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OFFICIAL PROGRAM
& RIDE GUIDE

TD
FIVEBORO
BIKETOUR
NEW YORK / MAY 1, 2022



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Follow the Tour:
@BikeNewYork #TDFBBT



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A LETTER FROM **ERIC ADAMS**

MAYOR OF NEW YORK CITY



Dear Friends:

It is a pleasure to welcome everyone to the 2022 TD Five Boro Bike Tour.

The future of New York City is on two wheels. Cycling is the fastest-growing transit option in our city, and my administration is dedicated to making sure that our cyclists feel safe in every neighborhood. In our efforts to give city space back to the people, we are committed to creating an additional 300 miles of protected bike lanes across the five boroughs. Through community outreach, education, and virtual events, Bike New York has been an important ally in our united mission to promote cycling, protect and empower bike riders in our city, and encourage forms of movement that reduce congestion and greenhouse gas emissions. With this year's tour at full capacity, the Five Boro Bike Tour is a great opportunity for New Yorkers of all backgrounds to get around, stay healthy, and take care of our environment. I look forward to the many ways that Bike New York will continue to build a brighter, fairer future for all.

On behalf of the 8.8 million people of New York City, I extend my best wishes for a safe, enjoyable ride and continued success.

A handwritten signature of Eric Adams in green ink. The signature is written in a cursive, flowing style.

Eric Adams
Mayor of New York City



Five boros. Zero traffic. Let's own these streets.

We're pumped to partner with Bike New York and support free bike education. Now get ready to enjoy the ride.

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A LETTER FROM **KEN PODZIBA**

PRESIDENT & CEO OF BIKE NEW YORK



Hello fellow cyclists, and welcome to the 2022 TD Five Boro Bike Tour!

This year's ride is not only a return to form for the TD Five Boro Bike Tour but for New York City as a whole. The Tour is a New York event at its core and a wonderful way to re-engage with all of NYC's boroughs and the neighborhoods that make the city so special. As we begin to emerge from the pandemic, many of us are reconnecting with the people, places, and events we love and seeing our city in a whole new, more resilient light. We appreciate you choosing to participate in Bike New York's premiere annual event – the country's largest bike ride and the world's biggest charitable bike tour.

For us at Bike New York, the TD Five Boro Bike Tour is also a huge, rolling celebration of cycling, and at 40 miles of car-free bliss, one that represents the freedom and independence that biking offers. As you ride on May 1 with 31,999 other bike enthusiasts, I hope that you feel the magic and joy of being able to jump on your saddle and see the sites of the five boroughs from two wheels – maybe for the first time in years.

It's that joy that Bike New York strives to instill in tens of thousands of new cyclists annually, through our Learn to Ride classes and other bike education and safety programming. Your participation in the TD Five Boro Bike Tour ensures we can continue to create secure, confident riders, adults and children alike, year after year. Tour registration also supports our expanded Bike Path program, which provides Citi Bike maintenance training to formerly incarcerated New Yorkers and places them in mechanic roles with Citi Bike after graduation. We couldn't do it without you, and we are thankful for your support.

I'd like to thank our longtime and loyal sponsor, TD Bank, without whom this iconic NYC event would not be possible. We're grateful to be able to partner with sponsors that share our values – especially those pertaining to inclusivity and sustainability – and actively work hard to spread those values.

And to Manhattan Portage, presenting sponsor of the Tour: thank you for your continued support and tireless promotion of active, vibrant lifestyles. A very special thanks also to Commissioner Ydanis Rodriguez and his team at the Department of Transportation for co-producing the Tour, as well as the NYPD, CECM, FDNY, DSNY, NYC Parks, MTA, DEP, and NYC & Company. And thank you to the thousands of extraordinary volunteers. Your support means the world to us.

Be safe, have fun, and enjoy the ride!

Sincerely,

A handwritten signature in green ink that reads 'Ken Podziba'.

Ken Podziba
President & CEO of Bike New York

Bloomberg

Proud to support the

TD Five Boro Bike Tour

A LETTER FROM YDANIS RODRIGUEZ

NEW YORK CITY DEPARTMENT OF
TRANSPORTATION COMMISSIONER



Welcome to Bike New York's TD Five Boro Bike Tour! I am so excited to join Bike New York in hosting this year's ride for the first time as New York City's Transportation Commissioner. The road to today's event, the first TD Five Boro Bike Tour held in the spring since May 2019, has not been an easy one. As we know too well, a global pandemic has taken three million lives, including over 40,000 lives in our city -- forcing the cancellation of the 2020 ride and the postponement of last year's ride into the summer. But we all have made it -- and whether you are joining us for the first time or are returning to savor 40 miles of car-free New York City streets, you will today experience the joy of cycling in New York City.

We have much to celebrate today, including the extra time that cyclists will have this year to complete the ride. Many of the roads on which you will find yourself riding today provide a special treat: the Brooklyn-Queens Expressway, FDR Drive and Verrazzano-Narrows Bridge offer tremendous waterfront views that cyclists are allowed to enjoy only one day per year.

I am proud to say that New York City strongly supports cycling on our streets all of the remaining days of the year. Under Mayor Eric Adams, who himself is an avid cyclist, cycling is continuing to expand dramatically, aided by the pace of growth that only increased during COVID, as hundreds of thousands of New Yorkers sought a healthy and socially distant way to get around and enjoy their city.

With the strong support and effective advocacy of groups like Bike New York, we are making enormous progress in expanding access and making streets safer for cycling. So much has been accomplished in the last three years, including:

- Nearly 30 miles of new protected bike lanes each year in every borough -- from Northern Boulevard in Queens to Flatbush and 4th Avenues in Brooklyn, as well as along streets you will travel today like 6th Avenue in the Village and Midtown Manhattan. In fact, despite the pandemic, our teams at the New York City Department of Transportation (DOT) made record additions to the city's bicycle network -- 1,400 miles and growing, including a new and enormously popular protected bike lane on the world-famous Brooklyn Bridge.
- The expansion of bike share. Over the last two years, Citi Bike -- the continent's largest bike-share program -- powered through the pandemic as it kept up the ambitious pace to double its service area and triple the number of blue bikes on the city's streets. Citi Bike stations can now be found in every Manhattan neighborhood, as well as for the first time in the Bronx and new neighborhoods in Brooklyn and Queens. By the end of next year, we expect that over half the City's population will have easy access to Citi Bike, with further expansion being discussed.

Continued on next page

- Advancing other major Adams Administration cycling initiatives. In addition to keeping up the pace of new protected bike lanes, Mayor Adams has also charged DOT with, this year, making over 1,000 intersections safer – given that is where a majority of cyclist crashes and injuries occur. We are also fortifying our existing protected bike lanes across the city, to make it harder for other vehicles to obstruct those lanes. We have already installed Jersey barriers on parts of 40th Street, 11th Avenue, Broadway and Clinton Street in Manhattan with plans for parts of Crescent Street, Vernon Boulevard, and Queens Boulevard in Queens – with many more miles to come.

Finally, while I have known and respected him for years from my prior work as Chair of the City Council's Transportation Committee, I want to offer my personal thanks in my new role to Ken Podziba and the entire Bike New York team for their commitment to cycling. Each year, the TD Five Boro Bike Tour organizers work closely with DOT, NYPD and other City agencies to coordinate a logistically challenging event -- that always goes off seamlessly.

I wish everyone a safe and enjoyable ride. You will definitely see today why more and more New Yorkers are selecting cycling as their preferred way to get around this great city!



Ydanis Rodriguez
New York City Department of Transportation Commissioner

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A LETTER FROM **ANDREW BREGENZER**

REGIONAL PRESIDENT OF METRO NY, TD BANK



On behalf of our more than 2,000 TD Bank colleagues throughout New York City, we'd like to welcome and thank you for participating in the 2022 TD Five Boro Bike Tour!

TD is thrilled to be able to support this annual event and the tens of thousands of cyclists who converge on the 40 miles of car-free streets in one of the greatest cities in the world, New York City.

As the proud title sponsor of the Five Boro Bike Tour since 2007, as well as a partner with Bike New York for this event, we've continued to support and promote their mission: to offer free bike education and access and to enhance sustainability and quality of life for all our New York City neighbors.

For more than 20 years, TD has been and will continue to be ingrained in the fabric and footprint of New York City. And just last year, we proudly opened our One Vanderbilt corporate offices and flagship store as a true sign of our unwavering commitment to the ongoing investments we are making in this wonderful city and its citizens.

So as part of this bike celebration, let's "get out and own these streets" by having a fantastic ride and continue to support and celebrate the amazing people of NYC!

A handwritten signature in green ink that reads "Andrew Bregenzer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Andrew Bregenzer

Regional President of Metro NY, TD Bank



THREE TIPS FOR THE TD FIVE BORO BIKE TOUR

Make the most of your 40-mile ride with pro tips from our Sports Health experts.

PRE-TOUR: Hone your hydration

Knowing how much to replenish will keep dehydration from cramping your tour style. Take your weight before and after a training ride (AKA a sweat test) to get an idea of how much you need.

ON TOUR: Front-load fuel

Be sure to carry along some gel nutrition, protein bars, or whatever will give you a mid-ride boost, especially before that last, exhilarating climb over the Verrazzano to the finish.

POST-FINISH: Keep it moving

You toured. Now active recovery is key to feeling top-notch. A good stretch, a light ride, or gentle yoga will clear lactic acid from your muscles and keep soreness at bay.

Looking for help improving your performance, staying injury-free, and recovering like a champ? We can help. Visit nyulangone.org/bikeny to request concierge access to one of our Sport Health experts.

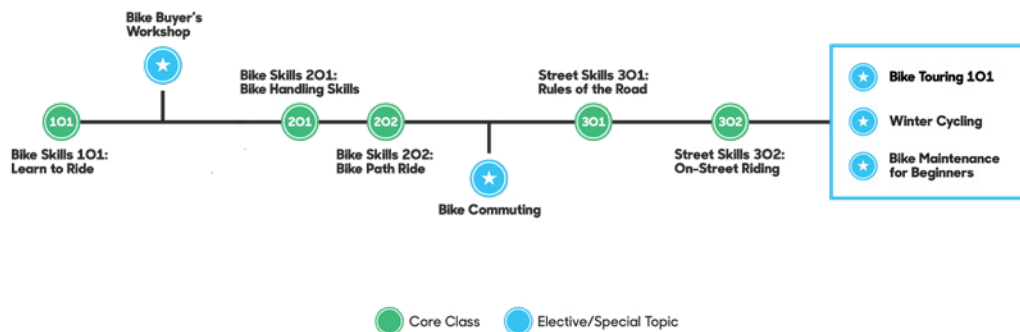
Official Health Partner of the
TD Five Boro Bike Tour

SPORTS HEALTH

BIKE NEW YORK'S EDUCATION PROGRAMS

They say you never forget how to ride a bike, but many people never had the chance to learn. We offer free classes and programs for adults and children throughout the year at more than a dozen Community Bike Education Centers and bike shops across the five boroughs. Learn more and sign up at www.bike.nyc/education.

Road Map: Our Adult Class Curriculum



Youth Classes

Kids' Learn to Ride Class

This free group class is for children who are ready to ditch their training wheels and ride a two-wheeler for the first time. With our safe, easy, effective method and experienced instructors, kids will learn how to balance, pedal, start, stop, and steer a bicycle. Most students get the hang of it in one session!

After School Programs and Summer Programs

We teach kids the mechanics of riding a bike, the rules of the road, best practices for riding in a group and on the streets, and the joy and freedom of biking. Sessions are one day per week for several weeks.

Bicycle Field Trips

Schools can bring groups of youth ages 10 and up on a 2-hour field trip to one of our Bicycle Education Centers, where they can learn how to ride a bike for the first time, learn safety and basic bike handling skills, and take a group ride using our fleet of bikes.





**Proud Supporter of Bike New York's
free bike education program.**



EVERY ADVENTURE HAS ITS REWARDS

THE EASY DRINKING AMBER ALE





IN MEMORIAM ANTHONY BERGADO

by Shannon Jordy, Communications & Marketing Director

At Bike New York, we love hearing about the many enthusiastic families riding together in the TD Five Boro Bike Tour. For some, the Tour is an annual excuse to meet up, celebrate the joy of cycling, and maybe check off a bucket list experience together. Others ride in memory of a loved one, often with one of our charity partners. For the Bergados, riding in this year's Tour is, in their words, the best way to memorialize their father, Anthony Bergado (Lopa), a long-time Tour participant; dedicated volunteer; and loving and generous father, uncle, grandfather, and great grandfather who made sure everyone around him knew how to ride on two wheels.

Anthony passed last summer, just weeks before the 2021 TD Five Boro Bike Tour. He was a part of the Tour for more than 40 years and, according to his daughter Angelique, the Tour's "biggest fan." When Anthony's daughters speak about him, it almost sounds like he was born on a bike. And that's not far from the truth.

Anthony was raised for most of his life by his Aunt Amelia in a big Italian family near the Brooklyn Navy Yard. Angelique noted that he was "short... with an accent as strong as his personality." His

love affair with the bike started when he was a young boy and continued throughout his life. Angelique reflected that, "It was definitely close to a crime in our family to not know how to ride a bike. Dad has five daughters and a son, and his brother has five kids. We all would ride around in one big biker pack to the beach. I think dad was just attached to the idea of being a strong biker; it was a way to get around the city and not deal with parking, and it represented some physical gumption."

She explained that her dad taught her to ride by bringing her to the top of a hill, and just letting go. She had no choice but to figure it out quickly. "The progression was tricycle or big wheel to two wheels, not much in between," she said. "A typical summer weekend in Brooklyn began with a pack ride...with myself, my sisters, my niece and any cousins available. Before I could ride myself, I would either sit on dad's bike frame, or ride on someone's pegs."

Anthony's dedication to biking and teaching others to bike extended beyond his family. In his building he was known for helping anyone fix their bike. His daughter Nichole said,



IN MEMORIAM ANTHONY BERGADO

“No matter where we were, my dad had bikes for all of us kids.”

ANTHONY'S DAUGHTER NICHOLE

"I remember...my dad making sure I had a bike. No matter where we were, my dad had bikes for all of us kids. You didn't even have to be related to us, and my dad had a bike for you to borrow so we could all ride together. To this day we have extra bikes – kids bikes, adult bikes... he was always handy like that."

Transportation, generally, seemed to be in Anthony's blood. Not only was he a committed cyclist, he was also an electrician for the New York City Department of Transportation for most of his career. Biking was his passion outside of work, and the TD Five Boro Bike Tour was like a major holiday for him.

"I remember every year, my dad would ride his bike over to the local pharmacy to post one of the Five Boro Bike Tour posters to the window with hopes of recruiting people to join him," said Angelique.

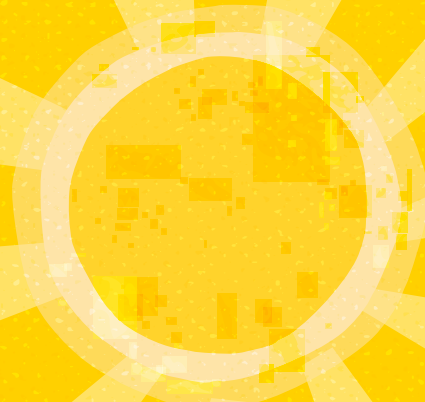
"On Tour day, we didn't hear from him until well after the sun went down. It was his Christmas, and he was busy."

When Anthony reached his 70s, he no longer rode the Tour end to end, but stayed connected by volunteering, and brought many family members along. Angelique remembered, "I had my own personal coach for the Tour – including a lesson beforehand on how to be a 'good' volunteer. I can confirm, at this point, he was mainly there to socialize, and celebrate bike riding in HIS CITY."

Unfortunately, the Tour was canceled in 2020, and Anthony passed in July 2021. It was the year the Bergados had planned to ride together, end to end. "I knew my dad was struggling a bit from seeing how his heart was managing shorter rides around my hometown in Connecticut," said Angelique. "Despite his troubles making it up hills, in his opinion, he would have no problem making it up the Queensboro or the Verrazzano. My first year on the Tour, I beat him by a mile on my way up the Verrazzano, but I did not have the chutzpah that he did to fly down as fast."

This year, Angelique, Nichole, their friends, and several spouses and cousins are getting a chance to ride together in the TD Five Boro Bike Tour—in memoriam to Anthony. A third sister, Stephanie, is overseas but riding the route via the Virtual TD Five Boro Bike Tour. While the Bergados are excited to be participating in this year's Tour, Angelique said, "To be altogether on the ride without dad is going to be really hard because dad was our pack leader."

Bike New York wants to thank the entire Bergado family for sharing their memories with us and for their dedication, as riders and as volunteers, to the TD Five Boro Bike Tour.



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EVENT DAY RIDE GUIDE



**FIVEBORO
BIKETOUR**
NEW YORK / MAY 1, 2022

Title Sponsor



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Benefiting



START SCHEDULE & MAP

The Start wave corridor (shown in white on the map below) runs along Greenwich/Trinity/Church. Start waves correspond to the color of your bib and bike plate. See below to find out when and where to go. Course Marshals in safety vests will be on site to direct riders to appropriate entry streets.

In the event that members of your group are assigned to different Start waves, please ride together in the latest Start wave for your group. Riders assigned to later Start waves cannot move to an earlier time. VIP and Charity riders should consult their credentials for access points. Riders heading southbound to the Start Line must enter their wave via Broadway. Riders heading northbound to the Start Line must enter their wave via the Hudson River Greenway.

START 1A (VIP & CHARITY RIDERS) AND START 1B (7:30AM)

Recommended arrival time: 6AM-7AM. VIP & Charity Riders access the VIP and Charity breakfast from Canal and Church. If Southbound, Start 1B should enter from Chambers to Duane or from Thomas. If Northbound, Start 1B should enter from Chambers to Bogardus Plaza then Duane.

START 2 (8:05AM)

Recommended arrival time: 7:05AM-7:35AM. If Southbound, enter from Murray. If Northbound, enter from Warren.

START 3 (8:40AM)

Recommended arrival time: 7:40AM-8:10AM. If Southbound, enter from Fulton. If Northbound, enter from Vesey.

START 4 (9:15AM)

Recommended arrival time: 8:15AM-8:45AM. If Southbound, enter from Cedar. If Northbound, enter from Albany to Greenwich to Thames.

START 5 (9:50AM)

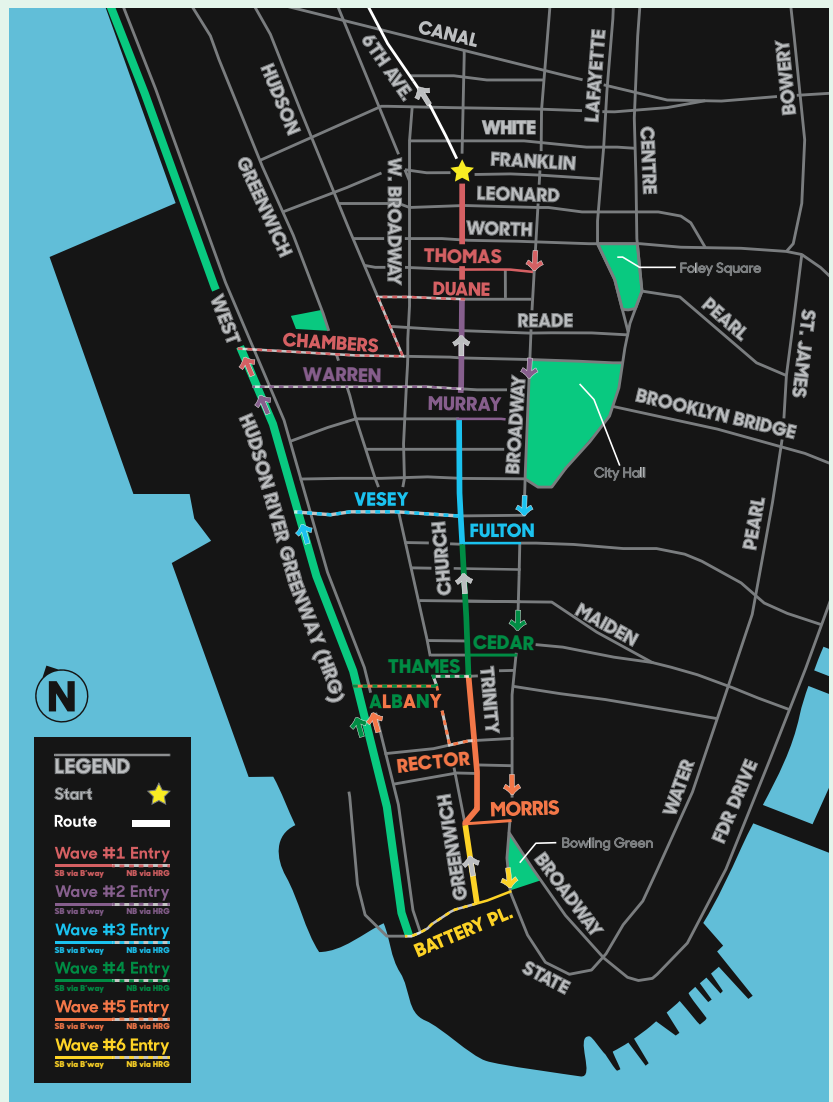
Recommended arrival time: 8:50AM-9:20AM. If Southbound, enter from Morris. If Northbound, enter from Albany to Greenwich to Rector.

START 6 (10:25AM)

Recommended arrival time: 9:25AM-9:55AM. If Southbound or Northbound, enter from Battery Pl.

After a Start wave is released, the line moves up. Please refer to access points for earlier waves. Sixth Ave will reopen to cars at 12:00 PM.

Finish Festival (10:00AM - 6:00PM)
Empire Outlets, Staten Island



GETTING TO THE START

The route closes to vehicular traffic at 7:15AM; be sure to take this into account when planning your arrival. **We do not recommend driving to the Start Area.**

Bike

Obviously, we're quite partial to this option. From anywhere in Manhattan or downtown Brooklyn, the best way to get to the Start Area is by bike. The Hudson River Greenway and Broadway both lead directly to Bowling Green. For detailed directions, we recommend using Google Maps to plan your route (be sure to click the bicycle icon).

Car

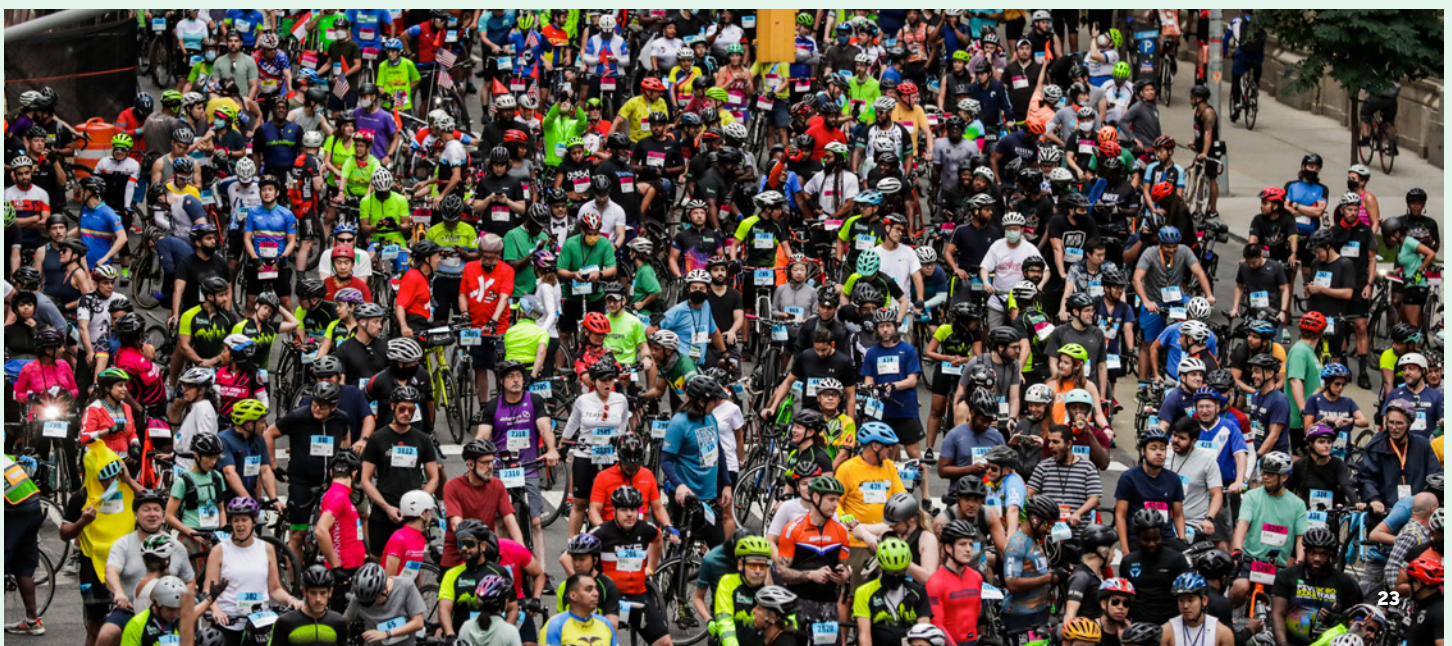
If you are planning to drive, we suggest parking in Staten Island. Please see page 25 for Ferry directions.

Subway

From	Train	To
Manhattan, The Bronx, Queens	1 2 3	Chambers St.
	A C J	Chambers St.
	4 5 6	Brooklyn Bridge
	E	World Trade Ctr.
	2 3	Chambers St.
Brooklyn	A C	Chambers St.
	4 5	Bowling Green
		(B'way exit only)

These trains/stations do not accommodate bikes:

- R City Hall, Canal St., Whitehall St.
- 2 3 Park Place, Fulton St., Wall St.
- 4 5 A C Wall St., Bowling Green
- 1 South Ferry



Train

PATH Trains (from New Jersey)

From Hoboken, take the PATH train toward 33rd St. and get off at the Christopher St. stop. From Newark, Journal Square, Grove St. and Exchange Pl, take the 33rd St/HOB train and get off at the Christopher St. stop. From Christopher St. connect with the West Side Highway bike path and ride south to your correct start wave entrance. The fare is \$2.75, payable by MetroCard. Bikes are not permitted on the first car of the train. Note that you will need to use stairs to get to street level, so be prepared to carry your bike. For up-to-date information, system map, station locations, and parking information, visit www.panynj.gov or dial 1-800-234-PATH.

Long Island Railroad (LIRR)

The New York City stop for the MTA Long Island Rail Road (LIRR) is Penn Station, at 34th St. and Seventh Ave. At Penn Station, cyclists can transfer to downtown subway service or cycle downtown toward Bowling Green. Cyclists should distribute themselves evenly throughout the train to facilitate the flow of people boarding and disembarking at stations. Cyclists are asked to bring a bungee cord to secure their bikes to the train. For more information on departure times and station locations, including weekend timetables, visit www.mta.info/lirr.

Metro-North Railroad

On Tour Day, bikes are allowed on all trains on the Harlem, Hudson, and New Haven Lines. Off-peak fares apply. Bike permit rules are suspended. However, restrictions on the number of bikes per train will remain with a maximum of eight bikes per train. Go to mta.info/bike to find out more. Check schedules for local service on all lines. To get to the Start Area via subway from Grand Central Terminal, take the 4, 5, or 6 to the Brooklyn Bridge-City Hall station. For more information on departure times and locations, visit www.mta.info/mnr.

Ferry

Staten Island Ferry

Ferries run every 30 minutes on the hour and the half hour. A one-way trip takes 30 minutes and is free.

Please note: beginning at 6:00AM, the Staten Island Ferry will load cyclists via Wall Street.

Following the Tour, ferries will run from Staten Island to Manhattan every 30 minutes on the hour and the half hour, and lines may be long.

GETTING TO THE FERRY

Car

We recommend that participants driving to the TD Five Boro Bike Tour carpool and park in Staten Island in the morning. Parking will be easier and you'll avoid waiting for the ferry at the end of the day. We suggest parking in lots near the ferry (see parking information to the right).

(Due to construction, there will be limited parking on ferry terminal property; if unavailable, please use local garages.) If you park on the street, please observe all posted parking restrictions. Cars parked along the Tour Route will be towed. Visit www.bike.nyc for detailed driving directions.

MTA Staten Island Railway

Park on local streets or in a Staten Island Railway Park-and-Ride at Dongan Hills, Great Kills, Annadale, Prince's Bay, or Huguenot stations, then hop on a train to the ferry. Bicycles will be allowed on the trains, and you can board at any Staten Island Railway station. MetroCard fares are collected as you enter and exit at the St. George and Tompkinsville stations. Visit www.mta.info or dial 511 for more information.

Staten Island Ferry Parking

Due to ongoing construction, there will be no parking at the Staten Island Ferry lots. Alternatively, use street parking or the following nearby private and municipal lots.

St. George Courthouse Garage, 54 Central Ave.

Hours: 8AM – 8PM

Cost: \$12/day*

Accepted forms of payment: cash or credit (no debit)

25 Wall Street

Capacity: 150 cars

Hours: 24 hours

Cost: \$8/day*

Accepted forms of payment: cash, credit, or debit

Cars that park without checking in with an attendant are subject to being booted. Riders must comply with all posted rules and regulations.

325 St. Marks Place

Capacity: 200 cars

Open 24 hours

Cost: \$15 for up to 12 hours*

Accepted forms of payment: cash, credit, or debit

*Stated prices subject to change without notice.

There is no parking in the Empire Outlets parking garage on Sunday, 5/1. Riders will be blocked in and unable to get their cars out between 8AM-6PM due to Tour road closures.

RIDER TIPS

We work hard to ensure that you have a great time on the Tour. But just in case you aren't able to complete the ride, or if you need assistance for any reason, here's what to do, who to contact, and where to go.

Please note that once the Tour starts, the front of the pack will travel at approximately 15 mph, the tail at about 6 mph. Cyclists who fall behind will be given the option of boarding SAG (Support and Gear) vehicles traveling at the tail of the Tour, or leaving the Tour as the route permits.

Hitching a Ride with SAG

SAG vehicles follow the back of the pack and they can assist you if you are running out of steam or fall too far behind. They will be stationed at each Rest Area, or you can signal and then pull off to the side of the road. They will take you and your bike to the Finish Festival.

Leaving the Tour

If you need to leave the Tour for any reason, we recommend doing so at the following locations. If you leave the Tour, you will be riding with motorized traffic and will have to watch for cars and road hazards.

Mile 14: York Ave. and 63rd St. (Manhattan)

This is your last chance to exit the Tour in Manhattan. If you don't want to continue, travel straight on 63rd St. after the Tour exits the FDR Drive. Do not take the left-hand turn onto the ramp of the Queensboro (59th St.) Bridge.

Mile 27: Brooklyn Bridge

Before the Tour enters the BQE, you can leave the Tour at Old Fulton St. and Cadman Plaza West and take the Brooklyn Bridge bike path into downtown Manhattan. Marshals on the Brooklyn side will direct you. (This exit point is recommended for those traveling with children who want to exit the Tour.)

Subway

The Tour passes near many subway stations. Bikes are allowed on the subway, but some unstaffed subway stations have turnstiles that do not accommodate bikes. Marshals and Information Tents at Rest Areas can provide more details on which stations to use. Visit www.mta.info for up-to-date info.

Medical Concerns

If you feel that you need medical attention, speak to a Tour Marshal or NYPD officer immediately, or visit a medical station located at each of the Rest Areas along the course. Do not wait for SAG. If you have an emergency, and there are no Tour Marshals or NYPD officers nearby, call 911 and say that you are with the TD Five Boro Bike Tour.

Marshals and Police

Volunteer Marshals and NYPD officers will be riding with you and are stationed along the route to provide assistance and keep the Tour rolling safely and smoothly.

Here's who to look for:



Rider Assist Marshals will be riding alongside you in safety vests to help keep the Tour moving. They can also help out with flat tires and minor repairs.



Course Marshals will be stationed along the route in safety vests. They can give route directions and alert you to road conditions ahead.



NYPD officers will be on the route to manage car traffic.

Please follow all instructions given by Marshals and NYPD.

SERVICES **ALONG THE ROUTE**



Rest Areas

All Rest Areas include snacks, water stations, toilets, bike repair courtesy of Trek, first aid, and information. Complimentary refreshments include New York City water, Del Monte bananas, Utz pretzels, Honey Stinger Waffles, and electrolyte beverages, provided by Bike New York and select sponsors. Signs and Marshals along the route will direct you to bypass lanes.

Mile	Location
11	FDR Drive at 116th St. (Manhattan)
17.5	Astoria Park (Queens)*
20	Con Ed Learning Center (Queens)
27	Commodore Barry (Brooklyn)

**All cyclists near the front of the pack will be held here for about 20 minutes while the NYPD closes down portions of the route to traffic. Cyclists near the tail of the Tour will be directed to a mandatory shortcut that bypasses this stop and leads to the next one.*



Water Stations

We recommend bringing two water bottles so you can stay hydrated while you ride. All water stations include water, toilets, bike repair, and information.

Mile	Location
9	The Bronx <i>Dedicated to David Schlichting</i>
28	Brooklyn Bridge Park
33	Gowanus BQE
36	Bay Street



Toilets

Toilets are available at all Rest Areas, Water Stations, the Finish Festival, and at the following locations throughout the Tour:

Mile	Location
0	Start Area – Battery Place, Bowling Green, and along Church St.*
3	Sixth Ave., at approximately 56th St., before entering Central Park**
7	Adam Clayton Powell Jr. Blvd. and 115th St.

***Please note: Toilets located in Central Park will not be available during the Tour.*



Zero-Waste Stations

In past Tours, we diverted 91% of waste from landfills with the help of GrowNYC, NYC Compost Project, and, of course, our riders. As a result of our efforts, the Tour and Expo were awarded Gold-level Sustainability Certification by the Council for Responsible Sport. Bring used bike tubes and chains to bike repair stations at Rest Areas and Water Stations, where they will be collected and upcycled into personal gear and apparel.



Medical Help

Emergency Medical Technicians (EMTs) and paramedics from the Jamaica Hospital Medical Center Bike Unit are available to attend to medical needs, as are ambulances from the NYC Fire Department Emergency Medical Service. Ask any Marshal or NYPD officer for medical assistance if you need it. There are also EMTs at each Rest Area and at the Finish Festival. If you have an emergency, and none of these are available, dial 911 and say you are with the TD Five Boro Bike Tour.



Information Tents

Information Tents at the Start Area (in Battery Park), Rest Areas, Water Stations, and the Finish Festival are your go-to resources for all questions and concerns; they also make for great rendezvous spots in the event that you get separated from family and friends. (Do not stop in Central Park, on any of the bridges, or in the middle of the road to wait for friends. If you must stop, please signal and pull off to the side of the road.)



Entertainment

TD Bank Entertainment Zones are located along the Tour route to keep the party rolling from start to finish. Visit www.bike.nyc for more details, including Entertainment Zone locations and artist websites.



SAG Vehicles (Support and Gear)

SAG vehicles provide transport to the Finish Festival for cyclists (and their bikes) who require assistance. SAG buses and trucks will be stationed at each Rest Area and will follow the end of the Tour. If you are running out of steam or falling too far behind, signal and then pull off to the right side of the road to wait for SAG. Make sure your bike plate is attached to your handlebars so that we can reunite you with your bike at the Finish Festival; your bib will serve as your bike retrieval ticket.



Tour Photos

Photographers will be stationed along the route to take your photo as you ride. For identification purposes, make sure your bike plate and bib number are clearly visible. After the Tour, Bike New York will contact you via email so you can view and download your photos.



Lost and Found

Check at Information Tents at Rest Areas and at the Finish Festival for items lost along the way. No luck? After the Tour, email info@bike.nyc to see if your lost item has been returned to our office.



Repair Services

If your bike needs attention, flag a Rider Assist Marshal or stop at a Repair Tent. Labor for basic repairs is free, but there is a charge for parts. Flat tires are very common, and our Marshals will be able to get you back on the road faster if you pack a spare tube. Many of our bike repair partners will have tubes for sale (cash only).

Repair services can be found at these locations:

- All Rest Areas and Water Stations
- Start Area in Battery Park at Battery Pl. and Broadway (Manhattan)
- Duarte Square, just past the Start Area (Manhattan)
- 42nd St. and 6th Ave., in front of the TD Bank (Manhattan)
- Terrace Drive, Central Park (Manhattan)
- 110th St. and Adam Clayton Powell Jr. Blvd., just north of Central Park (Manhattan)
- North 14th St. and Kent Ave. (Brooklyn)
- Flushing Avenue and Vanderbilt Avenue (Brooklyn)
- Finish Festival, Empire Outlets (Staten Island)

Free bike repair labor generously provided by:

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Ride Brooklyn
Spokesman
Tread Bike Shop

RIDER ID KIT

The Rider Identification Kit (RIK) comprises a **helmet cover**, a **bib**, and a **bike plate** made from an environmentally friendly material called Ultra Green. In order to ride in the Tour, your bib must be affixed to your outermost layer and your bike plate must be attached to your handlebars. Please do not discard your bib or bike plate at the Finish Festival. Parking garage security will be checking that bibs and bike plates match before riders can depart bike parking.

FINISH FESTIVAL

After conquering five boroughs and as many bridges, you will finish your day at Empire Outlets. Once you arrive, pick up your TD Five Boro Bike Tour finisher medal, then kick back and relax right next to the Staten Island Ferry.



Entertainment

Hang out at the New Belgium Beer Garden, and stop by exhibitors' booths for great giveaways.



First Aid

Courtesy of Jamaica Hospital Medical Center and the New York City Fire Department Emergency Medical Service.



Food & Drinks for Purchase

We're bringing some of the best local food vendors to the Festival. After putting in that many miles, you're gonna be hungry. You can purchase food at Clinton Hall and other onsite restaurants such as Shake Shack, Wetzel's Pretzels, Bake Culture, Haagen-Daaz, and Starbucks.



Official Merchandise

Get decked out in official Bike New York and TD Five Boro Bike Tour gear—we'll have shirts, jerseys, water bottles, and much, much more. All proceeds go directly to funding our free bike education programs, so shop away!



Photo Ops

Take a selfie at the Finisher Photo Op presented by TD Bank on Level 2



Bike Repair

Courtesy of Trek. Labor for basic repairs is free, but there's a charge for parts (cash only). Be sure to bring some spare tubes with you.

FINISH FESTIVAL

Amenities by Level

Waterfront Level

- Cool down with frozen treats courtesy of TD Bank.
- Enjoy 10% off all purchases at Starbucks with proof of your rider bib.
- New Belgium will host Slow Bike races. Test out your balance for a chance to win some fun prizes!

Level 2

- Take a selfie with your cycling buddies at the Finisher photo area. Be sure to share it on social using #TDFBBT and @BikeNewYork!
- Clinton Hall will have food kiosks with a variety of classic menu items. Each booth will offer different tasty treats; make sure to stop by them all (we know we will).

Level 3

- Treat yourself to new cycling gear! Our flagship merch pop-up shop will be located on Level 3.
- Shake Shack will offer a TDFBBT bundle deal on grab-and-go ShackBurgers, fries, and a drink from the kiosk outside the restaurant.
- Those Clinton Hall food kiosks we mentioned earlier? You can find them on Level 3, too!

Level 4

- VIP and Charity riders can enjoy exclusive access to Clinton Beer Hall, New Belgium beer, merchandise pop-ups, and more.

TIPS & FAQs

Bag Restrictions

- No bags with shoulder straps (including backpacks, messenger bags, hydration packs, and drawstring bags)
- No panniers or bags that hang on the side of your bike
- No covered baskets
- No bags over 420 cubic in. (6.9 L.)



What to Bring

- Your Rider Identification Kit
- A helmet—no ifs, ands, or buts about it!
- Photo identification—you may be asked to show it
- Cell phone*
- Water bottles (you can refill them at Rest Areas and Water Stations along the route)**
- Weather-appropriate clothing (be sure to check the forecast)
- Sunscreen
- Sunglasses
- An extra bike tube; make sure it's the same size as your current tubes, with the right valve—either Presta or Schrader
- Patch kit in case of a flat
- A smile!

**If you are riding with a child who does not have a phone, please make sure to write your rider number, cell phone number and name on the back of your child's bib.*

***Water bottles will not be provided.*

Rules of the Road

Wear your helmet. No ifs, ands, or buts about it. Also:

- Have your RIK visible at all times: attach the bike plate to your handlebars and affix the bib to your outermost layer. You will be asked to leave the Tour if any element of your RIK is missing.
- Respect other cyclists.
- Only human-powered bikes and pedal-assist e-bikes are allowed in the Tour.
- Ride in a straight line. If changing lanes or pulling over, look first and then signal to show which way you're planning to go. Use hand signals to indicate that you are slowing down, stopping, turning, or changing lanes.
- Keep to the right; pass left. (Call out "On your left" when passing another cyclist.)
- Move completely to the side of the road if stopping for any reason.
- Do not ride against the flow of the Tour.
- Do not use your cell phone while riding.
- Maintain adequate distance between yourself and other cyclists—especially on downhills.
- Control your speed and be prepared to slow down for congestion or road hazards.
- Keep at least one hand on the handlebars at all times.
- Do not wear earbuds or headphones.
- Slow down when approaching a security checkpoint and make sure your complete RIK is visible.
- No photos on bridges or their access points. Your camera may be confiscated.

Riding with Youths












- A youth is anyone under the age of 18 on the day of the Tour.
- Each youth must be registered on the same team as a parent or guardian riding in the Tour.
- Adult to youth ratio must be 1:1. No exceptions.
- Children under the age of 3 are not allowed on the Tour.
- Youths ages 3 to 9 must ride with an adult on a tandem bike, in a child's seat, on a tag-along bike, or in a bike trailer. If you are towing a bike trailer, please keep to the right when going uphill.
- Youths ages 10 to 17 may ride their own bikes, but must remain in close proximity to the adult with whom they are registered.
- Plan ahead in case your group gets separated. Instruct youth riders to seek out a Marshal wearing either an orange or yellow vest, or a member of the NYPD, who will guide them to the nearest Information Tent where staff can communicate with Tour Command to reunite you.

Riding in a Team

- Make sure you and others in your team have stored important numbers and contact info on your phones, including that of someone not riding in the Tour, your hotel, your team members' home and cell numbers, etc.
- If you get separated from your team, continue to the next Rest Area and look for them there. Do not pull over to the side of the road to wait for them.

ROUTE MAP

Legend

Bike Route	
Ferry Route	
Mile Marker	
Rest Area	
First Aid	
Toilets	
Entertainment Zone	
Bike Repair	
Volunteer Check-in	
Water Station	
Food	

Rest Area





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Steve Bauman: the Father of the TD Five Boro Bike Tour

by Sam Slaton, Former Communications & Marketing Director

I've been acquainted with Steve Bauman, the father of the TD Five Boro Bike Tour, since my days with Bike New York, which began nearly a decade ago, but I've never really known him: I was in communications, and Steve's forte was logistics, so he and I rarely had occasion to interact until I found myself in the command center at Fort Wadsworth at the end of that year's Tour. Steve would invariably be seated next to longtime Tour stalwart Fred Jones, aka the Voice of God, whose jovial baritone worked like a warm breeze to ease the tension in the collective highwire act of keeping a bike ride for a small city running relatively smoothly. Fred joked and Steve laughed, easily and often, although his sights were always focused on the Tour: his baby had grown into the world's biggest bike ride. It required significant care and feeding.

Unsurprisingly, that's what our first long talk was about. In 2016, I interviewed Steve and a host of other folks to put together an oral history of the Tour for its 40th anniversary. This time, I wanted to talk to Steve about Steve. It was harder than I'd expected.

It's not that Steve is cagey about his life. He's forthcoming, generous, and happy to chat. The problem is that Steve can't help but bounce from himself to talking about other people. It's what Steve cares about. (That, and a very accurate route map.) I start by asking him what originally drew him to bikes, and after briefly mentioning

the influence of an older brother and a formative bike tour of hostels around New England in the 1950s when he was in his teens, within two minutes he's jumped ahead to describing his desire to "give back to the sport that I was getting a lot out of," which led him to become a volunteer ride leader for the American Youth Hostel (AYH) in his early twenties. Before I can get a second question in edgewise, Steve is on a roll, racing ahead in time, throwing out names, dates, addresses, and timestamps that led to the first Tour—for 250 high schoolers in 1977—as if all these details had been on the tip of his tongue for 45 years. His memory is as detailed, accurate, and as lightning-fast as the digital circuits he designed as a student at MIT and, later, as an engineer.

Steve explains that this ability to think systemically, combined with an inveterate meticulousness, made him and his fellow Tour co-founders uniquely well-suited to planning an event as logistically complex as the Tour. In fact, after they'd managed to gain the confidence of the NYPD by demonstrating their logistical acumen, the cops would later insist that Steve and his fellow ride planners help organize all other bike events, even ones that had nothing to do with the AYH. That's how he came to be involved with the first New York City triathlon, even though Steve "was never any good at sports"—that's why he stuck to bikes.

Once again, we're off the races—this time literally. But my goal here is to get to know Steve, not necessarily his sprawling institutional legacy, impressive as it may be, and so, as on a good bike ride, we slow down, pump the brakes, and backtrack a bit to focus on the man behind the Tour.

Steve was born in 1942 and raised in Flushing, Queens. As a kid of 10 or 11, he'd ride the train alone down to Ebbets Field in Crown Heights to watch the Brooklyn Dodgers play double headers. This, Steve points out, was not terribly unusual for the time. Kids were freer then. But freedom ain't worth much if you're stuck going only wherever the subway goes. When the aforementioned older brother turned him onto bikes when Steve was 16 (at the time, you had to be 18 to get your driver's license in New York), his world sprang open. Suddenly, he could go anywhere and everywhere (insofar as New York City is Everywhere in microcosm). And so he did, starting in Queens and then going further afield, mostly on his own, as fast as his 3-speed would take him. As a high schooler, he rode from hostel to hostel around New England and down to Washington D.C. with a buddy. "As a kid," Steve explains, "the bicycle represented freedom more than anything else."

For the rest of our conversation, like kids on bikes with nowhere to go, we maunder around these topics: kids, bikes, freedom. The good stuff. And it makes sense: bikes are tools, sure, but they're also toys, and that's the mode in which most of us first fall in love with them. (If you didn't get that chance as a kid, take one of Bike New York's free learn to ride classes. It's never too late and once you learn, as they say, you never forget.) Even though Steve is approaching 80, and the Tour that began as a ride for high schoolers is firmly middle-aged, it's still all about kids for Steve. When I ask whether he still rides, he notes that he still likes to run his errands by bike, but the focus almost immediately bounces, once again, like an electrical charge along a circuit, from himself to other people: he tells me about his volunteer work with Ed Fishkin and his Kids' Ride Club, which operates out of Woodhull Hospital in Brooklyn, an area plagued by asthma. "Why," I ask, "are you still so committed to getting kids on bikes?"

"There's a lack of independence among kids these days," Steve explains, "and one of the things that bicycles allow you to do is explore on your own. In life, you're going to be presented with a lot of challenges and you have to have the confidence to go forward, to look at all avenues

of how to do things, how to get there, and unless you have the confidence, you're going to be frightened." Steve grounds these insights in his experience as an engineer and researcher, when he would occasionally work with engineering students: "I had a first lieutenant from the Air Force Academy, and I laid out every step—A, B, C, D, E, F—and he was good, but if I left out a step, he couldn't think beyond that. The ability to think and do things on your own is vitally important, and cycling helps you do that."

"If we get kids on bikes," Steve goes on, "we have a chance to pique people's curiosity. They learn, as I learned, that you can do things on your own, and if they do things on their own, they can think on their own, and if they can think on their own, they can think in ways that are better than people previously thought." Like an engineer, logically moving from one step to the next.

These steps, Steve believes, are the key to restoring America's "tinkerer's spirit," something he sees as critical for our continued progress as a nation. After all, "if you look at the world today," Steve notes, "we haven't thought of everything." That's why it's so important to get kids on bikes—they're up next to think of the next big thing, and bikes can help them do that.

But, alas—though bikes can make you feel like a kid, time passes, and Steve is getting older. A few years back, Steve's doctor told him that he'd put on a few pounds. He recommended that Steve consider going for a bike ride. Had he heard of the TD Five Boro Bike Tour? In a display of ego that's charming for someone so habitually self-effacing, Steve joked, "Do you know who I am?"

Before I called Steve up, I thought I didn't. I was wrong. Like the millions of people who've felt like a kid as they rode through the City on the first Sunday in May, I do know Steve: he's every one of the meticulously planned and routed miles; he's the rest stops stocked with food; the lead, sweep, and SAG; the barricades and signage keeping us on track; every detail that makes us feel free as we pedal through the City; the connections formed along the way; and he's the one laughing like a kid in the command center, thrilled to have pulled it off, once again. That's Steve.

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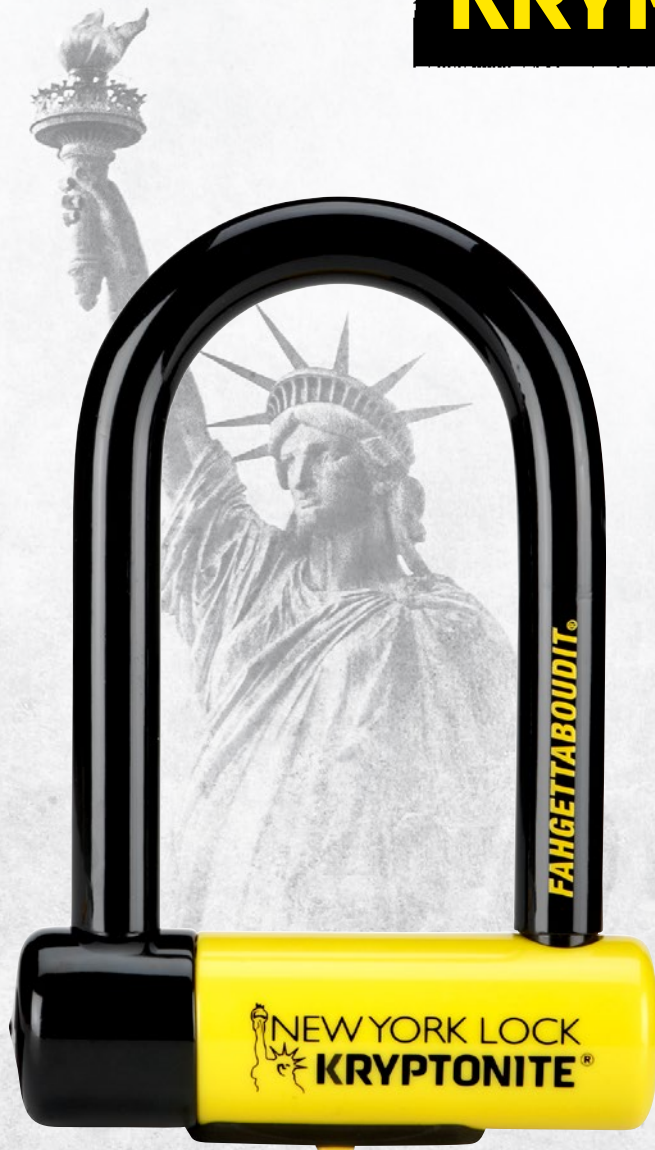
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Partner Daniel Flanzig serves on the Board of Directors of the New York Bicycle Coalition, New York's only statewide advocacy group, where he also serves as a Coalition legal advisor. He is the founder and chairperson of the New York State Trial Lawyers Bicycle Litigation Sub-Committee and a member of the American Association of Justice-Bicycle Litigation Group.

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Bike Use is Booming in New York. Next up: a Boom in High Quality Bikeways

by Jon Orcutt, Director of Advocacy

Your support for the TD Five Boro Bike Tour and Bike New York is paying off! The prospects for better cycling conditions ahead is strong and growing stronger.

In the last days of 2021, Governor Kathy Hochul signed legislation to require the MTA to address bicycle access. Bike New York had developed the legislation and worked with progressive lawmakers and civic allies throughout the year to get the law enacted. Bike use is booming on bridges run by the City of New York, but the seven bridges managed by the MTA ban bike riding entirely (yes, the TD Five Boro Bike Tour is the only day of the year you can ride bikes across the Verrazzano Narrows Bridge). And in other countries, linking bike routes and parking to transit stations is a no-brainer that helps reduce traffic. But New York has never had a strategy for this.

These problems will be resolved, thanks to your support of our work. Since December, we've had productive conversations with the MTA. In February, MTA boss Janno Lieber told reporters that "We're going to be putting bike parking everywhere we can." While implementation takes time, we are pleased the agency is taking the new mandates seriously and look forward to new bridge routes and plenty of options to conveniently bike to subways and trains.

New NYC Mayor Eric Adams and his transportation commissioner Ydanis Rodriguez also responded to the theme Bike New York hammered home throughout the 2021 election season: miles and miles of bike lanes are great, but if the quality is low and they are constantly blocked by cars and trucks, what are we accomplishing?

New York City Department of Transportation (DOT) Commissioner Ydanis Rodriguez's first announcement in January was that DOT would address the issue with new barriers and lane designs. As of March, the city has taken early steps to fix several existing bike lanes that are frankly a mixed bag. Nonetheless, word is that new types of barriers and protected lane designs are in the works. When they hit the streets, we'll be there to ride, test and report back to you!

Despite the problems of poor bike lanes and more car traffic than ever, bike use continues to grow in New York. Total bike volume on major NYC bridges increased by over 3% from 2020 to 2021, on top of the huge increases we saw in 2020 as the pandemic pushed more people out of doors for both transportation and exercise. In addition to a strong increase in cold weather cycling, a big contributor to the increase last year was the inauguration in September of the fully separated bike path on the Brooklyn Bridge. One of the early steps Bike New York's new advocacy work in 2019 took was to pressure the city, with allies in the City Council, to revive its stalled effort to find more space for biking and walking on the Brooklyn Bridge. The culmination of this work resulted in a near-doubling of bike trips overnight when the lane opened (and the data shows that the Brooklyn Bridge was not merely capturing trips from the nearby Manhattan Bridge).

It goes to show what safe, high quality bike infrastructure can do! Our advocacy mission is to create an interconnected citywide network of bike routes and parking facilities. Thanks for riding this path with us!

JULY 24, 2022

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Cyclists of all stripes are welcome in the Bike New York Membership Program; it doesn't matter if you can't tell a crankset from a derailleur or if spandex is your second skin. The thing is, if you are a New Yorker—even if it's only in your heart or mind—and you ride bikes, you are a part of a community.

Let's make it official. bike.nyc/membership

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The cyclists riding on behalf of these inspirational charities prove that the bicycle is a powerful tool to effect change.

Welcome, charity riders!

Achilles International

Alzheimer's Association NYC

American Cancer Society

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Blue Card, The

Boomer Esiason Foundation
(Team Boomer)

Broadway Green Alliance

CaringKind, the Heart of Alzheimer's
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Children's Tumor Foundation

Clothes to Kids of Fairfield County

Cystic Fibrosis Foundation

debra of America

Gabrielle's Angel Foundation for
Cancer Research

Global Mental Health Program

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Hereditary Neuropathy Foundation

HOPE Program, The

Literacy Inc. (LINC)

The Livestrong Foundation

Lymphoma Research Foundation

The Marty Lyons Foundation

National Ovarian Cancer Coalition
(NOCC TEAM TEAL)

New York Cares, Inc

Parent Project Muscular Dystrophy

Planned Parenthood of New York City

Ronald McDonald House New York

Sanctuary for Families

Support Center for Nonprofit Management

Bike New York is 501(c)(3) nonprofit whose mission is to transform lives and communities through bicycling. In 2018, we taught bike skills to more than 30,000 kids and adults. Funding for these programs comes from numerous annual events, including the TD Five Boro Bike Tour, Bike Expo New York, and regional events.

Visit www.bike.nyc for more information.

Bike New York thanks the following agencies, officials, organizations, bike shops, and sponsors for their support of the **TD Five Boro Bike Tour.**

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Participating Bike Shops

Trek
Bill's Cyclery
Chelsea Bicycles
Gotham Fix
NYC Velo
Ride Brooklyn
Spokesman
Tread Bike Shop

Transportation Agencies

NYC Department of Transportation
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Behind the Scenes with Education Operations Manager Chantal Hardy



I'm Chantal Hardy, Bike New York's new Education Operations Manager and I'm working with Director of Education Rich Conroy on the day to day running of educational programs, from scheduling programs to recruiting class volunteers.

I'll also be putting my LCI (League Cycling Instructor) license to good use with some hands-on teaching in the coming season. Sharing my love of riding and being a part of someone's bike journey is a dream come true! I'm hoping you'll enjoy this periodic peek behind the scenes as I tackle my new position.

How it started

After falling in love with bike commuting while living in Boston, I moved back to my hometown of New York City in 2017. Since then, I've worn a lot of different hats here at Bike New York. I started as a volunteer helping teach adults to ride, as well as attending regular shop nights

at Recycle-A-Bicycle's old location in DUMBO. As a staff member, I spent a season teaching bike mechanics to young adults at Recycle-A-Bicycle's Summer Youth Employment Program, and most recently survived the rollercoaster ride that was volunteer management and event production for last year's TD Five Boro Bike Tour (among many other amazing things). I'm now excited to embark on my next big Bike New York adventure in the Education Department.

How it's going

My big adventure started with...rolling and organizing bike tubes. Lots, and lots, of bike tubes. When our classes and events go dormant, we keep ourselves plenty busy by preparing for the next year of programming. That means tackling maintenance projects that we can't when we're busy teaching folks the ins and outs of bike life, but that are essential to keeping our fleet of education bikes rolling smoothly and our programming fresh.



Last year we moved our warehouse from our long-standing post in the Bronx to a new home in the Brooklyn Navy Yard and we had A LOT of organizing to do. For a few weeks in February I braved the cold, grabbing a Citi Bike for a bracing morning commute over the Manhattan Bridge into Brooklyn. You'd think that taking inventory and sorting supplies would be tedious, but there is a real satisfaction in taking a chaotic mix of tubes, helmets, tools, and mystery bike parts and creating order. We nicknamed our miscellaneous parts bin "purgatory" and by the end of our efforts every nut, bolt, and yes, mystery bike part, were cleaned, sorted, inventoried, and labeled. Items we couldn't use were donated next door to our Recycle-A-Bicycle space where they'll be put to good use refurbishing used bikes, or sold online to support our programming. By the end of our efforts that "purgatory" bin was empty... and clean.

The Payoff

As Rich said to me the week after we were done, "our work at the warehouse was so so worth it." Education and Recycle-A-Bicycle are collaborating on refurbishing and providing bikes and helmets via our School Bike Donation

"We nicknamed our miscellaneous parts bin 'purgatory' and by the end of our efforts every nut, bolt, and yes, mystery bike part, were cleaned, sorted, inventoried, and labeled."

CHANTAL HARDY

program, and all our painstaking organization meant he could quickly pull helmets, spare tubes and a kit of tools to get those bikes ready for our first drop-off. It also meant we could get our cargo bike and trailer ready for the season: a bit of chain lube, new front tube, and bike wash and it's now ready to haul supplies!

Making connections

After spending quality time with parts and tools, I was eager to break out of our warehouse and get to know some of our students. One of my projects is to revive our [Gear Femmes program](#), and I met virtually with a generous and diverse group of program participants who shared their compelling stories of learning to ride, gaining mechanic skills, and connecting with others with Bike New York in spite of barriers and in the face of fear. While their stories were different, their goal was the same: to improve their riding skills while building community.

What's next?

Our class season starts up in April, and we're working as fast as we can to prepare for the many requests from schools and organizations who look to us to provide quality programs for their youth. The pandemic had pressed pause for many organizations these past couple of years, so it's very gratifying to see the explosion of renewed interest! Not to mention the demand for our public Learn to Ride programs for kids and adults, where for no fee we teach a wide range of grown ups and little ones how to ride a two wheeler. I say, bring it on!



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Recycle-A-Bicycle by the Numbers

1471

work orders

120

bikes donated to schools
or other organizations

21

people trained through
the Bike Path program

384

bikes sold

573

donations

14

staff members

442

bikes built for sale

Learn more at www.recycleabicycle.nyc.

2021 Environmental Impact Report for Recycle-A-Bicycle

MATERIALS REUSED

11,657

pounds of materials

409

total items

ENERGY SAVINGS*

23.73

metric tons of CO₂E

408.98

million BTUs

ENVIRONMENTAL IMPACT

5.1 passenger vehicles per year

902.2 incandescent bulbs switched to light emitting diode bulbs

4.0 homes using electricity for a year

2.7 homes using energy for a year

395.4 urban seedlings grown for 10 years

8.1 tons of waste recycled instead of landfilled

1.2 garbage trucks of waste recycled instead of landfilled

1,009.7 trash bags of waste recycled instead of landfilled

3.03 million smartphones charged

This data was prepared by donateNYC and fully funded by NYC Department of Sanitation.

*Greenhouse gas emissions and energy savings were estimated using US EPA's Waste Reduction Model (WARM) and US EPA's Gas Equivalencies Calculator.