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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 outspokencyclist.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. yes, another episode that I had expected to upload ahead of my last one, but true to form, at least for me, this one is finally up today, which also happens to be Black Friday. My guest is Pete Piccolo. Pete is the executive director of Bicycle Colorado, a 30-year-old advocacy organization. He's ushered in some enviable legislative wins, the three-foot passing law and a distracted driving law among them, with more on the upcoming legislative agenda starting in January in Colorado. What I found so very interesting and enlightening though was Pete's perspective on his advocacy and his admission that even being a lifelong cyclist, up until the time he became involved with Bicycle Colorado, he wasn't really dialed into what bike advocacy meant. As we spoke, his passion for the work and his desire for everyone who rides a bike to engage with advocacy on whatever level is comfortable made an incredibly compelling argument for the importance of showing up and being a clear and present voice for cycling. Pete and I touch on e-bikes, e-motos, the legislation that will be deliberated in the upcoming January session, and dive into the Colorado Mountain Bike Coalition. a grassroots organization that knits together the many trails across the state and the people who build and maintain them. Hello, Pete. Welcome to the Outspoken Cyclist. Thanks for being my guest today. How's Colorado?

Speaker 3

Sunny and fairly warm. It's a beautiful day to ride a bike in Colorado. Most days are.

Speaker 2

Yeah, Colorado is one of those climates that, it can be snowing one day and warm enough to ride in shorts the next day.

Speaker 3

Yeah, it is. Yeah, particularly the front range. I mean, the high country, gets a little tough January, through early spring. But yeah, here I'm in Denver. So it is a sunny, beautiful day. And I'm glad to be talking to you. I would also like to be riding a bike.

Speaker 2

Yeah, well, riding and talking, you can do that, but it's hard to record. So go for a ride after we're done. It won't be a super long conversation. This is the second in our conversations about worthy organizations for gift giving year end. And rather than cover a bunch of gifts and products that people may or may not need. I think looking at, especially at this place and time, that maybe it's a good time to look at organizations like Bicycle Colorado. So tell us about you and your role with the organization, and then we'll kind of dig in to what you do and how people can get involved.

Speaker 3

Yeah, well, first, thanks for elevating organizations like Bicycle Colorado and the work that advocates like us and many other organizations across the country perform. Really, really appreciate that. I have been fortunate to be the executive director of this nonprofit for coming up on 10 years. And prior to that, like many people who are in my role, I've been writing bikes for my whole life. It has connected me to my friends and my family. It's just a very important part of who I am and how I live my life. Prior to that, there's really no training, so to speak, for like bike advocacy. But I've had experience in public policy and advocacy and some other sectors. And the world conspired in my benefit about 10 years ago and was presented this opportunity to lead this nonprofit, which is a 30-year-old nonprofit. We were established in 1992. I think I'm maybe the 4th executive director. We haven't had many. So it really has been, it's been an adventure. I'm just so grateful to have the opportunity to work with a great team and a great board and a lot of volunteers to make good stuff happen in Colorado.

Speaker 2

So advocacy is such a, and I'm kind of struggling for the right word because it's sort of one of these areas of our bicycle world that takes such dedication and people, I know nobody makes tons of money doing bike advocacy. So there's that love of the bike and love of the people and just of getting some results from the work that you do. So going over your website, I saw you have a bunch of programs and projects, and you've had some really interesting legislative wins. You passed the, you helped to pass the three law rule in Colorado.

Speaker 3

Three feet to pass.

Speaker 2

The distracted driving law. So what are some of the legislative priorities you have right now going forward, now that we may have some of the money coming back, by the way,

from the federal government into... I mean, you're the first one I've talked to since the election, so it's like...

Speaker 3

Oh boy, okay, boy, this conversation could maybe go off the rails then if I'm the first person you've talked to since the election. And we still have results coming in Colorado in three congressional House seats.

Speaker 2

Oh.

Speaker 3

Yeah, it'll be interesting.

Speaker 2

Yeah, okay. Well, let's hope that the Department of Transportation gets back on the rails and gives back that $1.7 trillion for the quote unquote DEI bike lanes. We won't go there. But anyway, hopefully you might have some grants out there that will get actually through the system. So what are some of your legislative projects and goals going forward?

Speaker 3

I have to, you mentioned, advocacy and you were kind of, implying, for a lot of people it's a nebulous term, like what do you, what does it mean to be a bike advocate? And I have to, I'll be honest with you, a moment of transparency and a little bit of vulnerability for you in the audience. I did very little to support bike advocacy prior to joining Bicycle Colorado. And I say that I'm embarrassed to say that. But what I didn't know, as much as I rode my bike, and I rode my bike probably almost every day for decades prior to joining Bicycle Colorado, I just assumed that I pay my taxes. And when a road is paved or repaved, they'll put in a shoulder. in that the government will build this beautiful multi-use path that connects me to the front range, to the shoulder. And I just assume that the government does all of that. And I'm simplifying this a little bit, Diane, but all of the things, many of the things that we enjoy as bicyclists, whether it's single track, a shoulder, multi-use path, 3 feet to pass signs, some of the legislation that you just mentioned, None of that happens without advocacy. Unfortunately, the way the world is structured today, the way government works, private sector works, it just doesn't happen without advocacy. And I didn't know that. And so a big part of our job is talking to people who ride bikes, mostly in Colorado. We have roughly 2 million people out of a population of close to 6 million that ride bikes in Colorado on a regular basis. And I would guess the vast majority of them just don't understand what I just shared with you. And I say that without critique to them, that was me. So anyways, I'll get off my soapbox on that. You asked what we're working on right now.

Speaker 2

Yeah, let me take a moment to reintroduce you. And I just want to back into that one thing you said about advocacy. We're speaking with Pete Piccolo. He is the executive director of Bicycle Colorado, a nonprofit organization, does a lot of work for us as cyclists. And I have to say that while you and probably so many other people didn't realize what bicycle advocacy was until you became the executive director of this organization. I would say that everybody who discovers it finds that they are an advocate, that everybody who actually rides a bike, once they realize that you need to be an advocate, whether it's you waving to somebody on the road or actually talking to council people or getting legislation done or working for an organization like yours, advocacy becomes something that every cyclist gets involved in somehow.

Speaker 3

really good point. And there are numerous ways to engage depending on where you are in your life. Most people are busy and they don't have a lot of time and extra money. But our ability to pass legislation, for example, is entirely tied to how engaged our audience is. So we are fortunate to be supported by thousands of people financially. and many thousands more who will write state legislators, city council members advocating for the passage of a particular law and policy. As good as I think we are at Bicycle Colorado, and as much time as we spend at our state capitol, for example, which is right out my window here, just me showing up and meeting with a legislator and saying, this distracted driving law is a smart law. They'll almost always ask, how many people in my district are your members? I'm not hearing from people from my community on this issue, or I am hearing from people in my community on this issue. And so everyone who's out riding a bike, I wish everyone would be plugged into this. and be informed and just do what they can. Just do what they can. Whether it's waving, like you said, like showing up when you're riding your bike, showing up in a way that is respectful to the folks in the community that you're riding through. It makes a difference. It really does.

Speaker 2

Such a good point about respect. I know we have a lot of issues with distracted, angry, DUI, whatever the problems are with people in their cars or trucks who are angry at cyclists and blame them for everything from you're in my way to you're too slow to I just don't like cyclists. And I think that there is the cycling community, it's contingent upon us to begin to try to change that mindset. And it's really hard to figure out how. And so advocacy organizations like yours, the more people you can get on your side, the more possibilities are that legislation will get done, that signage will get done, that education in schools will get done. Yeah, exactly. So what is on your agenda for legislation? We'll get right back to that now.

Speaker 3

Yeah, well, I'm glad you asked because the legislative session in Colorado begins in January and ends in May every year. And what most people don't understand about the work who are not in the work of public policy is that the majority of our energy is expended in the interim session, doing research and building relationships with legislators and identifying potential laws that resonate with legislators because you need sponsors. I mean, there's no shortage of problems to solve through public policy. And we're competing for the attention span of legislators in Colorado. Each legislator can sponsor 5 bills. So there's a finite number of bills that could be introduced. and we have our list. But for this year, there's a couple of things that we're looking at. This isn't going to surprise you, Diane. It seems as though most people are on a bike and many who are not are very frustrated with e-bikes and e-motos. I'll just say, I think you've covered this topic a few times already, but we will have probably two state, two bills at the legislature this year to begin addressing those concerns. Those bills will not be a silver bullet like many of the problems we work on. There need to be multiple strategies at play. Public policy laws will be one of them. Education and a few other things need to occur to really address the safety concerns. But there will be one and likely two eMoto e-bike bills. And then we're looking at some legislation to improve safety at crosswalks. This is as much a pedestrian safety bill than a bicyclist bill, but as we, those of us who ride bikes, whether you study traffic design or public policy, just experientially, you know, intersections are tricky, scary. And so we're looking at something like that. And then finally, I mean, the list is long, but I'll stop my third item. Colorado has been grappling with a budget crisis for a few years. We've had north of a billion dollar budget gap and programs are being cut. And so we've been on the defense over the last two years protecting funding that we have secured in the past for bike ped infrastructure. And I think that is going to continue again this year. There is a slim chance that we could go on the offense and try to grow the pot of money that goes into infrastructure. But funding, public funding is always on our list because that is obviously essential for infrastructure.

Speaker 2

Let's take a short break. And when we come back, I want to Talk a little bit about e-bikes again, but then let's look at some of the programs that Bicycle Colorado does. We're speaking with Pete Piccolo. He's the executive director of Bicycle Colorado. Fascinating conversation. You know, it's sort of like we used to say what happens in New York will happen in Cleveland eventually. What happens in California will happen everywhere in the country eventually. But Colorado has a whole different bicycle infrastructure, and I don't mean that in terms of where you're going and how you're riding. Just the thinking is different. You're listening to The Outspoken Cyclist. We'll be right back. We are back on The Outspoken Cyclist. I'm your host, Diane Jenks. We are speaking with Pete Piccolo. He's the executive director of Bicycle Colorado. I want to go back to your two possible bills for e-bikes. Are you expecting to define the e-bikes into the class 1, 2, 3, and then e-motos, separating those so that they are different and Are you looking at possible e-bike regulation?

Speaker 3

Well, like many states, we've defined e-bikes and we strengthened those definitions and labeling and implemented some consumer protection laws in 2025. Any brand or retailer that markets an e-moto as an e-bike is violating the law. We successfully had the Attorney General issue a consumer protection alert last month. putting the public and those retailers on notice. So I think that happened in California as well. So we feel pretty good about class 1, 2, 3 e-bikes, but now we need to define these other devices, which in Colorado are not defined in statute, and that contributes to confusion in communities across the state. So we'll define it, we'll clarify where it's allowed where they are allowed, which in most cases, they're allowed only on private property. We will create a pathway for qualifying devices to be registered and insured as kind of like a motorcycle. And then there'll be some provisions around accountability for riders who violate the law, parents who knowingly enable their child to ride illegal bikes and clarifying some impoundment. privileges for local governments. So again, not a silver bullet, but we think it's an important step in the right direction. And then the second bill that's being kicked around is more focused on e-bikes. We're a little more cautious with this bill. There's some provisions in it that were to people I'm not thrilled about. So this would have a mandatory helmet requirement for all riders under 18 on any bike or scooter. So acoustic bike or electric assisted bike. In Colorado, we have an age minimum for class 3 bikes of 16. And the thought leaders behind this bill would like to expand that to class 2 and possibly class 1. We're not thrilled with this. And then there's some point of sale education material, standardized education material that would be distributed, whether it's a PDF if you're purchasing a device online or a printed one-pager if you're at a brick and mortar retailer, which we fully support. So our Department of Transportation Create. some standardize laws, rules of the road, safe riding, what have you. But helmets are tricky. We think everyone should wear a helmet. The question is whether it should be mandatory through law and whether law enforcement should be empowered to pull kids over. And then we're just generally skeptical of restricting access to legal e-bikes. Probably no surprise for your listeners, I mean, bike advocates are fairly aligned on that line of thinking.

Speaker 2

Yeah, the helmet thing, you know, I preach, but I don't admonish. You know, I can't say what's right for you. But for kids, and so I do have some issues, and you are apparently trying to address them, with parents buying their kids these bikes and not knowing what they're getting, which means they're not buying them from bike shops. There is no education about them. They don't even come assembly sometimes and then you have the fire hazard with the batteries. I mean, there are some real issues and these bikes are not being stopped at the border from coming in. There is a there's a customs issue, too. So that's another whole ball of of problems that that need to be addressed. So I think I think you're on the right track. But I agree with you that the helmet thing is probably I don't know. We know that it doesn't always work. and that they eventually for

younger people, I think it's it's a good idea. But then they see their parents not wearing helmets when they ride. And so you get this mixed message.

Speaker 3

Right. Right. And I just think there are other things that we could do. And by we, I mean us in the community, whether parents, bike shops, government nonprofits, to get more people wearing helmets and In Colorado, we're struggling to enforce traffic laws and because of budget constraints, not enough officers. We did a driver behavior study, Diane, about a year ago, went to 195 intersections in 25 communities and observed almost 49,000 drivers and in 30 minute windows. And in those observations, we recorded 7,900 traffic violations. So speeding, running red lights, rolling stop signs, using a phone while driving and seatbelt violations. And we're not enforcing traffic laws. And so if I had to, if it were me and I had limited, in a perfect world, we'd have more resources and probably more public safety out there enforcing laws, building relationships with community, et cetera. But we don't. And so do I want my officers pulling over kids who could be doing everything else right, by the way, riding their bike to school, riding their bike to a friend's house for not wearing a helmet? Or do I want that officer pulling over the speeding driver?

Speaker 2

Absolutely. That is the question. What are you going to focus on? And I think focusing on the problem of car versus bike is probably way, I'm sorry, that goes right up to #1 for me.

Speaker 3

Right. And just to put a finer point on that, I'm going to jump on my soapbox for just 30 seconds.

Speaker 2

Absolutely.

Speaker 3

The concerns that we're hearing about e-motors and e-bikes are legitimate. I experience it when I'm out riding and they need to be addressed. The level of concern, the amount of emails we get, I wish that level of concern would be applied to bicyclists and pedestrians getting killed by drivers. So like this week in Colorado, if history is any indication of the past, a bicyclist and pedestrian will be hit and killed, five will be seriously injured. And part of our work at Bicycle Colorado is to shine a light on that and to get people engaged on that. And it hasn't been easy. And again, the amount of energy being spent on e-motos right now far exceeds the amount of attention being given to a scenario, a circumstance where people are dying. Now, God forbid, somebody gets hit and killed through an emoto thing. I know it's happened in other states, to the best of my knowledge, it hasn't happened in Colorado yet. But I think the

lesson here is not to like, yes, let's pay attention to the emoto issue and we should be upset, yet let's also not lose sight of this other issue. And I feel it's up to advocates to kind of hold the center On that and just let's make sure we don't lose sight of that other issue.

Speaker 2

Boy, I think that's really a good point. And we have covered a lot of car bike crashes. That's all you can say this year and way more. I mean, certainly the Mississippi situation of the nine riders was probably the worst. but immediately after, before that was Hannah Rapp and immediately after that was a professional cyclist. So it's just never ending and it does need to be addressed. Let's talk a little bit about a couple other things and that is the Colorado Mountain Bike Coalition. Yeah, You actually do more than just advocacy. Let's talk about that. What is it?

Speaker 3

Yeah, I guess so. Colorado has a really robust grassroots ecosystem of mountain bike advocacy groups, trail advocacy organizations, and there are roughly 25 across the state doing this essential work of maintaining trails, building trails, getting people out on trails. And just before COVID, a number of these groups just started kicking around, like, how do we communicate with each other better? How do we collaborate? How can we speak with a unified voice when needed? And so we facilitated, Bicycle Colorado facilitated A strategic planning process, and it ultimately resulted in the launch of the Colorado Mountain Bike Coalition, of which we're the fiscal agent today. But that group, I mean, those grassroots organizations are just incredible. They work incredibly hard. They're so skilled at public policy and trail building, community engagement. And our role as a state level group we believe is to build the capacity of local advocates and facilitate that collaboration and that communication. And when needed, help them speak with a collective voice. And so I think we're in our 6th or 7th year. We just had our 6th in-person annual summit a couple of weeks ago. And they're doing great work. By the way, we have the same thing for pavement. So again, very healthy ecosystem of safe streets, bike ped advocacy groups that focus on more pavement issues. Every month we bring roughly 25 grassroots organizations together for a meeting to learn and grow together, plan together. And then once a year we bring them together in person. So there's two coalitions, one for mountain biking and one for kind of safe streets. I like that. At the end of the day, for us, it's like a lot of the work is hyper-local. We need to do this work locally, the municipal level, state level, federal level. And I think Bicycle Colorado, we're really hands-on at the state level, legislature, state agencies. And at the local level, we have 64 counties, over 200 cities and towns. We can't be at all places at all times. And frankly, you don't want me from Denver dropping into like a Grand Junction City Council meeting on the Western Slope telling them what to do. But instead, we now have the Grand Valley Streets Alliance. And how can we help them advocate for change in their community? And so this kind of coalition building is a way to expand impact of the advocacy community.

Speaker 2

And you're basically an umbrella organization that monitors and then brings them together when necessary. That's great. That is awesome. Yeah, you're making your own case for donations here. Well, the other thing I think people... will get out of conversations like ours is how important it is to participate in this kind of advocacy at whatever level you're comfortable participating. So I want to talk about just a couple other things, and that is there are a couple of events that you promote on the site, and we will give people the way to look at all this. The one that always gets to me is triple bypass. And if people don't know what that is, I didn't realize there was a double bypass, but tell people what the triple bypass is because I know I could never do it. I couldn't breathe.

Speaker 3

Are you sure?

Speaker 2

I'm positive. I'm positive. I was in Park City for a press conference, and it took me the whole time I was there before I could actually breathe right. Yeah, go ahead.

Speaker 3

Well, I want to be clear for your audience that I mean, Colorado has amazing bike events for riders of all abilities. And that particularly, so our role in many cases is to shine a light on these events so that people are aware of them. We do advocate on their behalf when needed, but we don't many of these, but most of these bike events we don't manage directly. So the triple bypass is a crown jewel in Colorado's bike event calendar operated by an organization called Shift Events, which is an amazing group that has a portfolio of rides, mountain bike, gravel, and rd. And this is one of their premier rd rides. I think it's, I've done it a few times. It's roughly 120 miles over 3 mountain passes. in Colorado, going west from the Front Range up past through Vail in a town called Avon. And I don't know, I think there's like 12,000 feet of climbing. And you have people of, again, all abilities out there. It is really, you would think that you have your stereotypical, for many of us in our mind, you're like this pro athlete, skinny, dude on a light car. You have all types of riders out there. I think there are times where I'm like, I'll look at somebody on this old clunker bike with like baggy clothes. Like holy cow. Like this person who I would think maybe would ride 20 miles is riding 120 miles today or three mountain passes. It's insane. It's insane.

Speaker 2

We did RAGBRAI many years ago. And the thing that struck me more than anything else was the people who showed up at the start line every day or whenever they rolled out, who you would think they couldn't ride 80 miles a day or 90 miles in 100 degree heat. And the one woman who absolutely blew me away every day was a woman who

was riding a hand cycle. She couldn't walk on her own. showed up at the starting line with a smile on her face every morning and completed every mile. And it's like, you know what? If you're not inspired by that, I don't know what would inspire you. Yeah, that's really cool. So triple bypass, not for me. So the double bypass is 2 mountain passes instead of three.

Speaker 3

Right. Yeah, still, A challenge.

Speaker 2

Yeah, challenging.

Speaker 3

For us mere humans. Yeah, it's still a challenge, though.

Speaker 2

Yeah, yeah, yeah, yeah. So I want to know what you would like listeners to know that might make them want to help support the work you're doing in Colorado and not necessarily people who live and work in Colorado, but from all over. I mean, we have listeners all over the world, actually.

Speaker 3

I know you do. I know you do. Nice job, like building this community over almost two decades now, right?

Speaker 2

Yeah, it's going on. Yeah, with 17 years. Yeah, I lost track of it. It's going on 17 years. Yeah, 700 and I think you're going to be 705.

Speaker 3

Yeah. Wow. Well, congratulations.

Speaker 2

Thank you.

Speaker 3

So a couple of things. I mean, first, just to put some highlighter on what I shared earlier, a lot of the things that we really enjoy about riding in many states, including Colorado, whether it's a wide shoulder or three feet to pass signs or a multi-use path, single advocates make that happen. And Bicycle Colorado has been at this since 1992. We have a really strong reputation in the public policy space and education, which we haven't talked about yet, and then building community like coalitions and some other

events. And so advocacy is essential. Our portfolio of work across public policy and education, I think, are high leverage points to drive change. the fact that we on one day will be at the Capitol lobbying for public funding for bike infrastructure, and then that same day teaching a bunch of kids to learn to ride a bike, a bunch of adults to learn to bike, commute, or a bunch of people to learn to drive, I think is pretty cool. And then back to our coalition building work. I mean, at the end of the day, we need more people who step into this quote unquote advocacy space, everyday riders who want to make a difference, whether it's sending an email to a legislator, delivering testimony at council or at the state legislature, making a donation, volunteering for an education program. And so building community and building that advocacy muscle is essential. We need more bicyclists who are willing to speak up. And that's really important for Bicycle Colorado. And I think we do it, I know we do it really, really well.

Speaker 2

It's clear when you go through your website and certainly the conversation you and I are having that you do it very well. And it's been a pleasure to talk with you. So tell listeners how they can find out more, where they can go, and they can open up their checkbooks or get out their credit cards.

Speaker 3

Yeah, so the best spot to visit is our website, bicyclecolorado.org. You'll see a donate button and then a get involved button. If you're not ready to donate, I would encourage you to sign up for our e-news. We don't blanket you with communication. We try to be thoughtful in our frequency and the content newsletter once a month is a great way to stay informed about what's happening in Colorado. And then I would encourage you to sign up for our legislative action alerts. So even if you're not sure you want to write your council member or your legislator, at least you'll be presented the opportunity to do so. We make it very easy for you to contact your elected representative. So sign up for action alerts would be the next thing. And then you'll see a button in there to sign up to volunteer. And that could be just like, hey, I want to learn more. Like I'm raising my hand to learn more. You don't have to sign up for a specific event yet, but you can at least throw your hat in the rain. And then of course there's the donate button. Financial support is helpful as well, of course.

Speaker 2

Always, always, always, always. And hopefully that some of this grant money will come back and writing grants is a whole nother topic of conversation. Yeah, I know it's very daunting. Well, Pete, thank you so much for speaking with me today. I'm excited about what I've learned and I hope that listeners are excited too. I think Colorado's doing some things that maybe we can emulate in other areas and get involved in. We've been speaking with Pete Piccolo. He is the executive director of Bicycle Colorado. It's bicyclecolorado.org. I hope we can speak again and I hope you have a wonderful holiday season coming up.

Speaker 3

Thank you, Diane. Thanks for having me. I really appreciate it.

Speaker 2

It's my pleasure. My thanks to Pete for joining me today. His ability to articulate a passion for advocacy coupled with the terrific results Bicycle Colorado gets under his direction make this another worthy organization for your gift-giving considerations this year. To learn more about Bicycle Colorado, log on to bicyclecolorado.org. You can sign up for their e-newsletter, action alerts, and learn all about the upcoming events, including the iconic triple bypass. Still to come on The Outspoken Cyclist, we'll learn about a unique program in Chicago that allows those with a disability who may never, ever have had the opportunity to experience bicycling, to ride, and even camp out on an adaptive bicycle. OOFD, Out Our Front Door, as the organization is called, is directed by passionate people who have developed these amazing programs with a large network of volunteers, a fleet of special bikes, and a belief that everyone should experience where the wild things grow. I hope you enjoyed the show. you can find photos, links, and a written transcript at outspokencyclist.com. You can subscribe to the podcast on your favorite app so you never miss an episode, and you can make comments there too. Check out my Substack for extended commentary. Thank you so much for listening. I hope you had a great Thanksgiving. Please stay safe. Stay 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 will be back next week with new guests, topics, conversations, and news in the world of cycling. Subscribe to the show in your favorite podcast app and you'll never miss an episode. The Outspoken Cyclist is a copyrighted production of BBL Promotions with the assistance of WJCU-FM Cleveland, a service of John Carroll University. Thanks again for listening. safely and we'll see you next week.