

Brendan: [00:08](#) Hey, we're getting killed out here. We've noticed an increase in people bringing their bikes in after getting hit by a car. I tried to see if the statistics would be back me up on that, but it turns out the starts are kind of tough to pin down. After doing a brief internet search, I found five or six different sites that offered different scenarios about what some of these statistics might mean from different points of view and none of them really agreed with each other.

Brendan: [00:32](#) Welcome to N+1, the show that explores all things bicycle and separating the nonsense from the real deal. Brought to you by the Cycle Craft Cycling Center located in Parsippany, New Jersey. This week, we're talking road safety, infrastructure, and advocacy. I'm joined here in our broadcast headquarters by Kevin Ang, self-avowed bike nerd and keeper of the truth here on N+1, so let's get down to it. Is it more dangerous or not?

Kevin Ang: [00:55](#) Well, as a pretty experienced road cyclist, I would say I don't know that it's any more or less dangerous than it's been in my relatively short experience being a road cyclist. I would say now we have a few more issues with distractions that maybe weren't as big a deal as when I started riding about 10 years ago, well, 15 years ago, so there's that portion of that. That's what keeps me up at night is the idea of a person who is not even looking at the road running me down from behind, and that's something that keeps me up at night, I guess, and that's the worst possible scenario in my mind that really makes me have nightmares.

Brendan: [01:44](#) That's my perception of it is that people are generally less careful than they were because they're looking down at their laps and things, and I've noticed there's more bikes just coming into the shop for service that, "Hey, can you check my bike over? I just got tagged by a car," and they want to make sure their bike is still holding itself together. I've been hit by a car. I was hit by a car way back way before cellphones were even really a thing, so from my perspective, things are getting crazy out there and I've felt kind of unsafe on the road since, oh, about 1996, but there's definitely a perception that things are not as safe as they once were.

Kevin Ang: [02:23](#) Sure, I would agree with that, and I think witnessing the same thing that you've witnessed, I think it's a bit more challenging, I think, for a lot of people to want to even go outside and go on their bikes, which is somewhat inconvenient for us in our business because we rely on that to stay around, and that's kind of discouraging, but at the same time, I feel like there are some things we can do on our part to defend ourselves, number one,

and also, we have some say, I think, in what measures exist to protect us and that's part of what we'll discuss later in the episode when we talk to our guests this week. Yeah, I think there's definitely a perception that there is less safety on the road and that is, I think, impacting people's desire to want to ride on the road.

Brendan: [03:21](#) Well, that's no fun. That's counterproductive for everybody because the truth is is the more people that are riding, the safer it is anyway, which is definitely a big plus. From the standpoint of who's responsible for what, it's not all down to just people in cars. Cyclists sometimes are their own worst enemy.

Kevin Ang: [03:38](#) Sure, I would agree with that, and I think that there is an issue of, perhaps, awareness and, perhaps, a lack of education on the cyclist part of what their responsibilities are and where they belong when they're out on the road and also what they should be careful. I can't tell you how many times I've seen cyclist riding in a group with me being completely inattentive of traffic and where they belong and what they should be doing, and that's something that we, as cyclists, can actively do to prevent these things from happening. Of course, there are things we can't prevent and things that are out of our control, but we would like to control as many of those variables as possible, and I think educating cyclists on what those variables are and how they can control them is certainly part of it.

Brendan: [04:31](#) Maybe it's not all as bad as we might be imagining it to be. That's one of the things that when I was doing my research and looking at the different sites, there are some site that were saying, particularly in New Jersey, that the number of accidents per million is actually going down and some that were saying that we've had an increase over the past year or so, so I'm not really sure which way is really true.

Brendan: [04:56](#) This week, our guest is Cyndi Steiner, the executive director of the New Jersey Bike & Walk Coalition. Point of full disclosure, I am a founding member of the coalition and I do have a soft spot in my heart, so if I throw softball questions Cyndi's way, you'll have to forgive me because it's a mission I believe in, and I'm fully behind that. We're gonna talk about a lot of different stuff. It'll be a freewheeling conversation. Cyndi, as the executive director, has led the charge in getting a lot of things done here in the state, and we're gonna let her tell you about some of that stuff, so without further ado, welcome, Cyndi.

Cyndi Steiner: [05:31](#) Thank you. Happy to be here. Thanks for having me.

- Brendan: [05:34](#) My pleasure, and our first three questions that we're gonna ask everybody that we interview for the podcast, how did you get into cycling?
- Cyndi Steiner: [05:42](#) How did I get into cycling? I grew up on a farm on the eastern shore of Maryland and we had lots of country roads, and the post office was three miles away on country roads, so there were three of us, my brother and sister, and we each got a bicycle and our job was to go get the mail every day in the summertime, so we got on our bikes and we pedaled the three miles to pick up the mail. Right next door was an old general store that sold Fanta orange and grape and we each got one and then we pedaled home, and we did that every day all summer long and I loved it.
- Brendan: [06:15](#) Your entry into cycling was really as not necessarily a bike commuter, but as a utility cyclist.
- Cyndi Steiner: [06:22](#) Yeah, absolutely. Utility is right.
- Brendan: [06:23](#) You're perfect for this job.
- Cyndi Steiner: [06:25](#) I suppose, yeah.
- Brendan: [06:25](#) Wow, go figure.
- Cyndi Steiner: [06:26](#) It was a great family time, too. My mother got a bike and she would come along, and then we got my dad one and he just wouldn't do it, so the four of us or the three of us or sometimes just my sister and I. It was great fun. It was wonderful.
- Brendan: [06:40](#) That does sound like fun. What was your first bike?
- Cyndi Steiner: [06:41](#) My first bike was a banana seat bike with the fringe coming out of the handle and that seat shaped like a banana with the U-shaped piece of chrome in the back, and I can't remember the ... I think it was a Sears, but that would've been 1971 that I got that bike.
- Brendan: [07:02](#) Was it actually a Schwinn or a Schwinn knockoff?
- Cyndi Steiner: [07:05](#) It was a knockoff. It definitely was not a Schwinn. I think we got it at Sears.
- Brendan: [07:10](#) How many bike have you had since then?

Cyndi Steiner: [07:11](#) Oh, gosh. Let's see. Let's see. One, two, three. I have eight now and there were three including that one, so 11, 11 total. 11 total bikes.

Brendan: [07:24](#) 11 total. We should probably have you back for our episode N+1 wherein we describe why you possibly could use more than one bicycle.

Cyndi Steiner: [07:33](#) Absolutely. You're always thinking about your next bike. You should always be thinking about the next bike always.

Brendan: [07:39](#) Well, we appreciate that position. What was the most expensive bike you ever had?

Cyndi Steiner: [07:46](#) The most expensive bike I ever had I still have right now, and I got it at this shop.

Brendan: [07:51](#) You did? Oh, so the Evo?

Cyndi Steiner: [07:54](#) It's the Evo, the Cannondale Super 6 Evo, which is a fantastic bike. I love that bike. It's my road bike. I think it's six years old now, maybe five and a half.

Brendan: [08:03](#) Man, time flies, huh?

Cyndi Steiner: [08:04](#) Yeah, but it feels brand new every time I get on it. I love that bike. It's just a fantastic bike.

Brendan: [08:10](#) Would you say that's you're favorite because that my next question?

Cyndi Steiner: [08:12](#) That's my favorite. My favorite, but favorite changes depending on the bike you're on at that moment, so last week it was my favorite because we did a great road ride, but on Sunday, I did a gravel ride to the gravel ride. The gravel bike was my favorite for that day, so my favorite changes. I have a mountain bike, too, that I love.

Brendan: [08:32](#) Wait, so you did the gravel? You rode your gravel bike from Montclair [crosstalk 00:08:38]

Cyndi Steiner: [08:37](#) No, no, no. We drove up to Gardner [crosstalk 00:08:41]

Brendan: [08:40](#) Because I was gonna say that'd be pretty hardcore if you rode your gravel bike from there.

Cyndi Steiner: [08:42](#) I will. Just sign me up. I'll do it.

Brendan: [08:46](#) Really, your favorite bike is probably the one you're riding and enjoying at the moment?

Cyndi Steiner: [08:50](#) Yeah. It's like if you ask a parent, "Which kid do you love most?" or if you have two cats, "Which cat do you love most?" I just can't decide that about my bikes.

Brendan: [09:00](#) You are a cyclist. [crosstalk 00:09:02]

Cyndi Steiner: [09:01](#) Yeah, I love them. They're wonderful friends.

Brendan: [09:05](#) That is fantastic.

Cyndi Steiner: [09:07](#) All of them.

Brendan: [09:07](#) As a cycling advocate, I know you were involved with Bike New York before you were with the New Jersey Bike & Walk Coalition. When did that start?

Cyndi Steiner: [09:16](#) That started in 2001. I've been a board member since 2001, and now I'm the vice chair of the organization, and not to brag, but we've taken that organization to terrific heights and it's just really become a model for other cities. It has an education program that we started back in the early 2000s where we have fleets of bikes in 12 different locations around the city, and they're either in containers or they're in schools or other storage places, and we send instructors there and we have programming at each one, and they're operating every weekend and all summer long, summer camps just teaching children and adults riding and riding skills.

Brendan: [10:04](#) And running one of the, arguably, biggest cycling events on the planet?

Cyndi Steiner: [10:09](#) Yes, the TD Bank Five Boro Bike Tour every May, which funds the education programs for that organization. That's something that a lot of riders don't realize is the money they pay not only funds the ride, but it funds our education program, so every year, that organization teaches upwards of 17000 people, adults and children, how to ride a bike.

Brendan: [10:32](#) That is unbelievable.

Cyndi Steiner: [10:34](#) It's unbelievable, yeah.

Brendan: [10:34](#) Basically, you guys are actually connected up with a mission that fits in. In my head, my goal is everybody in the world rides a bicycle because it makes the world a better place. You guys are making it happen, so thank you.

Cyndi Steiner: [10:46](#) Oh, you're welcome. You're welcome.

Brendan: [10:48](#) That's important to me.

Cyndi Steiner: [10:48](#) Thank you to the staff of Bike New York. They're just fantastic.

Brendan: [10:52](#) That is a spectacle. For anyone that's never done Bike New York before, it's a spectacle. It's a rolling spectacle. [crosstalk 00:10:59]

Cyndi Steiner: [10:58](#) To see the city, it's an experience.

Brendan: [10:58](#) You see the city riding over the bridges. That's not something that [crosstalk 00:11:03]

Cyndi Steiner: [11:03](#) That you get to every day.

Brendan: [11:04](#) ... ever gets to do.

Cyndi Steiner: [11:05](#) Right, car-free. Right, right.

Brendan: [11:05](#) Yeah, so if you are a cyclist of any stripe, I'm just throwing it out there, people. If you ride a bicycle, sign up for Bike New York. You don't have to do it a dozen times. You can if you want, but everybody should do it at least once in their life.

Cyndi Steiner: [11:19](#) Absolutely, absolutely. It's an experience. It's a day in the city for less than 100 bucks. Closed streets the entire distance.

Brendan: [11:27](#) Yes, and bands on every corner.

Cyndi Steiner: [11:29](#) And bands and-

Brendan: [11:29](#) It was crazy. Going through Brooklyn was nuts. It's like all these crazy bands and everything and people cheering on the side of the road. It was really a lot of fun.

Cyndi Steiner: [11:35](#) It's a great time.

Brendan: [11:37](#) One of my questions I was gonna ask you is are you a bike geek or do you just love riding a bike, but based on what your description of all your bikes [crosstalk 00:11:44]

Cyndi Steiner: [11:43](#) I think I passed that.

Brendan: [11:45](#) Yeah, I think we already answered that question.

Cyndi Steiner: [11:46](#) Right, bike nerd, bike geek. That's fine. I don't mind.

Brendan: [11:48](#) That's okay. You're in good company.

Cyndi Steiner: [11:49](#) There's plenty of us, right?

Brendan: [11:51](#) Yeah, yeah, so we gotta stick together. One of the other things that I do know about you is that you are an LCI [crosstalk 00:11:59]. The League of American Bicyclists has the LCI that sets a licensed cycling or league [crosstalk 00:12:04]

Cyndi Steiner: [12:03](#) League Cycling Instructor.

Brendan: [12:05](#) League Cycling Instructor. Tell me a little bit about that.

Cyndi Steiner: [12:08](#) The League Cycling Instructors are ... It's a program that the league basically created. It's called their Smart Cycling program and it's based on the effective cycling curriculum that Jon Forester created in the early 70s, his effective cycling curriculum, and it basically is teaching how to be a vehicular cyclist. Now, that's a fancy word for basically saying that you ride on the streets as if you were a car and you follow the same rules of the road as if you were a car.

Cyndi Steiner: [12:39](#) Many people hop on a bike and get out there and don't know the rules of the road, and that's why you often run the risk of getting into a crash or an incident with a driver, so getting some education and understanding the rules of the road through this program, the Smart Cycling program of the League of American Bicyclist, you learn the rules of the road and you build your confidence and you're much more likely to get out there and ride and be safe in the process.

Brendan: [13:06](#) Kevin and I were actually talking in our preamble about some of the challenges facing cyclists, and we talked about people in cars not doing the right thing, but we've also mentioned that cyclists, in a lot of cases, are not ... They're their own worst enemy when they're out on the road, so whether it's a group

where it's a large group of people who are just riding three and four abreast in the road and giving the people in cars a hard time, or there are people that are out riding that are just ... They're not stable or operating safely on their bike, and we see a lot of people who are riding bikes that get lumped in with cyclists.

Brendan: [13:48](#) They're riding the wrong way on Route 46 in the dark with no helmet carrying a pizza on the handlebar. If that person gets run over and killed on their bike, they are included in cycling statistics as ... There's a lot of things that can go wrong out there. We got to talking about it because of aggressive, angry drivers, and I do want to address that a little bit at some point.

Cyndi Steiner: [14:13](#) Sure. Well, I think one of the biggest challenges we see is that Title 39, which is New Jersey's statute for rules of the road, as well as just about every other state in the country, has rules of the road that address individual riders, so stopping at a stop sign. Where you belong on the road at a stoplight or at a traffic light is all very much prescribed for an individual rider, even our hand signals. There's nothing in Title 39 that dictates how a group should operate on the road, so all of us out there even within our club or our shop or even us as an advocacy organization trying to define what those group rules are and trying to come up with standards, and so we tend to have signals that are specific to that club or that shop that don't really relate to what other shops or clubs are doing, and that's really everyone trying to make it safe for group riders and come up with something that works that everyone understands, but we're all doing it on our own because there is no statute.

Brendan: [15:24](#) The group thing even within that, forgetting whether it's in the statute or not, but even in the clubs, it seems like there's less emphasis than there used to be. In the old days, if you joined a club, you would get abused a little bit at the start until you started to learn things, but the point of the club was that the club people would teach you that. Do you see out there that the clubs are doing an adequate job at that, not an adequate job? Is there something that we need to do to change it?

Cyndi Steiner: [15:54](#) It's sporadic. It's sporadic. There are some who are doing an excellent job like the New York Cycle Club and their sig program, which was started in 1986, and every year, they train 400 new riders. They put them through their program. It's a 10 week program. It's a fantastic program, and they also have a very low record of crashes as a result of it. Just this past year, we saw Bicycle Touring Club of Newark, Jersey do a pilot of aversion of a

sig program that they're calling the Ride Smart program, and they graduated 17 in a four week program, so that's a fantastic effort.

- Cyndi Steiner: [16:33](#) Then, we see down south the Synergy Cycling Club has a program. The [inaudible 00:16:39] Freewheelers have probably a less structured program, but it's sporadic, but you're right. It's the club really here and there doing that and should be taking the charge, but then there are clubs where there's also a culture of, "I've been riding for 20 years. You don't tell me what to do. I already know what I'm doing."
- Brendan: [16:59](#) I think part of the problem was also ... Back in the old days, it was mainly racing-oriented clubs and they were teaching people racing skills but out on open roads and those two things-
- Cyndi Steiner: [17:11](#) Don't work.
- Brendan: [17:12](#) ... are not necessarily compatible.
- Cyndi Steiner: [17:12](#) Right, but at the same time, the racing teams have no other place to go to train, and racing is a fantastic sport for people to get into and there isn't any place, so they take up the road. Sure, they have their sections of the ride that we call a jam. I'll confess. I was one of those for a long time, and being able to go and move the pack at 25 to 30 MPH on the road was a lot of fun. I don't know that we were necessarily holding up traffic, but drivers thought we were, so there would be complaints.
- Brendan: [17:51](#) Perception is a lot of it.
- Cyndi Steiner: [17:53](#) It sure is.
- Brendan: [17:56](#) The New Jersey Bike & Walk Coalition, there's a lot of stuff you have to contend with. Your mandate is large and difficult to manage because there's educating cyclists, educating-
- Cyndi Steiner: [18:12](#) Drivers.
- Brendan: [18:13](#) ... drivers, educating legislatures-
- Cyndi Steiner: [18:15](#) Legislatures.
- Brendan: [18:16](#) ... and police departments and driver ed curriculums-

Cyndi Steiner: [18:18](#) Council people, elected officials, anybody working in land use, even environmentalists, schools, law enforcement, fire. You'd be amazed [crosstalk 00:18:34]

Brendan: [18:33](#) I'm gonna throw it out there right now. Cyndi is now accepting volunteers to help out with the coalition. Njbwc.org.

Cyndi Steiner: [18:42](#) .org. Right, right.

Brendan: [18:43](#) There you go. Njbwc.org if you would like to learn more about the coalition, and I'm gonna do this a number of times in our interview.

Cyndi Steiner: [18:49](#) Thank you.

Brendan: [18:50](#) Let people know that they should definitely get involved.

Cyndi Steiner: [18:52](#) That'd be great.

Brendan: [18:55](#) Total left turn. Have you ever been hit by a car?

Cyndi Steiner: [18:58](#) Yes, I have twice, twice. I stayed upright both times.

Brendan: [19:04](#) Nice.

Cyndi Steiner: [19:04](#) I was lucky, but I will attribute both of them to riding skills. One of them was a right turn. I think we all know what a right ... Driver comes up and makes a right turn in front of you, a right hook. I saw it happening and I knew it was gonna happen. It was a van. It was a young driver, and I just went with it which is what you're supposed to do, make that quick right turn. The driver felt me go up against the van and they stopped and I ran into the rear view mirror and that's the only injury I got was a bruise on my arm.

Brendan: [19:42](#) Hopefully, you took the mirror off.

Cyndi Steiner: [19:43](#) No, I didn't.

Brendan: [19:44](#) You gotta get your licks in.

Cyndi Steiner: [19:46](#) I didn't. I didn't.

Brendan: [19:47](#) I think a lot of accidents and, again-

Cyndi Steiner: [19:51](#) Crashes, crashes, crashes.

Brendan: [19:52](#) Crashes.

Cyndi Steiner: [19:52](#) Crashes.

Brendan: [19:53](#) Yes, you're right. I have to get used to that terminology, and believe it or not, that is something that I do try and keep because Kat, my wife, is also ... She's like, "It's not an accident."

Cyndi Steiner: [20:03](#) It's not an accident.

Brendan: [20:03](#) I'm like, "You're right. It's not an accident."

Cyndi Steiner: [20:04](#) It's not an accident.

Brendan: [20:05](#) I think a lot of the crashes can be avoided, again, through the education. One of the things that I see when I ride with people who are new, if they're in the shoulder of the road and there's a car overtaking them from the right and even though they have the right of way, I know that when I'm ridding, if I'm in the side of the road and I see a driveway coming up and I hear a car coming up behind, I know for certain that that guys gonna turn in front of me.

Cyndi Steiner: [20:35](#) Yeah, if we could circle back to the crashes versus accident conversation, those of us working in this field, we want to remove the word accident from any discussion about incidents on the road that involve bike riders, pedestrians, and drivers because there is a root cause regardless of whether it was your fault or the driver's fault. It could be the design of the road. There's a root cause. You don't hear about plane accidents or train accidents. You hear plane crashes and train crashes, and you hear that the NTSB gets involved in a train crash to determine the root cause. Every incident on the road, there's a root cause.

Cyndi Steiner: [21:19](#) When we say accident, we more or less absolve anyone of any responsibility for accepting what went wrong, and it's a term that was promulgated by the auto industry in its heyday in its 40 and 50s to encourage people to buy cars and drive so that if you had an incident, oh, it wasn't your fault. It was an accident. We're working to really remove that, and we're not the only ones. This is countrywide. Just Google crash versus accident. It's really important to us that the press understand this because the first place this really needs to change is what reporters put in the papers.

- Brendan: [21:58](#) How hard is it to cut through to departments of transportation whether it's a state or the federal Department of Transportation to get them to get on board, because I would imagine that they are somewhat concerned about safety in addition to having roadways that work and all the other mandates that they have. What's the approach? How do we really get that to settle in?
- Cyndi Steiner: [22:23](#) Well, the statistics, the data, the crash data are what is probably the most powerful argument, and I'll give you one for New Jersey. New Jersey typically ranks ... When you look at the percent of people killed on our roads, and you hate to have to talk about fatalities, but this is where the rubber hits the road, so to speak, and this is where the data is. If you look at the percent of people killed on our roads who are either walking or riding a bike, it's almost a third, and the national average is only in the 14% to 15%, so we, as a state, New Jersey, are twice the national average and it puts us at the very top of the list.
- Cyndi Steiner: [23:04](#) We, at one point, were neck and neck with New York state, but because New York City has done such a fantastic job with Vision Zero in reducing pedestrian crashes, which New Jersey has yet to do, we're now at the top, and that's a really bad place to be and it requires everybody to get on board whether it's New Jersey DOT, New Jersey Transit, your local elected officials, your county officials. It's everyone's responsibility to start addressing bike rider and pedestrian safety because it happens on every road in New Jersey. There's no one particular place that's more dangerous than any other place.
- Cyndi Steiner: [23:46](#) The point is the data is the first place to start, and there is plenty of federal funding for the state to actually start addressing this problem, but our bigger challenge is not funding. It's political will, and we continue to place driver convenience over bike rider and pedestrian lives, and that's the reality of it. We can do things like lane narrowing and road diets and put bike lanes in and curb bump outs and pedestrian crosswalk signals and mid-block crossings and all kinds of road infrastructure.
- Cyndi Steiner: [24:21](#) We have the money to do it. We just don't have the political will because the perception is that you're gonna slow down traffic and someone's gonna take a few extra minutes to get from point A to point B, and that is paramount. The driver has highest priority in how we design and build our roads.
- Brendan: [24:43](#) That is one of the things that I try to point out when ... Anytime you're on Facebook and there's always the battle between the

people are cyclist and the people are not cyclists saying, "Ah, get off the road. You don't belong on the road."

Cyndi Steiner: [24:55](#) You don't belong on the road.

Brendan: [24:55](#) "You don't want to get hurt, stay off the road. You don't pay any taxes. Stay the hell of the road," blah blah blah, and it's like, okay, well, number one, and back me up on this, if you will, or tell me I'm wrong, because it's Brendan tells the truth about cycling, so I do want to tell the truth, but the fact is is that roadway infrastructure is not anywhere remotely covered by the gasoline tax.

Cyndi Steiner: [25:16](#) That's very true, yeah.

Brendan: [25:18](#) Anybody that pays any kind of income tax or property tax in some way or shape or form is contributing to the infrastructure to benefit people driving cars.

Cyndi Steiner: [25:28](#) That's correct. That's correct.

Brendan: [25:29](#) I always throw the saying out there is that roads are not made for cars. Roads are made for people. I just choose to be on my bike instead of in my car at this particular time because a lot of times, I drive my car, and I pay for gas and I pay taxes and so forth and so on.

Cyndi Steiner: [25:41](#) Yeah, and that's true, and when you say the roads are built for people and not cars, then you can reframe the whole conversation and start to think about how the design of the road needs to accommodate people and not cars. To further your point about the taxes, bike riders are not causing wear and tear to roads, either. We're not creating potholes. We're not the ones ripping up the roads in a 2000 pound vehicle, so this argument that we don't pay taxes, well, to your point, we actually are paying taxes, but number two, we shouldn't be held to the same standard of someone who's driving a 2000 pound vehicle because we're not causing wear and tear on the roads. In actuality, we're actually helping to reduce the number of vehicles on the road that are causing that wear and tear, so if we got more people riding and fewer people driving, you'd see less wear and tear over the long run.

Brendan: [26:40](#) There you go confusing me with the facts again.

Cyndi Steiner: [26:42](#) Right. Well, there's another interesting point, and we've been talking a lot about crashes between drivers and bike riders. The

reality is that less than 20% of all crashes are an incident between a bike rider and a driver. The majority of crashes are bike on bike or bike alone, and what that tells you is that's a tremendous opportunity for bike riders to improve their skills and to avoid those crashes because it's really a lack of skills more than anything.

Brendan: [27:11](#) How much training is available? Are there-

Cyndi Steiner: [27:16](#) Well, every time we attempt to schedule a traffic skills 101 class, which you here at Cycle Craft have held in the past, it's very hard to get sign ups. You just don't get sign ups because, again, riders don't really perceive. We have that expression, "It's as easy as riding a bike." Just hop on a bicycle. Anybody can do it, and the reality is it's a sport with a low barrier to entry, but there is a certain amount of skill that you develop over time and somebody brand new on the bike is not nearly as skilled as someone that's racing on the Tour De France, and the more time you spend on the bike, the better your skills, but you can improve that by taking some training, also, and looking into what some of these clubs are offering or what the League of American Bicyclists offers are really good steps that any bike rider should take.

Brendan: [28:06](#) Is there, on the njwbc.org website, a listing of trainings that are available? Is there a calendar?

Cyndi Steiner: [28:18](#) We have a list of people who offer trainings and organizations that offer training. We haven't offer any ourselves simple because what we do is we come into a shop or a club. If you have enough people to do that, we will come in and do it. We don't offer them directly ourselves, but we have a resource page where we list organizations around the state that offer training, because we get frequent inquiries, "Where can I learn to ride or where can I go for training?" and so we just refer them to that page.

Brendan: [28:48](#) There seems to be a lot of people, but never enough at that time [crosstalk 00:28:53]

Cyndi Steiner: [28:53](#) Right, at any one time. That's right.

Brendan: [28:54](#) ... so you don't get a threshold of people to get the organization together.

- Cyndi Steiner: [28:57](#) Right, and it's an all day class, classroom and parking lot training and a ride, and not everyone's willing to give up that time which I think is an investment in their safety, but that's the reality of it.
- Brendan: [29:14](#) That concludes part one of our interview. We hope you enjoyed that. Kevin, why don't you let the folks know how they can learn more about the NJBWC.
- Kevin Ang: [29:21](#) Okay, if you'd like more information about the New Jersey Bike & Walk Coalition, you want to get involved, or you want to donate, please check out their website at njwbc.org, or send them an email at info@njwbc.org.
- Brendan: [29:38](#) Awesome. We will make sure that we do that, so thanks everyone for joining us. We hope you'll join us next week for part two of our interview with Cyndi Steiner. You can find us on iTunes, Stitcher, or anywhere you get your podcasts.
- Kevin Ang: [29:49](#) If you have any questions for us, if you have any topics you want us to talk about, if you want to sponsor an episode, or if you just want to say hello, you can connect with us on Facebook at N+Another. You can connect with us on Twitter at N+1 and the number 1, so that's NPLUSONE1, or you can send us an email at nplusone@cyclecraft.com. That's N-P-L-U-S-O-N-E at cyclecraft.com. We'll see you next time on N+1: The Truth About Bicycles.
- Brendan: [30:24](#) Thanks for listening, everyone.