16

Know what it is, car.

00:25:17

Pedestrian traffic, whoever in 2025, when you're dealing with the on flot of high rents, Amazon, all these things that really challenge businesses to open up.

00:25:27

And a big part of that we're clearly seeing is that if you make it nicer for pedestrians to come and just make it nicer for people that want to hang around, you will actually attract a lot more people, right?

00:25:36

Your businesses will go up, so there's this report that came out in New York City that showed that streets that.

00:25:40

Open streets.

00:25:41

These more pedestrian kind of.

00:25:43

Priority.

00:25:44

There's less, more, you know, more restrictions on traffic, better facilities.

00:25:48

Because their vacancy rate is way less than streets without it.

00:25:52

Kind of also concurrently, which I thought was really interesting, streets with a lot of scaffolding do really bad.

00:25:57

No one wants to be around it.

00:25:58

It's this kind of like, just your sensory experience, almost.

00:26:02

Know when you think about.

00:26:02

Oh yeah, it's scary.

00:26:03

I mean, what are the kind of stories you actually want to hang?

00:26:06

I think stores like Trader Joe's have really figured this out and make the store actually.

00:26:09

Nice to be around Barnes and Noble. Really figured this out a while ago.

00:26:13

They made the customer experience very.

00:26:16

And I think we're seeing that.

00:26:18

I'm just very interested on the external, the kind of way you approach a store.

00:26:21

Is it like to be outside there?

00:26:23

Is it easy to walk up?

00:26:24

Is it easy to park your bike at if there is parking?

00:26:27

It kind of adjusted so it's nice for everyone.

00:26:31

That to me is going to be a huge, huge thing to be talking about as retail just really continues to struggle and figure out what it's.

00:26:37

Like in the wake of the pandemic, you know, in 2025 retail sales, all the things we talked about.

00:26:43

With inflation, they're going to have to. This is a big part of their success story, I think.

00:26:47

So what are the stores that opened in your neighborhood?

00:26:50

So it's been really nice because we get to see businesses really decide to be there and they know the open streets there every weekend from April to December.

00:26:58

So.

00:26:58

They're making a decision to be there, which we think is really encouraging.

00:27:01

So we've had new coffee shops open up.

00:27:03

We've had new restaurants open up some vintage stores.

00:27:07

We're having a potential new kind of musical space open up, which we're really excited about, which is it's great. Again, they're they're choosing to be there. They're saying we're not worried about this affecting our bottom line because we might lose parking on.

00:27:19

Whenever we think this is a place that people want to go to.

00:27:22

And want to be around and stick around.

00:27:25

So it's.

00:27:26

It's a good.

00:27:27

It's a good mix that we're seeing, which is great formula these days to really work. It has to be something that's a little bit more unique and I think that's something that has been really fascinating to watch is retailers just try to figure out what it is and.

00:27:40

Seen.

00:27:40

I mean, this has been going on for.

00:27:41

I mean the 90s with the big box stores. We saw this happen.

00:27:45

Amazon was the next.

00:27:46

Now it seems to be all these different Amazon's just like one of many issues. Now I feel like the inflation, the rent is a big story now, but it's figuring out kind of what works.

00:27:54

And how do you get people to?

00:27:56

And I think that's something that's really interesting as we talk about stream.

00:28:00

It's.

00:28:00

Pedestrian.

00:28:01

It's really this interesting thing about just like I wanna stay here and actually spend money, which in 2025 is pretty revolutionary because everything's online, right?

00:28:10

I think it is a really a really important conversation to have.

00:28:13

Yeah. And something that's very appealing. You know, people love something that's unique and.

00:28:16

Exactly.

00:28:19

I mean, I've been in retail for over 50 years and right now it's really baffling.

00:28:21

Yeah.

00:28:25

Are you here? Agreed.

00:28:26

It is well, John. It is always wonderful to talk with you.

00:28:30

I always.

00:28:31

I always get fired up and ready to do something after I talk with you.

00:28:34

Oh, that's really I live that night.

00:28:36

Listen, I love coming on.

00:28:37

I love chatting and all about all these issues.

00:28:40

And it's always a fun conversation.

00:28:42

Speaking with John Sirico.

00:28:44

Please take a look at his sub stack streak.

00:28:48

It is one of the best written and comprehensive. If you like urban planning, want to know what's going on in New York?

00:28:55

What do you want to?

00:28:56

What's going on with transportation? Sustainability, all of that street beat?

00:29:00

You, John.

00:29:01

Always.

00:29:01

Thank you.

00:29:02

We'll talk again.

00:29:03

And soon my thanks to John Cairo for once again joining me on the show.

00:29:08

Follow his sub stack journal St. Beat it publishes at the beginning of every month and is always an interesting and wide-ranging. Look at the urban world.

00:29:19

Let's take a short break, and when we come back, we speak with bike fitter Paul Swift.

00:29:24

You're listening, the outspoken cyclist.

00:29:46

We are back on the outspoken cyclist.

00:29:49

Your host, Diane Jenks.

00:29:51

Paul Swift has been developing his fitting techniques for decades.

00:29:55

He also sees things in those fits that have led to a plethora of products, from the wedges spitters might use under your cycling cleats.

00:30:03

To his line of saddles, I think you'll enjoy our conversation.

00:30:08

Hi.

00:30:08

Welcome to the outspoken.

00:30:10

Thanks for being my guest today.

00:30:11

Are you?

00:30:12

Oh, thank you.

00:30:13

It's a pleasure to be here.

00:30:16

I'm looking forward to hanging out with you.

00:30:17

Where are you exactly?

00:30:19

Currently I'm in Spokane Valley or Spokane, WA.

00:30:23

So West Coast time, that's the east part of the state.

00:30:26

Very different than the West.

00:30:28

And I'm currently.

00:30:29

My my office, which is.

00:30:31

Believe it or not, at pickleball place.

00:30:33

Do you play pickleball?

00:30:36

I.

00:30:37

I don't really walk or I don't really run or.

00:30:41

I ride a bike, but I could probably handle a little bit of pickleball because it's not like tennis.

00:30:46

Don't have to.

00:30:47

As far I I love it though.

00:30:48

Right.

00:30:50

Before we start talking about fitting, which of course is both of our specialties and I can't wait to hear what you have to say, give us a little bit of background about where you come from, how you got into bike fitting and the bicycle industry as a whole.

00:31:05

OK.

00:31:06

Well, I grew up in Kenosha, WI, and there's a bicycle track or velodrome there.

00:31:12

And it's where Kenosha people know much about.

00:31:16

It's got a hill and you'd go early and it used to really be placed when I was younger that thousands of people would go to and it was a big heyday, a cycling. But it was where you would tell your parents. Hammond, go hang out, you know, like.

00:31:27

Going to the.

00:31:28

We're going to the bowl.

00:31:29

Would say.

00:31:31

And I was.

00:31:32

My friends are all there.

00:31:34

Whatever. Picking up girls or this or that. And I said I could do that. And so I got into bike racing. It accelerated quickly.

00:31:41

Got.

00:31:42

To the Olympic Training Center and I think Barrel Bill Ferrell, was that his name was there.

00:31:48

Mm.

00:31:48

Doctor Ed Burke and they were looking at me on the bike and then they looked at the other side and they kind of were scratching their heads a little bit.

00:31:57

Well, this was sort of the beginning of discovering that I had.

00:32:00

Leg length difference you.

00:32:01

Know 'cause. I ended up fabricating pedals or changing and modifying shoes.

00:32:07

Nowhere to really go and doing it on my own. I just pursued this a.

00:32:10

Bunch.

00:32:11

And I think I would say that's got to be the impetus of what I'm into by fitting today.

00:32:17

Was this difference that they it became so obvious to them?

00:32:21

You you worded that kind of interesting because you said it was in my post right now on Instagram and ask the fitter.

00:32:27

Giving a little history because I've had two hip replacements.

00:32:31

And it is significantly less and it is wonderful.

00:32:36

Than it was.

00:32:37

It's hard to say exactly what it was.

00:32:39

Maybe some of the shortest measurements were 910mm.

00:32:43

Some of longer measurements more at the end of my three, like 1314mm.

00:32:47

Wow.

00:32:48

Depending where it's measured so you know significant certainly at an elite level centimeters a lot.

00:32:54

Right. And then that always shows up in your?

00:32:56

You know.

00:32:57

It's kind of like tilts to one side or.

00:32:59

Yeah, I didn't have a lot of.

00:33:01

But some people do.

00:33:02

Absolutely.

00:33:02

The sale can tell you.

00:33:04

But and I wonder if someone that was saddles were a lot different too, and being younger and dumb, I guess you know riding those super skinny hard saddles, you know, I guess any pro can ride that they weigh less than put more weight in power into the PED.

00:33:18

Their toughest nails to begin with.

00:33:20

Not that tough anymore.

00:33:21

You know, things like that.

00:33:24

Dwell one second on this bicycle career. Did you go?

00:33:29

As I remember, is Kenosha, where they did the milk races too.

00:33:34

Well, that's Wisconsin.

00:33:36

And the milk race was, I think, gosh, I'm not great on the road, but I mean trying what they call today, but super Week was then then and then it became something else. And so it was a big hotbed, you know, the road and crit scene.

00:33:46

OK.

00:33:50

Right.

00:33:51

And then it blended a little bit with the.

00:33:52

But can also the oldest operating velodrome in history today. As you may know, maybe some of the listeners don't know.

00:33:59

Mean Vel drums were a plethora of them around the United States at one time.

00:34:02

Right.

00:34:03

So I started there.

00:34:06

By my junior high school, is invited to the Liquor Training Center for Camp at Christmas.

00:34:11

Then I was invited down to come and live permanently at the United.

00:34:14

For training.

00:34:15

So I moved away from home in high school.

00:34:17

Got to see the world riding a bicycle. So it was pretty cool.

00:34:20

I got to travel a lot.

00:34:21

Remember, the US cycling team and hundreds and hundreds of races? Yeah.

00:34:25

So you know a bunch of the cool people like Nelson van.

00:34:28

They all said I was just going to say Nelson. Is that like your month or maybe last month?

00:34:33

I don't.

00:34:33

Nelson and I are very good friends.

00:34:35

OK, Nelson looked out for me.

00:34:38

Matters we have stayed.

00:34:39

Them a lot, particularly in Indianapolis and his.

00:34:41

You know, it was just a couple years in front of me, looked up to him. Then they got to race with him forever. And I learned a lot from him. More as a person and not charismatic he is.

00:34:50

And you know how they like, maybe get your bikes on the flight for free when you're traveling, things like that.

00:34:56

Was.

00:34:57

He's just a great people person and.

00:35:01

I often use the word colorful people you know to put whatever they want.

00:35:04

But he's it.

00:35:06

He was so colorful. I love.

00:35:08

Love Nelson.

00:35:08

It still is. He's he's remarkable.

00:35:11

Yes, I talked to him regularly.

00:35:12

I mean.

00:35:13

And I don't know if anybody follows.

00:35:15

I follow him on several platforms and I love his cat.

00:35:20

Is the strangest looking cat. It's hairless.

00:35:23

I have some weird.

00:35:25

I'd say they're weird, yeah.

00:35:28

I'm not into that.

00:35:29

I don't pay attention to it. Whatever.

00:35:33

I need to take a moment to reintroduce you.

00:35:34

Speaking with Paul.

00:35:36

Wift X Pro racer and fitting.

00:35:40

And that's what we're here to talk about today.

00:35:42

His business is called Cycle Point.

00:35:46

I'll give you the the website at the end.

00:35:49

A lot of people know that that's been my.

00:35:51

Forte for since 1984, I've been doing fitting and I can remember my first fitting machine was this.

00:35:59

I think it.

00:35:59

Was chanelli and all it did was let you pedal freely.

00:36:03

Was no resistance.

00:36:05

And you could move the saddle up and down and you could move the stem in and out, and that was it.

00:36:10

Well, that's what it was in the beginning.

00:36:12

Mean, you know.

00:36:13

You trudged the road of.

00:36:16

Like The Pioneers, you know, not a lot of data and feedback.

00:36:17

Right.

00:36:22

You know some old Italian guy and I got called the iometer where you use your thumb and you kind of eye them up, you know.

00:36:30

And and there was.

00:36:31

Coolness to that because you guys really studied probably or looked at a little bit more of just the person on the bike and maybe didn't get, you know you didn't have all the other distractions.

00:36:40

There's some beauty in that I love taking.

00:36:44

Some of the history that is good.

00:36:47

And I like ditching some of it that I think we've learned a little bit.

00:36:50

You know you you've come through a lot.

00:36:53

Well, and I think we have learned a lot over the years and now there are so many tools available and the fit schools and just the whole sort of genre of fitting which has changed cycling a lot.

00:37:08

In many ways.

00:37:08

So I want to kind of pick your.

00:37:11

I know you know what I think, but I want to hear what you have to say about things like the major benefits of a good bike fit regardless of whether you're going to race the bike ride down the street, or, you know, put panels on the bike and.

00:37:23

Cross.

00:37:24

What do you?

00:37:25

The benefits are of a good bike fit.

00:37:27

I mean, people ask me, what do you?

00:37:29

Do you define a good?

00:37:30

It is and I have a kind of a strange condition and I just say like it should be whatever you want to be. And they're like, what do you mean?

00:37:37

Said, well, if you want to ride your bike to the coffee shop with your buddies.

00:37:42

You actually shouldn't be thinking about your bike.

00:37:44

You should be thinking about your conversation. You want to have with your buddy, and so to me, a bike. When a bike fits good, the bike disappears and whatever your situation becomes, the focal and center point of what you want to be now.

00:37:59

So I put enjoyment up there.

00:38:00

Put fun up there.

00:38:02

You know, hey, if it's a race you don't want to be thinking about your bike because the.

00:38:06

Next to you wants to kick your.

00:38:08

So anytime you're thinking about something that's not right, I think you're taking away from the ultimate joy.

00:38:14

Of cycling or in the competition would be, you know, it's taken away a little bit from your focus.

00:38:20

I think it's everything from going to the grocery.

00:38:22

To.

00:38:23

Racing at the very least, when I worked with everybody, it should be whatever it needs to blend in with you and your life.

00:38:30

I must say shouldn't be thinking about your bike, which we say that all the time.

00:38:33

Bike should disappear under you.

00:38:35

Yeah, I put.

00:38:37

I put a couple things to that. I think you've got mechanically, it's got to work well.

00:38:40

Are very important.

00:38:42

And it needs to fit right and I and I share a story, two stories that I just might go to, you know. And I tell you baked by our.

00:38:49

Stories tell you make your own.

00:38:50

I was on a sentry ride for some charity thing.

00:38:54

New bike.

00:38:55

Awesome.

00:38:56

Took my.

00:38:56

Off the bars and I was in the ditch.

00:38:59

The headset was all you know what I.

00:39:00

So the mechanic part is is a big deal. You know that ruined my ride.

00:39:05

So you want to have a well working bike?

00:39:07

I never underestimate, you know, a good mechanic.

00:39:11

And then the other one was I was on a date and I can tell you it's probably 20 years ago and I still remember it because I went to West Seattle.

00:39:18

And it was Sunny, which is extremely rare in Seattle, and I remember my wrist was bugging me.

00:39:24

You know, and it's like, wait a minute. That was supposed to be about just having fun.

00:39:28

So I'd like to share those because it's not about necessarily just racing and.

00:39:32

It is, but you know, I just want to have fun that day. And I was.

00:39:36

My wrist was bugging me the entire ride.

00:39:39

And it took away.

00:39:40

And that's where I got that definition of what?

00:39:43

It should.

00:39:43

It took away from the moment.

00:39:45

Yeah. So we don't want things to hurt.

00:39:48

Don't want things to go numb.

00:39:49

Don't.

00:39:50

We don't want you to get off the bike and be crippled. I mean, those are things that actually do happen. I've seen it.

00:39:55

But one of the things that people don't always fit for, and I bet you do, and that is for things like you said you had two hip replacements and those things have changed.

00:40:08

The way people need to to be fitted these days.

00:40:12

There there's like hip replacements. Forgive me saying our age are pretty common and everywhere now, but hip replacements have evolved tremendously as well.

00:40:19

Right.

00:40:23

And it was, Oh my gosh, this masters racer in California, Barry Wolf.

00:40:30

Came to me.

00:40:32

In the 90s and said he was looking at a bike fit and he goes, man, I had a replacement and get a squat right in front of me, he said.

00:40:39

Go skiing and I'm like, hey, no, no, no. There's this new approach, you know, and you got to see this doctor and he turned me on to Joel Motta.

00:40:46

Doctor Joel Mata, who developed a table.

00:40:50

I'm I'm a posting about this right now.

00:40:51

I'm ask the fitter on Instagram I'm doing.

00:40:53

Post about this.

00:40:55

This table that helped doctors approach the hip without tearing your **** wide open, going from the.

00:41:02

And basically when you get a hip replacement today, you you kind of walk out the door the same day.

00:41:07

Right. It is amazing.

00:41:08

It's amazing.

00:41:10

And like my mother had one the old way one the new way. My brother doing the same thing.

00:41:14

I had all the new way.

00:41:18

You know, and the one thing cool about cycling is it's joint friendly, you know, because I was able to ride my bike up to the day of surgery with modification, I had to use some pedal spacers.

00:41:27

Stance would get wider.

00:41:30

You know, I have maybe a luxury of having cranks around.

00:41:33

Had shorter cranks.

00:41:35

And I was able to modify the bike.

00:41:36

Make it work, which is.

00:41:37

I don't get to work with too many people like that, but it's great that we can modify this stuff and people can keep riding their bikes.

00:41:43

I'm not out playing pickleball, but I can.

00:41:47

What is your thinking about? You know, this is the question everybody asks, or I shouldn't say everybody, but a lot of people ask this question. What's your thinking about?

00:41:53

Crank length.

00:41:54

For a long time, short as it short is in, I mean Doctor Jimbo, I call him Doctor James Martin.

00:42:00

Jim Martin out of Utah and I've had the privilege of using this lab and taught a class there.

00:42:05

I like his studies on crank length because they didn't find a difference really in efficiency, so when I.

00:42:12

Let me sort.

00:42:12

Of elaborate on that a little bit, in other words $\pm 1\%$.

00:42:16

So I don't know on a straight power burst that you know there may be with a certain crank length in a certain gear and this and that, but on efficiency.

00:42:24

And so he threw out the window.

00:42:26

Any of these thoughts on crank length needing to be longer or what have you and what I like about the benefits of shorter cranks is often other things we can do.

00:42:35

We can maybe lower the handlebars a little bit, which ultimately happens because you're raising the seat.

00:42:42

'Cause you have more hip clearance.

00:42:44

Knees don't maybe tend to go out as much a little more comfortable and with the gearing today, anybody, anybody can ride any length.

00:42:54

I think you'll find the benefits of short.

00:42:56

But I mean, think about it. When we were young, how did?

00:42:59

Get up a hill. Damn.

00:43:01

Nobody stands climbing anymore.

00:43:04

I know.

00:43:05

But the gearing has done that for us.

00:43:07

It's made me an older guy.

00:43:09

I don't even mind climbing almost anymore. I got to be careful.

00:43:14

So I think it came out recently in, I don't know what publication that Toddy pagacha rides, shorter cranks now all of a sudden.

00:43:23

The peloton's looking at shorter cranks and it's sort of like when people discovered, oh wait, you don't need 23mm tires, you know.

00:43:31

That's a big one.

00:43:32

I mean, it's taking me years to evolve to a bigger, fatter tire, and wow, is it kind of nice.

00:43:40

For a lot of reasons.

00:43:42

My God, I.

00:43:42

It's like the it's like.

00:43:44

I don't want to.

00:43:44

I don't want a sports car anymore.

00:43:46

Want an SUV?

00:43:48

Exactly. I'll take that sedan over that 2 seater.

00:43:51

So I want to know what you on your site. You talk about 8 products.

00:43:58

8 tools that you use. What are you using?

00:44:00

Yeah, I try to.

00:44:03

My brain knocked around a little bit.

00:44:05

I don't think there's that many tools that are absolutely necessary needed in a bike fit.

00:44:10

I think knowledge is your number one thing I do like to use the four foot measuring device tool which measures the tilt and angle of the four foot.

00:44:18

You know 'cause, I did introduce wedges into the industry. I used to own bike.

00:44:21

Dot com but.

00:44:22

Gets us to look at the foot and it's an important connection to the bike.

00:44:25

I like to use lasers because they're simple and easy.

00:44:29

I often use just my phone.

00:44:31

You can use motion capture.

00:44:32

Then you just spend a lot more money.

00:44:34

But you can just.

00:44:36

And then basic tools are. You know, you gotta have a screwdriver and a wrench.

00:44:42

No matter how expensive the motion capture device is that you have and how great wonderful you think it is.

00:44:49

The cleat still has five adjustments. If you're looking at lately, that's it.

00:44:52

Doesn't change.

00:44:54

Travel goes up and down.

00:44:56

Tilt an angle 4 1/2.

00:44:59

You sometimes can rotate it right and left. That's it.

00:45:02

Can change them.

00:45:03

So we still have to know and understand those adjustments and that's why I'm heavy on what I call the rudiments of cycling, how to do all those adjustments.

00:45:14

Then your great, brilliant minds can go somewhere else and all of their tier like you know, they've always been tight there.

00:45:21

Always.

00:45:21

Whatever you.

00:45:22

If you you can change them. God bless you.

00:45:24

Change them.

00:45:25

I'm fitting them now.

00:45:26

The snapshot is now.

00:45:28

If their snapshot changes, and occasionally I'll work with somebody where I think it will change, I might push the fit a little bit. But generally I remember that the bike gets a snapshot in time and that's how you are now.

00:45:38

Let's take a short break, and when we return, we talk about the tools.

00:45:42

Might need to accomplish a good fit on your bike.

00:45:45

You're listening to the outspoken cyclist.

00:45:51

I.

00:45:59

The.

00:46:05

We are back on the outspoken.

00:46:07

I'm Diane Jenks, and my guest is bike fitter Paul Swift.

00:46:11

We pick up the conversation about the tools that bike fitters may or may not need to accomplish. A good bike fit that brings me to a question about all these people who have purchased or who.

00:46:23

Go to fitters who use these complicated mathematical calculations. It prints out this.

00:46:31

You know well it this frame would be good or this frame or this frame, they don't actually nail down anything.

00:46:37

Well, I I think that I think we have to distinguish. There's bike fitting and bike sizing.

00:46:41

Oh, very good.

00:46:43

Both are important, but bike sizing is not. Bike fitting and bike fitting probably influences bike size more than bike sizing and influences fitting unless the bike is the wrong size.

00:46:53

Because let's face it, the bike can be a little bit what somebody might say too.

00:46:56

You can probably raise the handlebars or raise raise the seat. You still can get the good position and then I let people argue that bike stuff.

00:47:05

You know, I'm just here to make sure that.

00:47:07

Connection points.

00:47:08

Your hands, your pelvis and your feet are.

00:47:10

Well, I like to leave sizing up to other people.

00:47:14

Don't sell bikes sometimes.

00:47:16

Do set.

00:47:16

I'm working with a.

00:47:17

Right now on his bike sizing, but I I.

00:47:21

I generally leave that up to somebody else.

00:47:23

That's my.

00:47:25

But you have to have that somebody else in in Spokane and I really don't have a lot of that. Somebody else right now.

00:47:30

I'm doing more than I would normally do.

00:47:32

What does somebody who's listening to this show?

00:47:36

Do to find a bike fitter if they're not in your market or my market.

00:47:41

Are you doing online?

00:47:42

Are you able to do them?

00:47:44

Yeah. And if I can back up, I'm not.

00:47:46

I fully answered.

00:47:47

Were you going to maybe expensive equipment like?

00:47:52

There's a sizing bikes, but then.

00:47:53

Also expensive software.

00:47:55

Yeah, I was talking about the software. I use a sizing bite too.

00:47:58

In my view, if your fitter hides behind software, beware. If you're fitter, talks like this is what I do and this is my knowledge.

00:48:08

Pay more attention. It's like this.

00:48:12

The less you know about bike fitting, the more you.

00:48:14

On tools.

00:48:16

And that's a good thing, thank God.

00:48:17

God fit Kit came out with.

00:48:19

Know.

00:48:19

I don't even know where to put the bike seat.

00:48:22

To the pseudo formula and you get pretty close.

00:48:24

And that's really got a time and a place, and it was really wonderful actually.

00:48:28

But the more you know, the less you need that.

00:48:32

So when you see somebody relying on that, that kind of lends sometimes to the maybe the less they know and that's OK too gives you something.

00:48:42

I go towards what do they know?

00:48:45

Do I walk in?

00:48:46

I traveled all around the world with this stuff and we were in some place in Europe.

00:48:50

Like the guy wasn't in, I said.

00:48:52

Open his drawers and go what?

00:48:53

Open his drawers.

00:48:55

I.

00:48:55

Do you see what's in?

00:48:56

Said there's not one single screw in there. There's not one single wedge.

00:48:58

Not one single.

00:48:59

So what does that tell you?

00:49:01

You what?

00:49:02

He doesn't look.

00:49:04

At that's.

00:49:05

I think that's really good advice because after you've done.

00:49:10

A certain number of fits. You know that.

00:49:11

Who is?

00:49:12

Malcolm Gladwell, with his 10th do 10,000 times after you do a certain number of bits you in your mind have a library of information. And if you aren't able to use that information.

00:49:24

And.

00:49:26

In the moment and you have to go back and rely on numbers that may or may not make any sense. You haven't learned anything. You know, after thousands of fits, you can figure things.

00:49:36

I would hope.

00:49:37

It does have its.

00:49:38

I mean I I do record some of my stuff 'cause I do do online fitting, which leads in your next thing and I've gone back and looked at the video and went oh, I didn't really see this in the moment, but there's also a lot of distractions going.

00:49:50

In the sensors, the online fitting.

00:49:53

And am I dealing with somebody that knows or does not know how to adjust the bike?

00:49:56

Am I deal with some camera and not often but I've missed?

00:49:58

But that's why I always do 2 sessions by the way, and I think I was about the only person.

00:50:02

Certainly in the peloton world to do that is you can't do bike fit in one session, especially online, and I'll send some.

00:50:10

Plus, they get a chance to digest a new position, arrive a little bit to get some feedback. I think that's important. I think what a lot of us forget.

00:50:17

Is.

00:50:18

There's so much.

00:50:19

More than a bike.

00:50:20

It's like this personal relationship you're developing. You know, I feel like I'm hanging on like minded people.

00:50:26

I feel lucky that I'm, you know, with talking and cycling, and I was worried when this online stuff started.

00:50:32

Because I thought I was going to lose.

00:50:33

Intimacy of bike fitting.

00:50:35

Because let's face it, you're within somebodies space with for a couple hours, right?

00:50:40

And I thought that would go.

00:50:41

Well, the next thing I know I turn to do this peloton fit and I'm in this lady's bedroom.

00:50:46

Know it's like, oh, that's kind of.

00:50:48

You know, I really wasn't planning on being in her bedroom, but the cameras there and that's where her bike.

00:50:53

So you got a different kind of intimacy with that, but it's the relationship with with all men, smart people that just can't talk, right or they're not very friend.

00:51:01

Nice, I feel needs and relies a little bit on that customer service. The bedside manners, whatever you wanna call it to make it flow. And so whether that's online or in person, that's important stuff to blend in with whatever tools and knowledge you use.

00:51:18

Have so.

00:51:19

How busy are you?

00:51:21

That's a relative term.

00:51:23

How many bike fits do?

00:51:24

Do not a ton 1A week.

00:51:30

Do I have used bike fitting?

00:51:32

Forever.

00:51:33

I've been very busy at times. I mean, I've gone and taught 20 weekends out of a year around the world, you know, and that's hundreds and hundreds of bike fitters. And so in each one of those situations.

00:51:45

Do a lot of bike fits you?

00:51:46

I.

00:51:47

I have a facility. I have an office.

00:51:49

It's where really I.

00:51:51

I learn about people and I develop products.

00:51:54

As I watched them and I try and you know interface like I mean I've developed a lot of products and they almost all have a bike fitting.

00:52:04

I got to see people using.

00:52:05

I got to see how they interacted with it.

00:52:07

Got to see their response or reaction.

00:52:10

I got to see how they liked it over time, so for me I use bike fitting a lot.

00:52:16

For my product development.

00:52:17

What kind of products?

00:52:19

Well.

00:52:20

Well, even if we were to look at, let's say fitness and spinning, I developed a Rev master which was more adjustable and fit better than anything out there. And there were a lot of little integral parts there from.

00:52:31

Watching the service guy maintenance, watching a guy clean because you want to put the mop underneath it and clean the floor because people sweat to, you know, the delivery of it to moving the bike around.

00:52:41

How big are the casters and how wide should?

00:52:44

The base be in interface of the users and.

00:52:47

So I I studied at a whole other level like when I finally did like.

00:52:51

Sort of like I'm going to say life cycle, for lack of a better word, but more the fitness bikes and the fitness.

00:52:56

Area gym I.

00:52:57

Went in there and I just watched people.

00:53:01

Watch them get on and off the bike.

00:53:03

Interacted with some people.

00:53:05

I was into.

00:53:05

I don't know how this happened.

00:53:07

I'm in the.

00:53:08

Gym and I'm on this bike and the guy goes. What do you think of the bike?

00:53:11

I'm.

00:53:11

Well, do you really want to know?

00:53:14

Like, yeah.

00:53:14

And I'm like, well, this crank this and I'm going on and I go that's not that way I go.

00:53:18

Look, man, you asked me and I'm telling you this crank is crooked.

00:53:21

And then I found out he worked for the company and I go you just sat down and either asked the wrong guy or the right guy. However you want to put it.

00:53:28

I I learned things like.

00:53:30

Design a recumbent.

00:53:32

How do people get on and off the?

00:53:33

What do they grab? We initially didn't have a handle and like I said, we got to have a handle because people are going to grab the Council right off. Sure enough, the investors came in do snap the Council right off.

00:53:44

I was willing even to give up a full.

00:53:45

Salary to put that handle on right away.

00:53:48

But I watched at six Ami, watched that the gym was open at midnight.

00:53:52

Go in at 11:00 PM.

00:53:54

Guess.

00:53:55

Guess what kind?

00:53:55

People go to a gym at 10/30 11:00 PM.

00:53:58

Over till midnight.

00:53:59

Boy, I have no idea.

00:54:01

That's when a.

00:54:01

Of heavy and overweight people go to the gym.

00:54:03

Oh.

00:54:04

I didn't even know that. Sure.

00:54:06

That changes the dynamic.

00:54:07

And so I got to watch some really big people try and get.

00:54:10

And about the equipment.

00:54:12

So I do fitness stuff you may have.

00:54:15

You're familiar with pedal, you know SPD pedal I. I patented the pedal once.

00:54:18

Sure.

00:54:21

Looked once at SPD.

00:54:23

I've sold that. I've license that.

00:54:25

Companies and then extended them so in the spinning world they like to put the basket in, you know where you can write a.

00:54:32

Shoe they call the basket.

00:54:34

Oh, oh, toe clip. OK, never mind.

00:54:36

Yes, yes, you get it there. Perfect.

00:54:38

I'm like.

00:54:39

Wait, we're going to the spinning.

00:54:41

We're going to take lunch. OK, go ahead.

00:54:42

Yeah. And so they're very rich versus our verbage.

00:54:45

Know what I mean? And.

00:54:47

But hey, they're riding.

00:54:48

So so I've developed a little thing to snap the basket in and out.

00:54:51

Easier, but on the bike fitting side I have to switch it behind me which you can't see but.

00:54:58

I brought that into the.

00:54:59

Which you change a bicycle seat in about a second second and.

00:55:01

Half even if you've never done it before.

00:55:03

Takes you 5.

00:55:04

You know how long it changes and everybody listening to change a bicycle seat?

00:55:08

So I'm just guessing I've changed my bicycle seats and anybody on the planet and I'm not saying that the brag. I'm just saying that because I.

00:55:15

Thing went through thousands of sales and thousands of people, and who knows, maybe even a million saddle changes at this.

00:55:23

And that then finally led me to, you know, line of bicycle seats 'cause. When I first introduced that, I was amazed.

00:55:29

What?

00:55:29

Saw develop pedals that adjusted in up down angles you name.

00:55:34

And then I refine that into how we approach the football interface into and I put that in the manual when the foot meets the pedal.

00:55:45

The wedges I was instrumental on the first start up and then was added. Then I came with legally shims but I ramped them and you just made it better.

00:55:52

Pebble.

00:55:53

I didn't invent, but I got the one with a hole in it and then while the hole was only 6mm, a lot of pedals are 8.

00:56:00

Came up with the adapter.

00:56:01

I don't know if I sat.

00:56:02

I probably come up another 20 more that I've introduced.

00:56:04

Are you an engineer?

00:56:05

I'm a napkin engineer.

00:56:05

No.

00:56:07

Yeah. There you.

00:56:08

That's my kind of engineer. My husband's an.

00:56:10

He's a little more formally educated, but it's that way of thinking that you look at something and on its face is not what you see.

00:56:20

I sometimes use power.

00:56:22

Now draw and then I hires.

00:56:23

It's really.

00:56:24

I hire a smart person, so I have a handful of people I've met through the years that do almost all my drawings.

00:56:31

They all know my.

00:56:32

I go a tad. There's little, you know I need like this. I've worked with you 20 years now.

00:56:37

Know.

00:56:38

Well, this has been.

00:56:40

So tell my listeners how they can find out more about you and your work and.

00:56:46

Learn how to to see a bike fit.

00:56:49

Somebody other than me.

00:56:50

Well, it's like you did ask where do people find a bike fitter?

00:56:55

Are some locators out there?

00:56:57

Take them with a grain of salt.

00:56:58

Asking around, I think it's probably the best emailing them.

00:57:02

If they e-mail back.

00:57:04

I used to have a dealer locator when I owned bike fit calm and now I don't work for bicycle.

00:57:09

Fit.com that's bicycle fit.com where we sell the fitting products, mostly catering to the fitters.

00:57:15

And then I have the 90 K 90 and AK saddleline90k.com. That's with a partner that runs that owns that, and it's Dave house out of Canada.

00:57:27

And then my personal website is at the cycle point. The cycle point where I do online fittings, I do personal fittings here in Spokane.

00:57:36

And do most of my daily work is through that and my general handle for things is ask the fitter. Like if you want to look up Instagram or Facebook, ask the fitter and I run just about everything through that. As far as social media.

00:57:53

And people can e-mail me. I don't get too.

00:57:55

But you know, hey, you know so and so or somebody in the area I.

00:57:59

I actually take the time and try to reply to all those and try to help people because you know what they're taking the effort to ask.

00:58:07

And I love our world.

00:58:09

I love that I finally got to meet you.

00:58:11

Oh, you know, and I now I.

00:58:13

Hear a good story from it?

00:58:14

I have one last question which has nothing to do with fit.

00:58:18

Has nothing to do with who we are.

00:58:21

It has everything to do with what's going on with people.

00:58:26

Riding bikes.

00:58:27

And what might what you're thinking might?

00:58:30

There are parents not teaching their children to ride.

00:58:34

There are people who are walking away from cycling. There's a whole generation that doesn't know about the joys of cycling.

00:58:43

What do you think?

00:58:45

That's a pretty big loaded question, Diane.

00:58:47

Yeah, no.

00:58:48

That's why I'm asking you.

00:58:49

I have thoughts of maybe some pieces and parts of it.

00:58:54

I'll take what you got.

00:58:55

Well, I mean.

00:58:58

My kids.

00:58:58

Ride bikes, you know. And and and.

00:59:00

No surprise, right?

00:59:04

The general fitness thing, you know in general that that that's worrisome and concerning, you know, maybe this new guy will make a change.

00:59:12

Know we had Arnold up there for a while, right? Trying to make sure.

00:59:15

Change promoting fitness.

00:59:18

I mean, I'm amazed how many people I meet, fifties, 60s.

00:59:22

Some of them don't ride a bike on the road anymore, so it's a good thing for swift. I do love the advent of gravel because it gets some of us off the road. I think social media has contributed to that little bit in the.

00:59:35

Of I.

00:59:36

I've traveled a lot and I'm sitting down like, Oh my gosh, there was a crash.

00:59:39

Florida, and I'm like somewhere else. And the guys like I used to do that ride.

00:59:43

I know that person like we are so connected now, and there's a fear of that. I focus more on what can I do personally.

00:59:50

Time sales people hate, you know, sometimes that's whatever those barriers are.

00:59:56

I feel that is partly my responsibility.

00:59:58

If you're uncomfortable, it's my job to make you comfortable.

01:00:01

I don't if I had the answer for the rest, Diane, I would.

01:00:05

Shout it to the world, you know, and we would all like.

01:00:07

OK.

01:00:09

Think I don't care who is the answer.

01:00:11

We would all embrace and share it, but joy, I love. I do buy fitting because I want people to experience the joy and wonder of of.

01:00:13

I agree.

01:00:18

Quinn.

01:00:19

What a great way to end the cyclepointcalm90k.com. If you want to know about saddles bicycle fit.com ask the bitter.

01:00:29

Like that one a good.

01:00:30

Yeah, that's like Instagram and Facebook. You know, I.

01:00:34

Because because.

01:00:34

Got scattered with these companies. I'm like, well, what's one thing to keep it?

01:00:39

Well, everybody asks the fitter.

01:00:40

All right, I am sort of one of those dudes for that dude.

01:00:44

Well, I really appreciate you taking time to talk with me today and I hope we get to talk again and maybe things will be a little different.

01:00:53

There'll be more people riding bikes more often.

01:00:56

Well, you know, I need to get you and your.

01:00:58

On a.

01:00:59

So what can we do to?

01:01:00

That after this book.

01:01:00

Oh, well, we'll talk about that.

01:01:02

We ride ride.

01:01:05

There you.

01:01:05

And while I was at Tandem National champions.

01:01:09

Oh.

01:01:10

Yeah. No, we don't race.

01:01:11

We, Brian built an urban assault vehicle for us.

01:01:15

We ride her.

01:01:16

We can take it anywhere.

01:01:18

So.

01:01:18

Have a wonderful afternoon.

01:01:20

My pleasure, Diane. I appreciate.

01:01:21

Keep doing what you're doing. Love it.

01:01:23

Thank you.

01:01:24

Right.

01:01:25

My thanks to Paul Swift for joining me today.

01:01:28

Great talk.

01:01:29

As he mentioned, you can find him on social media at Askthefitter.

01:01:34

Check out his line of saddles at 90k.com.

01:01:38

The number 90.

01:01:40

K.com or go to his website thecyclepoint.com and watch how he does what he does.

01:01:49

It's been a crazy two weeks since my last episode, so much so that my head is pretty much spinning.

01:01:55

I'm hoping that there is some resolution so that our national parks are not impacted as the cycling season opens up and that the projects that have been authorized for better cycling aren't shut down.

01:02:06

Maybe the congestion pricing cameras will come back on too.

01:02:10

Thank you for listening.

01:02:12

Remember that you can always find photos, links and a written transcript of the show at outspokencyclist.com, as well as the entire archive of the previous 662 episodes.

01:02:23

Follow us on Instagram, Facebook, LinkedIn and our YouTube channel.

01:02:29

As I record this show, the sun is shining and the temperatures here in Northeast Ohio are above 40°.

01:02:35

Spring is on the way.

01:02:37

I hope you have a great day.

01:02:39

Please remember to stay safe, stay well and get out there. If the roads, paths and trails are safe, bye bye.

01:02:50

I.

01:03:06

Thanks for joining us today on the outspoken cyclist with Diane Jenks, who welcome your thoughts and contributions on our Facebook page or visit outspokencyclist.com to leave a comment on any episode.

01:03:12

I.

01:03:19

Music.

01:03:19

We'll be back next week with new guests, topics, conversations and news in the world of cycling.

01:03:23

I.

01:03:24

Subscribe to the show on your favorite podcast app and you'll never miss an episode.

01:03:29

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01:03:34

I.

01:03:38

Thanks again for.

01:03:40

Ride safely and we'll see you next week.