

YEAR *in* REVIEW

In TA's 50th year, we won transformative policy changes, delivered new and innovative infrastructure, and advanced expansive ideas about what's possible for our streets.

Last spring, we released *Speeding Doesn't Sleep*, making a case for expanding the operating hours of the speed safety camera program. That report and our tireless advocacy led to the state legislature authorizing **1** the program to operate 24 hours a day, seven days a week. In January, we published *Seven Steps for New York State's Leaders to Transform Our Streets*, a roadmap that has influenced state and city policymakers to make changes – such as reducing the city's vehicle fleet, piloting the nation's first "low-emissions zones," launching automated fines for overweight trucks, and setting up New York's first micro-delivery hubs to reduce truck traffic. This spring, we launched our first-ever School Streets Toolkit – empowering parents and teachers to lead local campaigns for car-free streets around schools.

None of our work happens alone – a massive coalition of partners and supporters amplify and strengthen TA's work every day. Alongside Families for Safe Streets, we advanced an ambitious agenda in Albany and established **2** the first-ever Memorial Grove for victims of traffic violence in Brooklyn. We partnered with MIT to build Spatial Equity NYC (as you'll read about next); with NASA to uncover New York City's hottest bus stops; with Siena College for public opinion polling; and with Remix and WXY to create cutting-edge, interactive visuals of what our streets can be. We worked with grassroots partners across the five boroughs to imagine and build a more equitable city and with City agencies to create change at the source.

On the ground, we advanced local campaigns to realize *NYC 25x25* and reclaim 25% of car space for people in every borough of New York City. Thanks to our tireless borough-based activists – as well as a team of ambassadors who collected thousands of signatures across dozens of campaigns this year – we gained ground toward making streets and intersections safer in more neighborhoods. After years of advocacy, we finally rode on the brand-new protected bike lanes on Schermerhorn Street in Brooklyn, Broadway in Manhattan, and new additions to the Long Island City bike network and Grand Concourse in the Bronx. We expanded Open Streets from 34th Avenue in Jackson Heights to Berry Street in Williamsburg and pushed for new ones from Underhill Avenue in Prospect Heights to 103rd Street on the Upper West Side. We've also secured commitments for a protected bike lane on the Washington Bridge in the Bronx, a safer Meeker Avenue and **3** McGuinness Boulevard in Brooklyn, crosstown protected bike lanes on the Upper East Side of Manhattan, and bike connections to the Goethals and Bayonne Bridges in Staten Island.



“ I am a proud activist with Families for Safe Streets. My passion for activism and empowerment stems from the loss of my 21-year-old daughter, Doniqueca Cooke, a York College student who was struck and killed by a reckless driver while standing on the sidewalk. Families for Safe Streets has allowed me to extend a helping hand to other grieving families and work to finally end the epidemic of traffic violence. ”

— **Juliane, Families for Safe Streets Activist**

As record numbers of New Yorkers turn to biking, we're committed to ensuring it's safe to ride everywhere in the city. We are fighting to expand Citi Bike citywide – with new stations open in Jackson Heights – to deliver new secure bike parking, to create a safe and sustainable future for e-micromobility, to finish Queens Boulevard all the way to Jamaica, and to build protected bike infrastructure on major thoroughfares such as Bedford Avenue, 31st Avenue, and Adam Clayton Powell Boulevard. And, we're forever dreaming big: alongside elected officials, community groups, and dozens of activists, we hosted **4** the first-ever BQE walk-and-talk series to imagine what New York City could look like without the destructive and divisive Robert Moses-era highway. **All of this work is powered by our deep partnerships across the boroughs and with the support of our activists and staff working on the front lines of change.**



“ If you want to change your community for the better, you have to fight for it. I have seen the joy that comes with good public space, open streets, frequent transit, and good bicycle infrastructure. Every community deserves that. ”

— **Jim, Queens Activist**

The Spatial Equity NYC Story



Spatial Equity NYC overlays 15 separate indicators – from traffic injuries to tree canopy cover to bus speeds – alongside demographic data such as race, poverty, and transit mode. And, crucially, it displays the data by City Council district and Community Board – inviting our local leaders to get better informed and push for change.

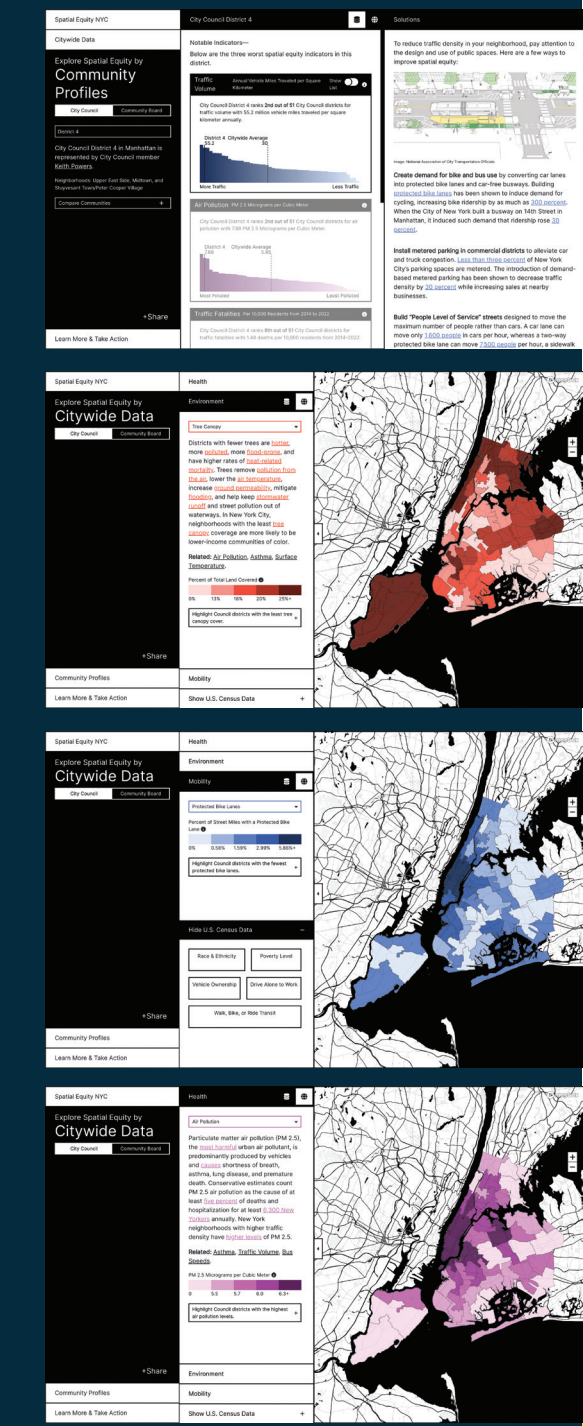
The data speaks for itself – and the inequities are stark. For example, **in City Council districts where the majority of residents are Black, there are 68% fewer streets with a protected bike lane, 53% fewer bike parking spaces per capita, and a 39% higher rate of traffic injuries.**

Since we launched Spatial Equity NYC, neighborhood residents have made better and more informed cases for new infrastructure at community meetings and asked elected officials for investments where they are needed most.

Now, for the first time, a nurse from the Bronx whose bus commute is clogged with car traffic can quantify just how much slower it is than buses in other neighborhoods, and contact policymakers with actionable solutions to the problem. After a crash, a reporter can quickly see which neighborhoods have more protected bike lanes. Policymakers can compare their districts to others, and fight for more resources for all.

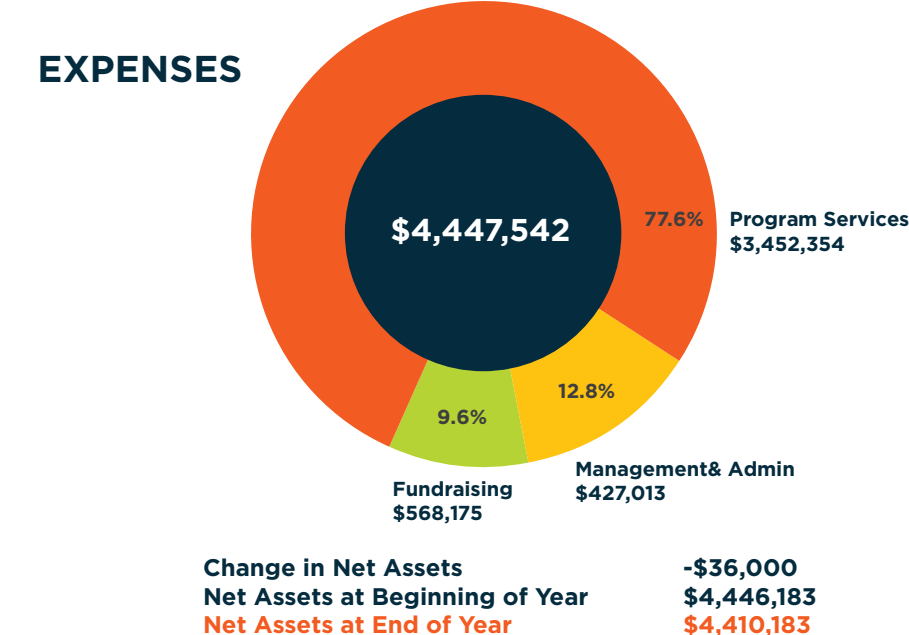
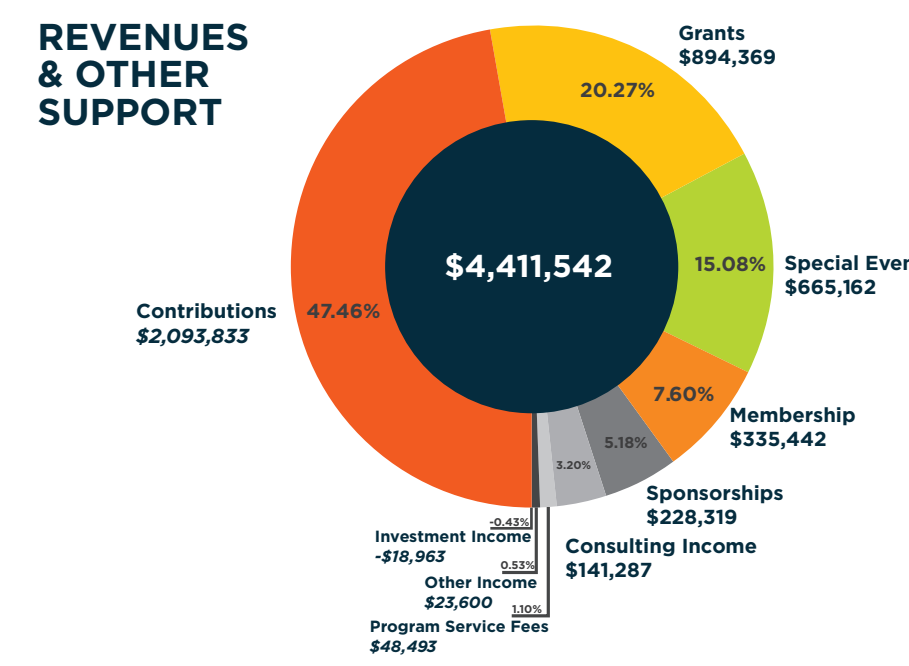
In the upcoming year, we will create a more advanced version of Spatial Equity NYC with additional data layers and details. And we've shared this tool with peers across the nation, paving the way for other cities to build data advocacy tools of their own and fight for local changes.

Learn more at spatialequity.nyc



FINANCIALS

April 1, 2022 – March 31, 2023



ASSETS		NET ASSETS	
Cash/Cash Equivalents	\$2,921,086	Board Designated	\$1,000,000
Investments	\$661,359	Without Donor Restrictions	\$2,542,585
Receivables	\$797,273	With Donor Restrictions	\$867,598
Prepaid Expenses	\$129,786	TOTAL NET ASSETS	\$4,410,183
Deposits	\$74,404		
Fixed Assets	\$65,823		
Lease Right of Use	\$665,097		
TOTAL ASSETS	\$5,314,828		
LIABILITIES		TOTAL LIABILITIES AND NET ASSETS	
AP/Accrued Expenses	\$112,904	TOTAL LIABILITIES AND NET ASSETS	\$5,314,828
Deferred Revenue	\$58,500		
Lease Liability	\$733,241		
TOTAL LIABILITIES	\$904,645		

2022-2023 BY THE NUMBERS

31 million
citi**bike** RIDES
(a new record!)

5 New full-time staff positions created

417,513 sq ft
of new pedestrian space

20 MILES
of new protected bike lanes

56
active campaigns across 5 boroughs

488
BIKES GIFTED VIA TA BIKE MATCH

3 TA staff babies WELCOMED

1,750
FIELD TEAM HOURS
across NYC neighborhoods

15
new applications for school streets

24/7 bus and speed safety camera enforcement
365

2.3x more cyclists on the new Brooklyn Bridge protected bike lane

19,000+
petition signatures

617
INTERSECTIONS
protected for walking with leading pedestrian intervals



781
INTERSECTIONS
expedited for buses with transit signal priority

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.

Since 1973, New Yorkers like you have made it possible for us to reimagine and reshape our streets.

Thank you.

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

50 YEARS OF STREETS FOR PEOPLE



Annual Report 2022-2023

Our movement for better transit and biking, safer streets, vibrant public spaces, and a more sustainable, just, and joyful New York City is just getting started!



WE'RE JUST GETTING STARTED

Dear Friends,

This year marks Transportation Alternatives' (TA) 50th anniversary – half a century of fighting to reclaim New York City's streets for people. Over five decades of rallies, protests, bike rides, and tireless work by activists and supporters like you, our city has been transformed for the better. Looking around, it's impossible to miss our impact: hundreds of miles of protected bike and bus lanes, acres of pedestrian plazas, car-free parks, new public spaces, lower speed limits, automated speed safety cameras, bike share, Open Streets, and so much more.

Today, we stand on the verge of major changes, such as congestion pricing, that once seemed impossible. Working together, we continue to prove that TA can deliver big and bold ideas in support of a better city. And, just as our founders did in 1973, we continue to dream up the impossible – from NYC 25x25, our plan to repurpose 25% of street space for people, to bike superhighways to pedestrianizing entire neighborhoods – all ideas that show what is possible when we put people first in New York City.

To get there, we must advance new and sustain existing campaigns that deliver transformational change across the five boroughs. After more than a decade of TA advocacy, we have cemented a congestion pricing plan for New York City that will reduce car traffic, pollution, and crashes while funding the expansion of our public transit system and making space for new bike lanes, public plazas, and busways. Manhattan's Broadway is now pedestrianized from Herald Square to Madison Square Park. Queens Boulevard's safety improvements will extend all the way to Jamaica. And Brooklyn's McGuinness Boulevard will see its largest redesign in 70 years.

To support these changes to the streetscape, and push for more, TA created Spatial Equity NYC – an expansion of NYC 25x25 and a first-of-its-kind tool to reimagine New York City's streets – in collaboration with the Massachusetts Institute of Technology. Spatial Equity NYC allows any New Yorker to understand the impact of car traffic on their street and see imaginative solutions to transform those spaces from harmful to hopeful.

As an organization, we have also made key investments in our staff. We hired our first-ever schools organizer, expanding our reach to kids, parents, caretakers, teachers, and school staff. We created a senior organizer position devoted to equity and partnerships. We've expanded our team's capacity for original research and data analysis, the backbone of our advocacy. And, we have grown the team of Families for Safe Streets, whose organizing and support work is critical to the fight against traffic violence.

Since our founding, TA has fought to reimagine what New York City can be – a sustainable, walkable, bikeable, and public transit-rich city that puts people, not cars, first. As we look toward the next 50 years, we will, together, advance even bolder and more ambitious ideas to transform this city for generations to come.

Thank you for your partnership in support of a better New York City.

Onward and upward – together!

Danny Harris
Executive Director

