

904 MILLION REASONS FOR HOPE



TRANSPORTATION ALTERNATIVES

2021-2022 ANNUAL REPORT



Reasons for Hope

Dear Friends,

Amid the many challenges facing our city, I see endless reasons for hope on our streets. Together, over the past year, we have achieved landmark wins around our *NYC 25x25* campaign, which calls on our leaders to repurpose 25 percent of our streetspace by 2025. These wins will help New York City for generations to come and bring immediate, wonderful, and life-saving improvements to our neighborhoods.

Thanks to our relentless work, Mayor Adams and the City Council committed a historic \$904 million to advance the New York City Streets Plan, a key pillar of *NYC 25x25*. After tireless advocacy, our city's speed safety cameras are on 24/7/365, keeping New Yorkers safe across the five boroughs. Due to our groundbreaking research, the City of New York will be the first in the nation to pilot speed-limiting technology in the City fleet. And, from Third Avenue to Hylan Boulevard, our activists and organizers are pursuing grassroots campaigns to redesign our most dangerous streets.

Even the smallest of these changes has an exponential impact across our city, from cleaner air to quieter streets to increased access to opportunity.

All of this happens thanks to the generosity of time, resources, and enthusiasm of our members.

Going into Transportation Alternatives' (TA) 50th year, I could not be more hopeful and excited for what is to come. Every campaign, every idea, and every win is the direct result of our long-standing partnership, a shared resolve to build a better New York City where getting around doesn't have to be deadly, and can even be the best part of your day.

TA will always advance big, bold, and breathtaking new ideas for our city. And, we will never stop watchdogging the old ones, ensuring that the City and State do their part to deliver on promises made, from congestion pricing to Open Streets to commercial waste zone reform.

With your support, passion, and dedication to making our city a better place, we will accomplish even greater things in the months and years ahead.

Onwards and upwards — together!

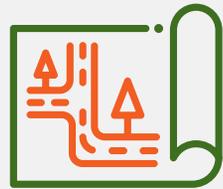
Danny Harris
Executive Director

2021-2022 BY THE
NUMBERS 



\$47.6 MILLION
to connect greenways
in Brooklyn & Queens

\$904 MILLION
budgeted for NYC Streets Plan



100 STREET REDESIGNS
in low-income
neighborhoods

14
New staff
HIRED

4 TA staff babies
WELCOMED




50 vehicles
installed with technology
to automatically limit speed
in the City of New York fleet

 **20 miles**
of bus lanes and
busways planned 

99 OPEN STREETS
for schools announced

200%
more volunteer
activists organizing
in the Bronx 

 **24/7**
365 speed safety camera
protections expanded

 **50 miles**
of Protected
Bike Lanes
PLANNED

1,200
pedestrian-safe
intersections
completed



855
fewer vehicles
in the City of
New York fleet

Year in Review

In a year of change and recovery for our city, Transportation Alternatives (TA) remained rooted in our mission to reclaim streets for people. We fought for the groundbreaking ideas put forward in our *NYC 25x25* plan, *Seven Steps* policy platform, *Open Streets Forever* report, and more **1**. Together, we also advanced new, bold ideas toward our shared vision of safe streets, accessible transportation, and equitable public spaces for all New Yorkers. Chief among them was the launch of **Spatial Equity NYC** **2**, a powerful data tool that shows how the use of public space — be it for a highway or a bikeway — affects the health, environment, and access to opportunity for every New Yorker.

To put these transformational ideas into action, TA and Families for Safe Streets (FSS) members advocated on the streets and in the halls of power. We led the charge for the passage of the legislation that created the NYC Streets Plan and for the funding necessary to make the plan a reality, successfully securing **\$904 million to implement the priorities of NYC 25x25** **3**, including hundreds of miles of dedicated bike and bus lanes and dozens of new car-free public spaces. We also took the first steps to a future where bridges such as the Verrazzano and Robert F. Kennedy are accessible for walking and biking with the launch of the MTA's Strategic Action Planning process.

Alongside our new FSS-led, 100-organization statewide coalition, we helped pass new laws that allow cities and towns to reduce their speed limits to 25 miles per hour, increase funding for complete streets, and require drivers to be educated about safely interacting with vulnerable road users. We worked with state lawmakers to more than double the reach of New York City's speed camera program. See *The Speed Safety Camera Story* on the facing page.

Spatial Equity NYC **2**



spatialequity.nyc



SCAN ME

1

View our online publications

Funding the NYC Streets Plan **3**



“Advocacy is human nature, fighting for what is right. Advocacy changes the status quo, laws, and shines a light on the injustices throughout our society. Advocacy is always for a cause greater than oneself. That’s why I’m an advocate for safer streets.”
— Monique, Families for Safe Streets Member



FSS Members, Streets for People Party 2022

In communities across the five boroughs, our dedicated team of organizers and activists led the charge for citywide improvements to **Open Streets 4**, a program we demanded the City launch at the start of the pandemic. In the years since, Open Streets have proved a lifeline for New Yorkers in need of accessible open space, and a pathway to car-free streets. TA organizers and activists also persuaded the City to make several Open Streets permanent, including the transformation of formerly car-filled 34th Avenue in Queens into the car-free Paseo Park, and reduced car access to Avenue B in Manhattan, and Willoughby Avenue, Vanderbilt Avenue, and Berry Street in Brooklyn.

Local organizing is also the force behind the City’s commitment to upgrade more than 1,200 intersections for safety; inaugurate a wealth of new car-free School Streets; build 30 miles of protected bike lanes, 20 miles of new bus lanes, and five car-free busways; reduce the City of New York’s fleet; and launch a first-in-the-nation pilot program for automated speed governors on the City’s vehicle fleet.



Willoughby Ave Open Street

4



TA Borough Organizers and Activists

“I am an activist because I see the inequity in our city and in our streets. I believe that together we can make our city safer, cleaner, and more fun! A place where kids can frolic in the streets, neighbors can stop for a chat, and everyone can get where they need to go safely.”

— Samir, Manhattan Activist

The Speed Safety Cameras Story

Speeding makes streets unsafe and unwelcoming, especially for our most vulnerable. This is why combatting speeding with every possible tool is a constant focus for Transportation Alternatives (TA). With low-cost tickets and guaranteed consequences, automated enforcement cameras reduce bias, offenses, and fatalities. While TA has been advocating for the use of this technology since 1993 when we helped introduce the nation's first red-light camera program in New York City, the last two decades of our advocacy has focused on the deadliest driving behavior: speeding.

TA first introduced a bill to bring speed safety cameras to New York City in 2003. It would take a decade of fighting to pass that bill — along with thousands of letters from activists and TA organizers rallying the support of the mayor, police chief, comptroller, public advocate, and New York City Council. In 2013, we secured authorization for 140 speed safety cameras installed in New York City school zones.

Those cameras were a life-saving intervention. In four years, traffic fatalities declined by 55 percent at camera sites. But those results were not enough to move a gridlocked state legislature. In 2018, political infighting led to a failure to renew the program. That summer, with every speed safety camera in New York City about to be turned off, TA and Families for Safe Streets (FSS) sprang into action. We targeted elected officials obstructing the bill with powerful protests, including a 24-hour vigil and a marathon-length walk. Then, we upped the stakes — on two occasions, TA staffers and FSS members put protest signs around their necks and blocked streets until they were arrested.

After 14 activists were put in jail, the obstructing senators relented, and the 140-camera program was renewed. The following year, TA and FSS made a bold proposal: Every school in New York City deserved to be protected from speeding drivers. We then successfully persuaded legislators to increase the number of speed safety cameras from 140 to 2,000 — making it one of the largest speed safety camera programs in the world.

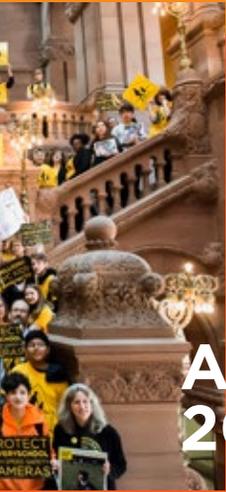
In 2022, with that program again up for renewal, TA and FSS made another bold proposal: The cameras, which had only been authorized to operate during daytime hours on the weekdays, should operate 24/7/365.

It took two large-scale research reports, thousands of petition signatures, months of lobbying legislators, and countless meetings between activists and elected officials — but that life-saving proposal is now a bold mandate that no one should be killed in a speed-related crash across the five boroughs. In 2022, TA and FSS successfully removed time and day restrictions from New York City's speed safety camera program, securing 24/7/365 operation and more than doubling the program's impact.



Financials

April 1, 2021 – March 31, 2022



**ALBANY
2016**



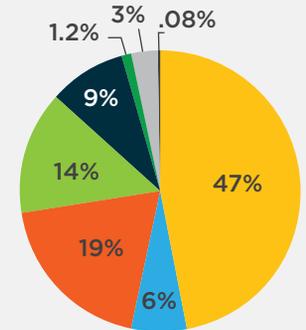
**ACTIVISTS
IN ACTION
2018**



**RIBBON
CUTTING
2022**

REVENUES & OTHER SUPPORT	
Contributions (Individuals)	\$2,732,375
Membership	\$366,159
Loan Forgiveness	\$803,897
Grants	\$1,099,540
Special Events (Benefit)	\$525,108
Program Service Fees	\$70,778
Sponsorship	\$166,255
Consulting Income	\$35,306
Investment Income	-\$9,447
Other Income	\$19,389
Total Revenues & Other Support	\$5,809,360

REVENUES & OTHER SUPPORT

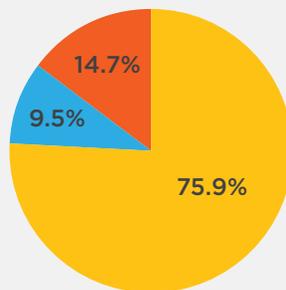


- Contributions
- Membership
- Grants
- Loan Forgiveness
- Special Events
- Program Service Fees
- Sponsorships
- Other

EXPENSES	
Program Services	\$2,665,121
Management & Admin	\$332,986
Fundraising	\$514,911
Total Expenses	\$3,513,018

Change in Net Assets	\$2,296,342
Net Assets at Beginning of Year	\$2,149,841
Net Assets at End of Year	\$4,446,183

EXPENSES



- Program Services
- Management & Admin
- Fundraising

ASSETS	
Cash/Cash Equivalents	\$2,913,765
Investments	\$678,974
Receivables	\$798,582
Prepaid Expenses	\$89,997
Deposits	\$74,404
Fixed Assets	\$58,297
Total Assets	\$4,614,019

LIABILITIES	
AP/Accrued Expenses	\$55,412
Deferred Revenue	\$30,001
Deferred Rent	\$82,423
Total Liabilities	\$167,836

NET ASSETS	
Board Designated	\$800,000
Without Donor Restrictions	\$2,749,013
With Donor Restrictions	\$897,170
Total Net Assets	\$4,446,183

Total Liabilities and Net Assets	\$4,614,019
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Our Mission

We reclaim New York City from cars, transforming our streets into safe, sustainable, and equitable places to walk, bike, take transit, gather, and thrive.



TOGETHER, WE ARE TRANSFORMING NYC

Your support, passion, and dedication is what makes what we do possible. Thank you. To view this year's donor list, please visit transalt.org/fy22supporters

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Transportation Alternatives is affiliated with the Technical, Office and Professional (TOP) Union, Local 2110 UAW, AFL-CIO.

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