

THE FORGOTTEN MAJORITY

3 Overlooked Truths about the Impact of Congestion Pricing
on New York City's Transit-Reliant Mainstream



July 9, 2007

Transportation
ALTERNATIVES

Executive Summary

To fund a new generation of transit improvements and to reduce the skyrocketing health, environmental and business costs of traffic congestion, Mayor Michael Bloomberg's PlaNYC Sustainability Initiative includes a three-year congestion pricing pilot program.

Despite a strong endorsement of the plan by the Drum Major Institute, a leading voice for "the middle class and those who aspire to join the middle class," and the support of scores of elected officials, labor, environmental and health groups representing millions of New Yorkers, opponents of Mayor Bloomberg's plan are still asserting that congestion pricing represents a "regressive tax" on middle and low-income class commuters. The charge is unfair, they contend, to those commuters who "must" drive into the Manhattan pricing zone from their residences in Bronx, Brooklyn, Queens and Staten Island.¹

In their ardent defense of New York City's working class, however, State Assemblyman Richard Brodsky, City Councilman David Weprin and other opponents of congestion pricing are ignoring three basic truths about how New Yorkers travel and how congestion pricing would impact them. These three truths--revealed by a new examination and analysis of census data, and through a series of recent studies by Schaller Consulting, Transportation Alternatives, Regional Plan Association and other leading research groups--are as follows:

- 1) The supermajority of New Yorkers—especially middle and low income New Yorkers—are transit riders.**
- 2) Congestion pricing is by far the most effective way to improve travel for New York's transit-reliant majority.**
- 3) In addition to better-quality and lower-cost transit, congestion pricing will return significant economic, health, and quality of life benefits to small businesses and low-income New Yorkers, who are disproportionately impacted by high volumes of traffic and pollution.**

Taken together, these three truths show that in opposing congestion pricing and its associated transit benefits, Weprin, Brodsky and others are in fact choosing to defend the interests of a relatively wealthy minority of drivers. They simultaneously ignore the needs of the large majority of New Yorkers who must contend on a daily basis with bus and subway service that is hampered by traffic congestion and lack of investment.

1. For more information about the public perceptions of congestion pricing and its benefits and costs, see Bruce Schaller, "Battling Traffic: What New Yorkers Think About Road Pricing," Manhattan Institute for Policy Research, December 2006: <http://www.schallerconsult.com/pub/roadpricing.htm>

Truth #1

The supermajority of New Yorkers—especially middle and low income New Yorkers—are transit riders.

New Yorkers are transit riders; a minority of New York City households even own automobiles, and many fewer drive them regularly into the proposed congestion pricing zone. Per capita, New York has lower car ownership rates than London, Paris and Copenhagen, three cities that have recently instituted successful and much more aggressive car restriction and pricing measures than Mayor Bloomberg is now proposing.

Citywide, 45% of households own cars. Compared to their higher income counterparts, low and middle-income New York households are far less likely to own cars. Among households earning \$50,000 or less per year, only 33% of households own cars, and among households earning \$30,000 or less, only 26% do. (see *Appendix One*, “Car Ownership Data”)

Within NYC, Manhattan-bound car commuters who live in the four other boroughs earn 23% more than subway and bus riders. Coupled with the fact that Manhattan-bound transit commuters outnumber car commuters four to one, congestion pricing to fund transit improvements is a fair fee that helps equalize the transportation playing ground.

New research by Schaller Consulting conducted for Transportation Alternatives specifically examines the relationship between income and commute mode in relation to transit proximity. Car owners, compared to subway and bus riders, earn substantially more income. Among commuters who live beyond walking distance to a subway station, New Yorkers earning less than \$25,000 are twice as likely to take the subway as drive, and three times as likely to take bus, subway or commuter rail than drive. Among commuters who earn between \$25,000 and \$50,000 a year, transit remains the preferred option to driving, by a 3-1 margin. Only among commuters earning more than \$50,000 a year is driving more popular than the subway, though subway, bus and commuter rail use is still greater than automobile use. (2000 Census)

- Commuters earning less than \$25,000 are twice as likely to take the subway as to drive to work (50% take the subway and 24% drive).
- Conversely, commuters earning more than \$50,000 are substantially more likely to drive than to take the subway (36% drive and 28% take the subway).

Further analysis of actual commuting patterns shows that an even smaller minority of drivers would be impacted by the congestion fee. Only 4.6% of workers drive into the proposed Manhattan congestion pricing zone, while the remainder take transit or drive elsewhere. (figure 1)

Percentage of Commuters Affected by Congestion Pricing

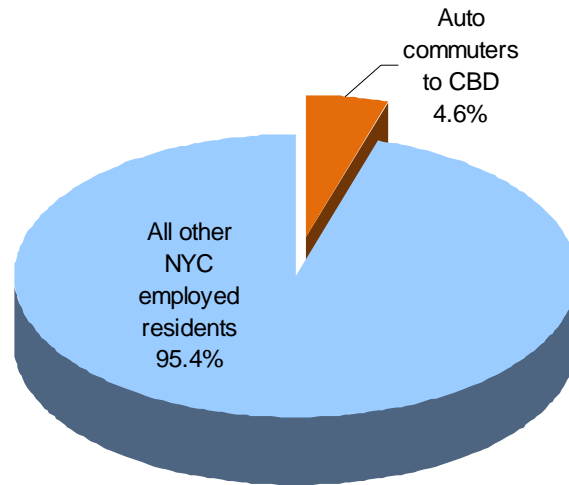


Figure 1

And within this 4.6% of drivers, many already pay a bridge or tunnel toll that under the Mayor’s plan would be deducted from the \$8 congestion fee. Others have easy access to time-competitive public transit.

Percentage of Commuters Currently Paying Tolls or with Transit Access

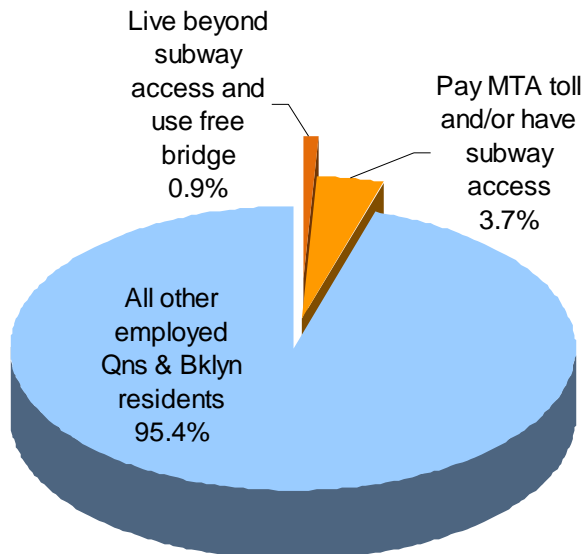


Figure 2

Appendix Two includes a detailed summary of commuting and earnings statistics for 10 of the most automobile dependent City Council districts in Queens, Brooklyn and northern Manhattan. These summaries show that in each of the 10 districts:

- Far more people commute to the CBD by public transportation than by car.
- Auto commuters currently enjoy travel time savings compared with subway, bus and ferry commuters, showing the need to make transit faster and more reliable.
- Auto commuters are disproportionately government workers, many of whom enjoy free parking provided by city, state or federal agencies.
- Earnings of auto commuters are significantly higher than earnings of subway commuters.

Finally, most drivers have a time-competitive transit alternative that, for reasons of comfort or personal preference, they are not taking. Four out of five Manhattan-bound drivers have a viable transit option that would take no more than 15 minutes longer than their current driving commute. (“Necessity or Choice: Why People Drive in Manhattan”, Schaller Consulting, 2005, available at www.transalt.org)

Truth #2

Congestion pricing is by far the most effective way to improve travel for New York's transit-reliant majority.

As a result of the above earnings differentials, a congestion fee that is channeled to improving subway and express bus service to benefit outer-borough residents would be more equitable than the current system. Currently, taxes paid by public transportation commuters subsidize maintenance and repair of roads and bridges used by drivers, most of whom use free crossings to enter the Manhattan CBD. A fee on motorists would thus enhance equity between public transportation users and auto commuters in generating hundreds of millions in annual revenue.

New York City has not expanded its transit system significantly for over 50 years. The fees generated from the congestion charge will enable a broad range of improvements in mass transit, such as subway expansion, Bus Rapid Transit (BRT) for East Queens and South Brooklyn, fast ferry service from the Rockaways and across the East River, as well as safer bicycling and walking infrastructure. Many of these improvements would be cost prohibitive without the revenue generated from a congestion charge. Current estimates, based on an \$8 charge for entering Manhattan south of 86th Street, place annual revenue from the charge at roughly \$400 million in the first year and up to \$900 million by 2030.

As in London, this consistent revenue stream would be used to back bonds and leverage federal matching monies; congestion pricing will generate billions of dollars to fund new transit expansions and will help the MTA avoid fare increases. In New York, congestion fees could be used to expand express bus service, implement bus rapid transit leading to subway stations, create park-and-ride lots for drivers and increase service frequency on the subway. Express bus riders, who currently endure seemingly endless traffic tie-ups getting into, out of, and around Manhattan, would particularly benefit.

While a lack of funding certainly hampers mass transit, traffic also takes its toll. Because there are so many cars clogging New York City streets, city buses have a hard time moving. As the Straphangers Campaign's annual reports on city bus service have found, New York City buses are the slowest in the nation. Congestion pricing, in thinning traffic on key corridors, will return a "spatial dividend" that will enable the New York City Department of Transportation and the MTA to create more numerous and more robust "bus only" lanes, freeing the city's 3 million bus commuters from traffic congestion and making local and express buses speedier and more reliable.

In removing many of the cars that block buses, and by making it easier to reprogram car lanes into bus lanes (such as the new bus lanes proposed for the Queensboro and Williamsburg bridges), the benefits of congestion pricing will be felt immediately. As experience in London has demonstrated, speedier buses set off a "virtuous cycle" of

fewer drivers and higher bus ridership leading to decreased bus operation costs per rider. This in turn will lead to more reliable service, lower fares, and fewer drivers getting in the way of buses. Irrespective of the new funding stream to improve buses, in London the traffic thinning benefits of congestion pricing have yielded significant improvements in bus speeds and reliability. (“Road Pricing and Public Transit: Unnoticed Lessons from London,” in Access, Publication of University of California Transportation Center, No. 26 (Spring 2005), pp. 10-15.)

Opponents of congestion pricing have recently put forth two alternative ways to solve New York City's transportation problems: improving traffic enforcement and reducing truck traffic. While these proposals have merit (and are in fact already a part of the Mayor's larger transportation plan), they would not raise any money for necessary subway and bus system expansions and would only have a small impact on traffic congestion. Trucks represent less than 10% of traffic, and no amount of enforcement is going to change the fact that there are simply too many drivers clogging our streets, polluting our air and eroding New York's quality of life.

A recent study by Regional Plan Association examined the alternatives to congestion pricing, including license plate rationing, truck reduction strategies and traffic management measures. The report concludes, “None of the proposals... would reduce congestion or improve air quality with anywhere near the effectiveness of the PlaNYC congestion pricing program.”

Truth #3

In addition to better-quality and lower-cost transit, congestion pricing will return significant economic, health, and quality of life benefits to small businesses and low-income New Yorkers, who are disproportionately impacted by high volumes of traffic and pollution.

Opponents of congestion pricing have charged that the plan would cripple small business by charging trucks a \$21 fee. Because the plan defines “trucks” as large trucks with a minimum gross weight of 7000 lbs or more, many commercial and delivery vehicles will only be charged the lesser \$8 fee that also applies to passenger vehicles. No matter their weight and classification, trucks would only be assessed the fee once per day, regardless of how often they enter and exit the zone.

Likewise, reduced traffic congestion will significantly lower the amount of time that trucks spend stuck in traffic. Time and productivity improvements will make up for (and in many cases, exceed) the charge. For instance, a plumber who charges \$50 an hour would be able to schedule at least one extra job each day, and a florist might need fewer trucks to make the same number of deliveries. In London the overall effect of the charge on small businesses since 2003 has ranged from neutral to positive.

Reduced congestion will also benefit the minority who continue to drive, in the form of faster, more predictable commutes. Essential trips, particularly emergency vehicles, delivery vehicles and small business owners, will become less susceptible to traffic-related delays. A driver saving 12 minutes per day on their driving commute (6 minutes each way) will save more than 48 hours per year (more than one week's work) in driving time.

More New Yorkers will feel the benefits in terms of their health. After Los Angeles, New York City has the worst air quality of any US city, and asthma sends thousands of New York's children to the hospital each year. To compound matters, background pollutants are found in greater concentrations along heavily-trafficked corridors particularly in Harlem and the South Bronx. Congestion pricing will dramatically decrease carbon monoxide, nitrogen oxide, volatile organic compounds and overall emissions within the charge zone, and citywide. It is for these reasons that the cities leading environmental justice groups, UPROSE and WEACTION, as well as the American Lung Association, support the plan.

Neighborhoods just outside the congestion pricing zone will see an enormous reduction in thru-traffic if a congestion charge is implemented. According to the NYC DOT's analysis, 72% of the time savings resulting from reduced traffic will occur on streets outside the pricing zone. A 2006 Partnership for NYC study on congestion pricing predicted substantial traffic reductions in Downtown Brooklyn, Williamsburg/Greenpoint, Long Island City, Harlem, the South Bronx and Flushing.

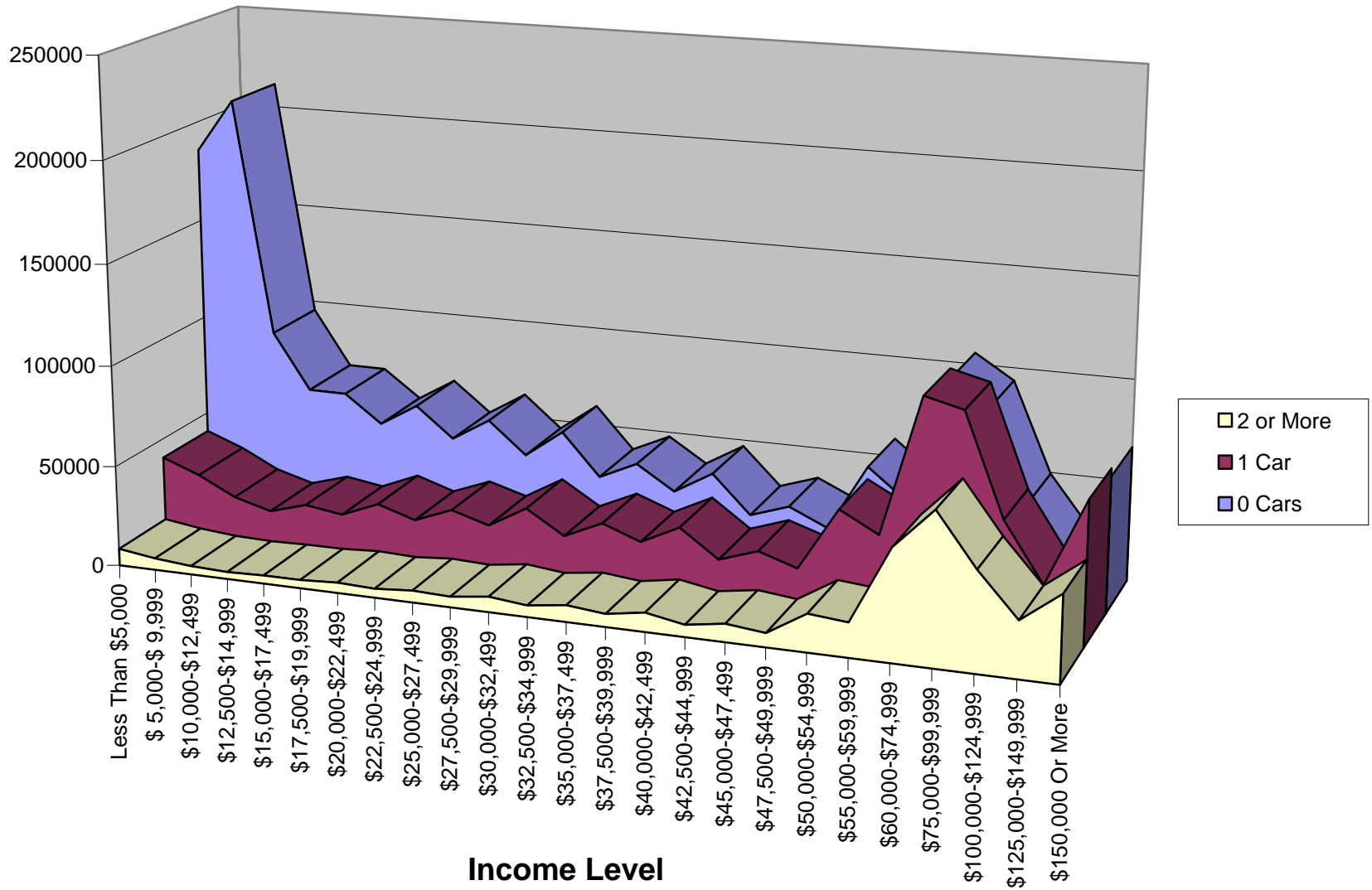
Summary

Congestion pricing is not everything to everyone. It is, however, a fair initiative to the majority of low and middle-income New Yorkers who are literally sick from traffic and tired of poor-quality transit. To oppose congestion pricing is to ignore the plight of low and middle income New Yorkers who rely on mass transit as a matter of economic necessity. No other proposal put forward by critics of congestion pricing so effectively generates revenue for mass transit, cleans New York's polluted air or improves public health.

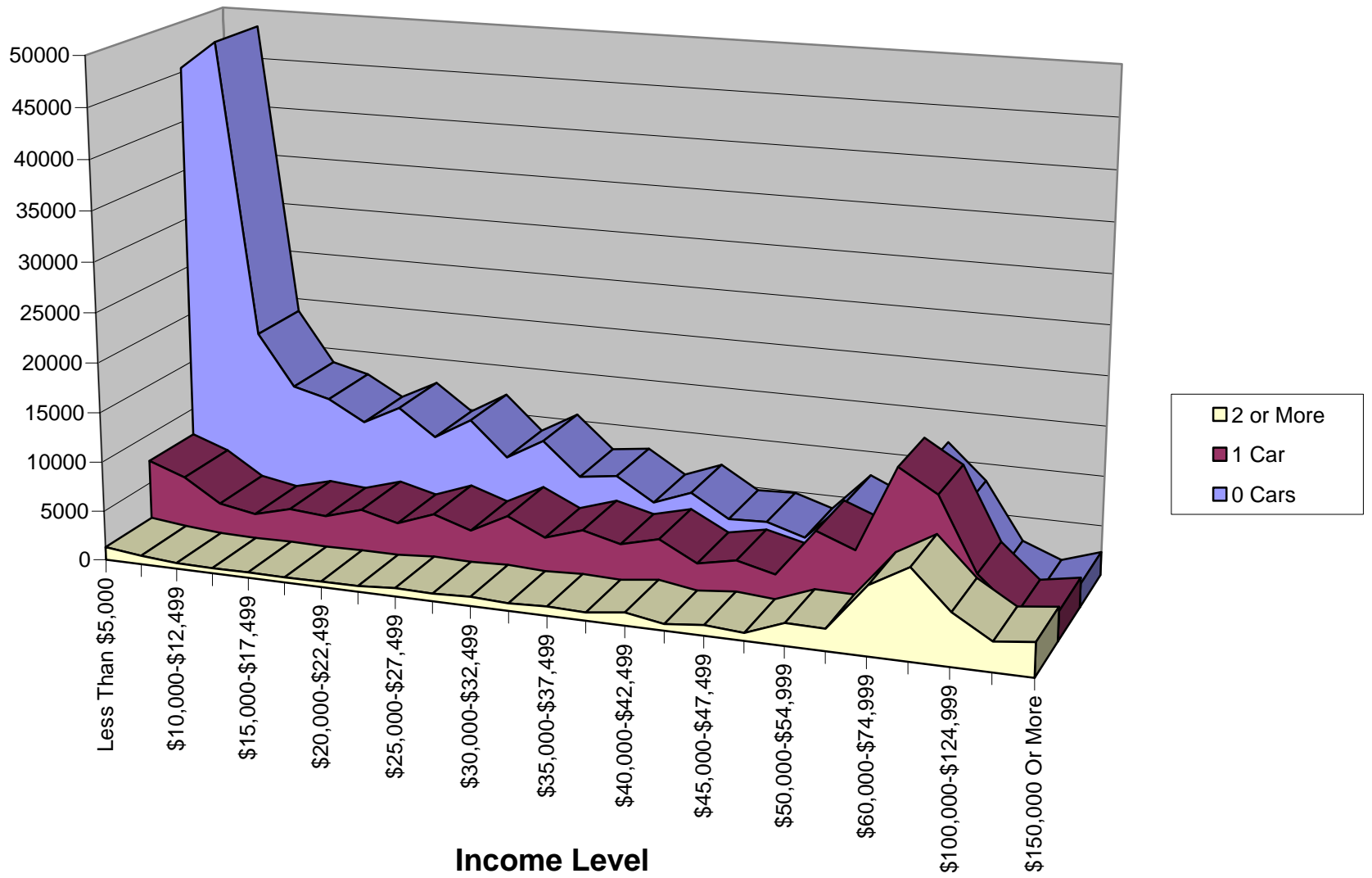
This is why a growing coalition of over 140 labor, business health and community groups has come out in support of the Mayor's plan. For more information about this growing coalition and the effort to educate New Yorkers and their elected representatives about the true impact of congestion pricing, visit www.campaignfornewyork.com.

Appendix One

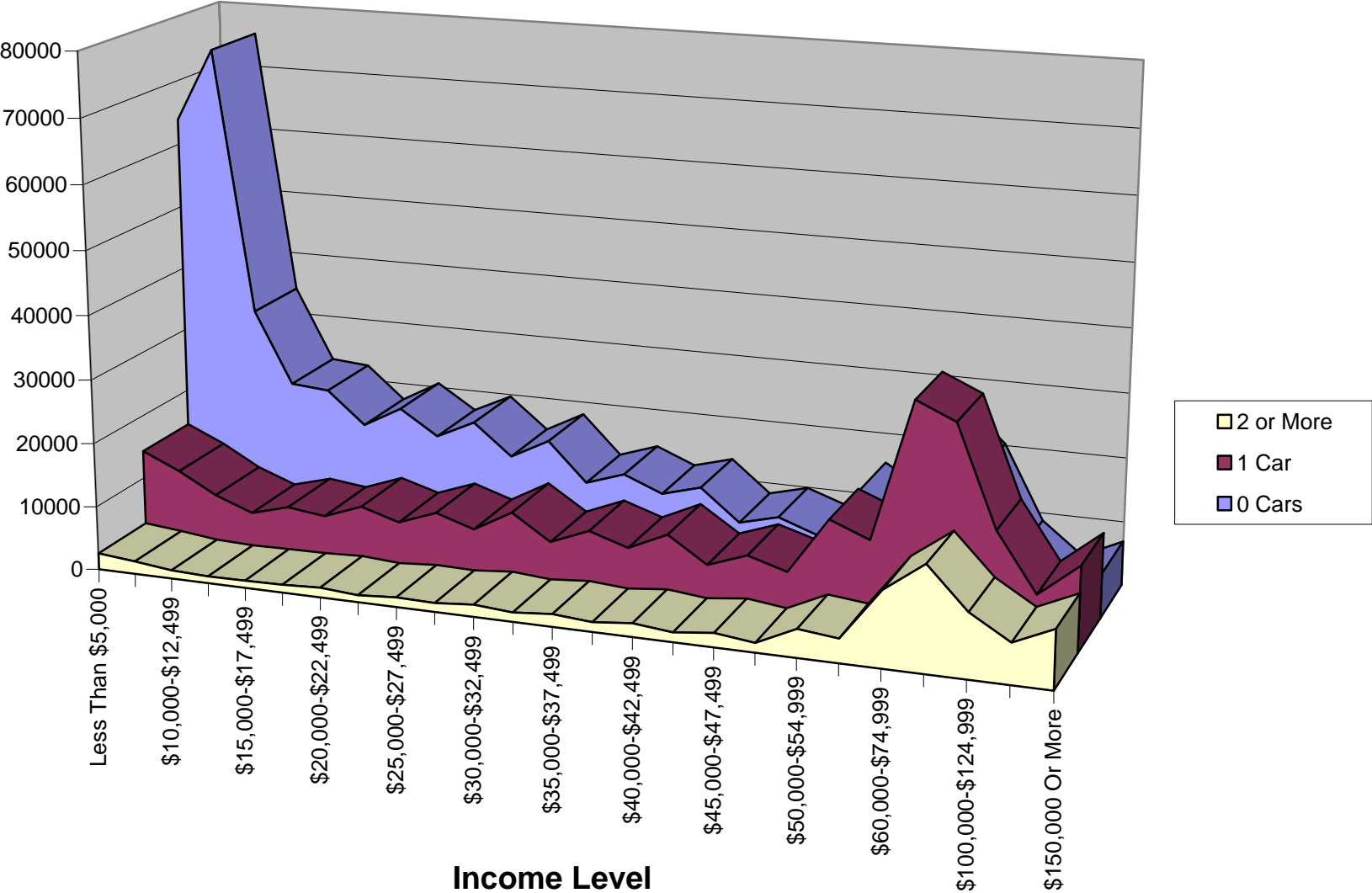
Car Ownership and Income in NYC



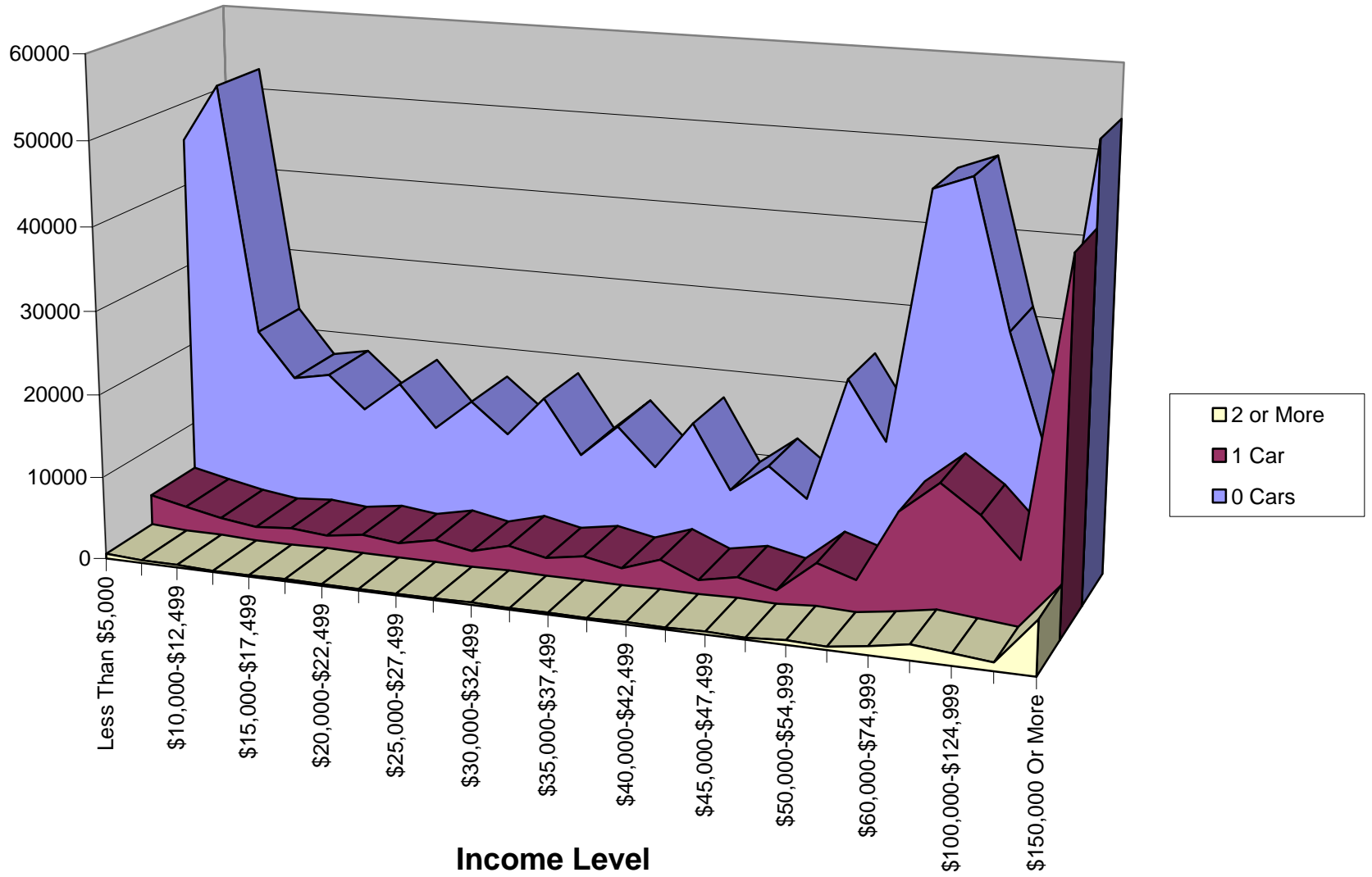
Car Ownership and Income in Bronx



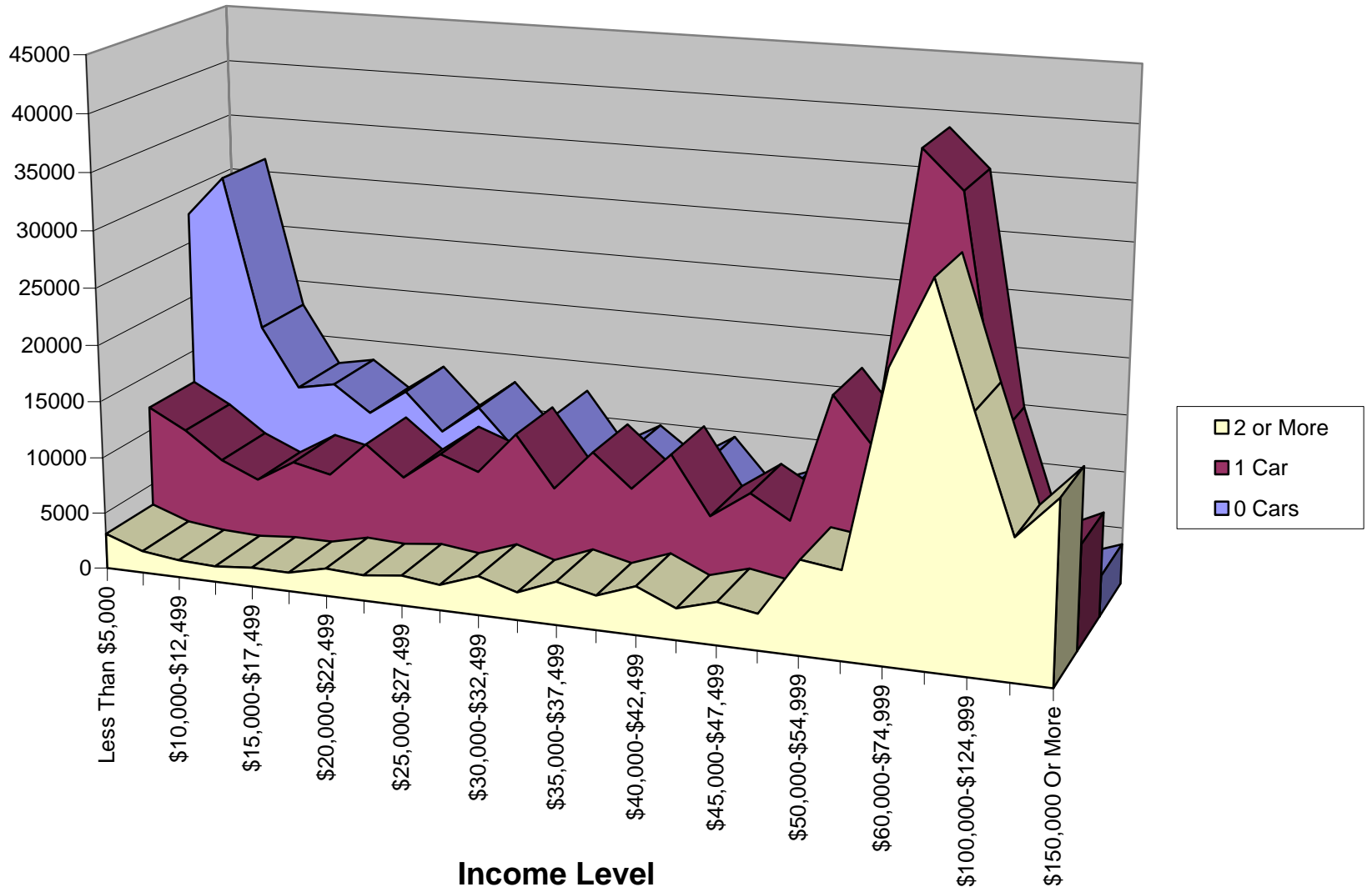
Car Ownership and Income in Brooklyn



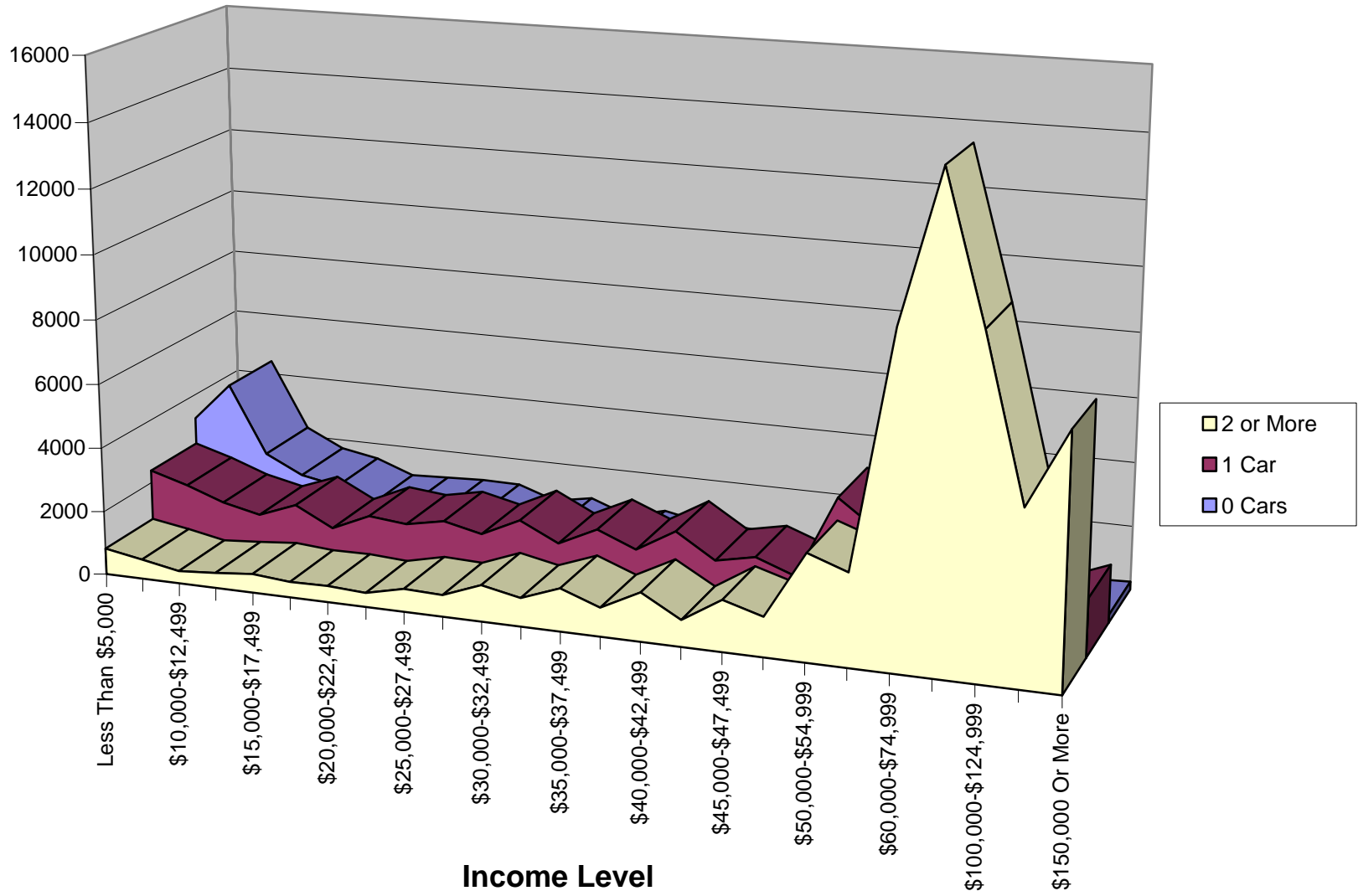
Car Ownership and Income in Manhattan



Car Ownership and Income in Queens



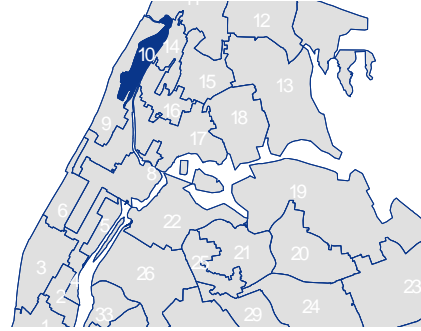
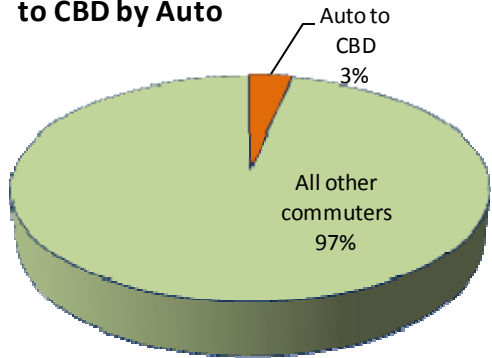
Car Ownership and Income in Staten Island



Council District 10

Council Member: Miguel Martinez

Pct of Resident Workers Commuting to CBD by Auto



How many District 10 residents commute to the Manhattan CBD?

	District 10		Manhattan	City-wide
	#	%		
Total workers	46,642	100%	100%	100%
Work in Manhattan CBD	16,589	36%	64%	39%
Work elsewhere	30,053	64%	36%	61%

What means of transportation do they use to commute to the CBD?

	District 10		Manhattan	City-wide
	#	%		
Mode				
Auto	1,610	10%	5%	12%
Subway, commuter rail, ferry	13,241	80%	54%	66%
Bus	847	5%	9%	10%
Walk/bike/taxi/other	891	5%	31%	13%
Auto: % single-occupant vehicle	78%		80%	83%
Commute time (minutes)				
Auto	39		31	45
Subway, commuter rail, ferry	48		33	54
Bus	52		34	53
Walk, bike, taxi, other	22		18	19

Government workers are 24% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 29,202
Bus	\$ 23,218
Subway	\$ 25,820

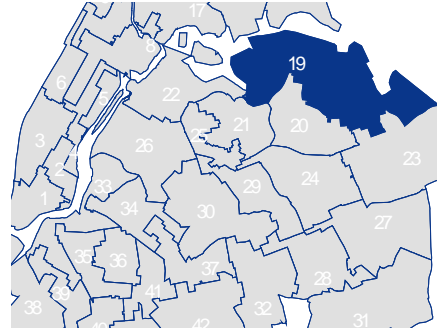
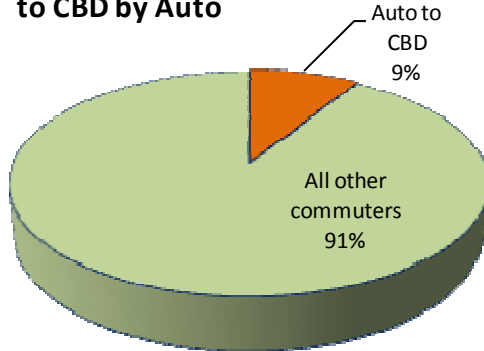
**Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts. Asterisk indicates too small a sample size to be statistically reliable.*

Source: Schaller Consulting analysis of 20

Council District 19

Council Member: Tony Avella

Pct of Resident Workers Commuting to CBD by Auto



How many District 19 residents commute to the Manhattan CBD?

	District 19		Queens	City-wide
	#	%		
Total workers	69,523	100%	100%	100%
Work in Manhattan CBD	18,341	26%	32%	39%
Work elsewhere	51,182	74%	68%	61%

What means of transportation do they use to commute to the CBD?

	District 19		Queens	City-wide
	#	%		
Mode				
Auto	6,091	33%	17%	12%
Subway, commuter rail, ferry	9,765	53%	73%	66%
Bus	2,377	13%	8%	10%
Walk/bike/taxi/other	108	1%	1%	13%
Auto: % single-occupant vehicle	86%		84%	83%
Commute time (minutes)				
Auto	49		48	45
Subway, commuter rail, ferry	61		54	54
Bus	63		60	53
Walk, bike, taxi, other	*		37	19

Government workers are 38% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 44,224
Bus	\$ 42,694
Subway	\$ 36,034
Commuter rail	\$ 55,690

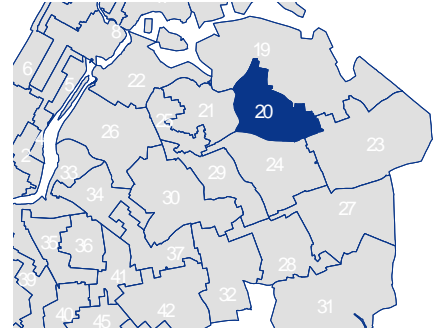
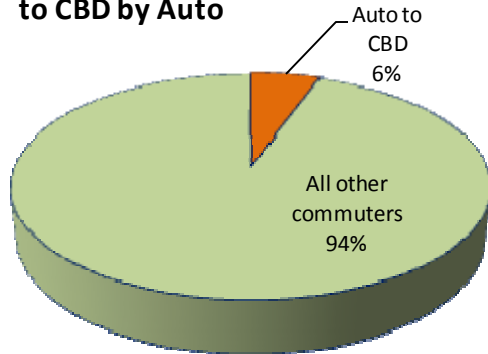
*Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.

Source: Schaller Consulting analysis of 2000 Census

Council District 20

Council Member: John C. Liu

Pct of Resident Workers Commuting to CBD by Auto



How many District 20 residents commute to the Manhattan CBD?

	District 20		Queens	City-wide
	#	%		
Total workers	65,767	100%	100%	100%
Work in Manhattan CBD	18,278	28%	32%	39%
Work elsewhere	47,489	72%	68%	61%

What means of transportation do they use to commute to the CBD?

Mode	District 20		Queens	City-wide
	#	%		
Auto	3,662	20%	17%	12%
Subway, commuter rail, ferry	12,629	69%	73%	66%
Bus	1,693	9%	8%	10%
Walk/bike/taxi/other	294	2%	1%	13%
Auto: % single-occupant vehicle	80%		84%	83%
Commute time (minutes)				
Auto	50		48	45
Subway, commuter rail, ferry	61		54	54
Bus	57		60	53
Walk, bike, taxi, other	-		-	19

Government workers are 56% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 41,734
Bus	\$ 41,291
Subway	\$ 34,035
Commuter rail	\$ 49,340

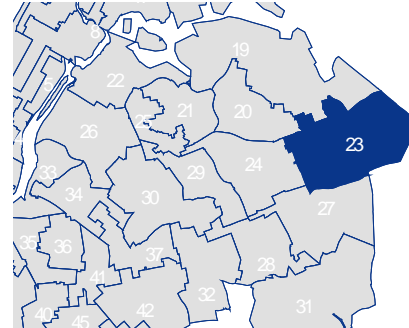
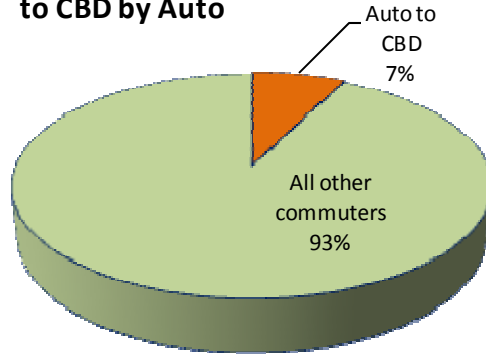
*Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.

Source: Schaller Consulting analysis of 2000 Census

Council District 23

Council Member: David I. Weprin

Pct of Resident Workers Commuting to CBD by Auto



How many District 23 residents commute to the Manhattan CBD?

	District 23		Queens	City-wide
	#	%		
Total workers	65,491	100%	100%	100%
Work in Manhattan CBD	15,666	24%	32%	39%
Work elsewhere	49,825	76%	68%	61%

What means of transportation do they use to commute to the CBD?

	District 23		Queens	City-wide
	#	%		
Mode				
Auto	4,850	31%	17%	12%
Subway, commuter rail, ferry	7,363	47%	73%	66%
Bus	3,327	21%	8%	10%
Walk/bike/taxi/other	126	1%	1%	13%
Auto: % single-occupant vehicle	86%		84%	83%
Commute time (minutes)				
Auto	56		48	45
Subway, commuter rail, ferry	73		54	54
Bus	67		60	53
Walk, bike, taxi, other	—		—	19

Government workers are 20% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 45,190
Bus	\$ 37,535
Subway	\$ 37,412
Commuter rail	\$ 56,585

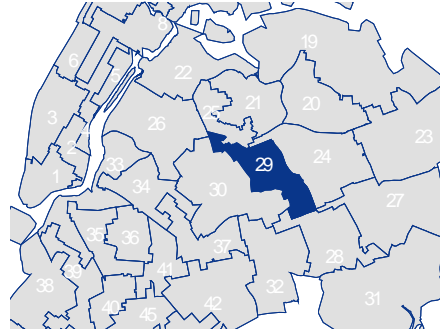
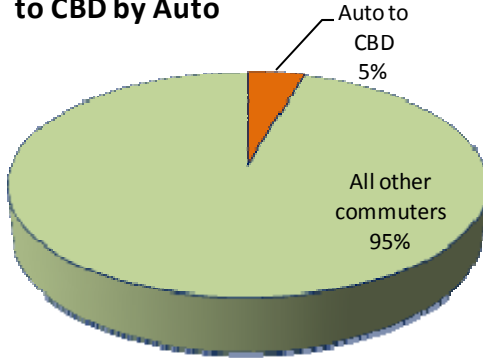
*Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.

Source: Schaller Consulting analysis of 2000 Census

Council District 29

Council Member: Melinda R. Katz

Pct of Resident Workers Commuting to CBD by Auto



How many District 29 residents commute to the Manhattan CBD?

	District 29 #	District 29 %	Queens	City-wide
Total workers	65,307	100%	100%	100%
Work in Manhattan CBD	28,464	44%	32%	39%
Work elsewhere	36,843	56%	68%	61%

What means of transportation do they use to commute to the CBD?

	District 29 #	District 29 %	Queens	City-wide
Mode				
Auto	2,949	10%	17%	12%
Subway, commuter rail, ferry	23,897	84%	73%	66%
Bus	1,339	5%	8%	10%
Walk/bike/taxi/other	279	1%	1%	13%
Auto: % single-occupant vehicle		78%	84%	83%
Commute time (minutes)				
Auto		42	48	45
Subway, commuter rail, ferry		50	54	54
Bus		51	60	53
Walk, bike, taxi, other		*	37	19

Government workers are 54% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 58,218
Subway	\$ 46,697

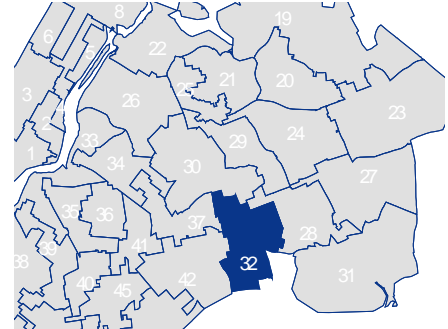
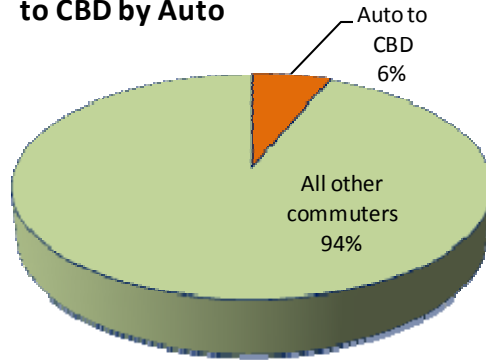
*Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.

Source: Schaller Consulting analysis of 2000 Census

Council District 32

Council Member: Joseph P. Addabbo, Jr.

Pct of Resident Workers Commuting to CBD by Auto



How many District 32 residents commute to the Manhattan CBD?

	District 32		Queens	City-wide
	#	%		
Total workers	63,660	100%	100%	100%
Work in Manhattan CBD	17,262	27%	32%	39%
Work elsewhere	46,398	73%	68%	61%

What means of transportation do they use to commute to the CBD?

	District 32		Queens	City-wide
	#	%		
Mode				
Auto	3,959	23%	17%	12%
Subway, commuter rail, ferry	11,948	69%	73%	66%
Bus	1,247	7%	8%	10%
Walk/bike/taxi/other	108	1%	1%	13%
Auto: % single-occupant vehicle	83%		84%	83%
Commute time (minutes)				
Auto	48		48	45
Subway, commuter rail, ferry	63		54	54
Bus	61		60	53
Walk, bike, taxi, other	—		—	19

Government workers are 61% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 39,587
Subway	\$ 30,595

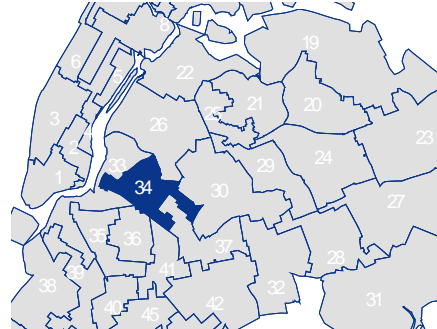
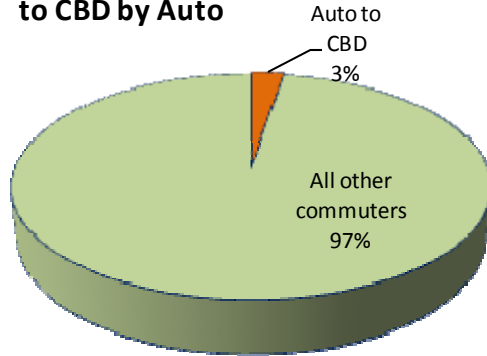
*Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.

Source: Schaller Consulting analysis of 2000 Census

Council District 34

Council Member: Diana Reyna

Pct of Resident Workers Commuting to CBD by Auto



How many District 34 residents commute to the Manhattan CBD?

	District 34		Blyn	City-wide
	#	%		
Total workers	49,932	100%	100%	100%
Work in Manhattan CBD	16,522	33%	34%	39%
Work elsewhere	33,410	67%	66%	61%

What means of transportation do they use to commute to the CBD?

	District 34		Blyn	City-wide
	#	%		
Mode				
Auto	1,273	8%	11%	12%
Subway, commuter rail, ferry	14,421	87%	81%	66%
Bus	552	3%	6%	10%
Walk/bike/taxi/other	276	2%	2%	13%
Auto: % single-occupant vehicle	84%		82%	83%
Commute time (minutes)				
Auto	35		44	45
Subway, commuter rail, ferry	42		51	54
Bus	42		55	53
Walk, bike, taxi, other	—		35	19

Government workers are 129% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 39,923
Subway	\$ 26,215

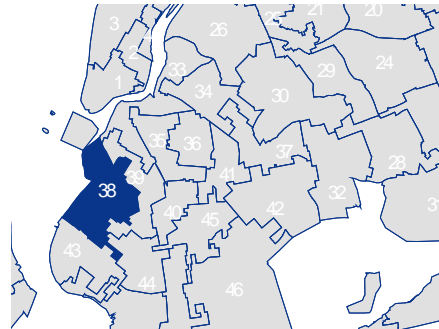
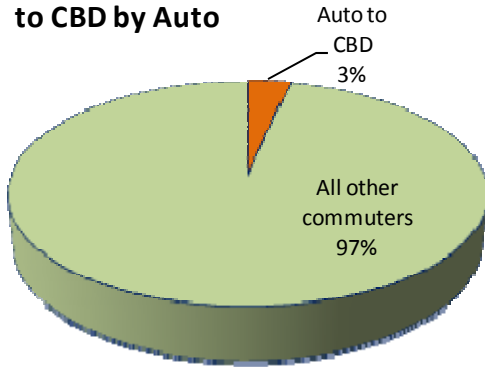
**Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.*

Source: Schaller Consulting analysis of 2000 Census

Council District 38

Council Member: Sara M. Gonzalez

Pct of Resident Workers Commuting to CBD by Auto



How many District 38 residents commute to the Manhattan CBD?

	District 38		Blyn	City-wide
	#	%		
Total workers	50,948	100%	100%	100%
Work in Manhattan CBD	15,903	31%	34%	39%
Work elsewhere	35,045	69%	66%	61%

What means of transportation do they use to commute to the CBD?

	District 38		Blyn	City-wide
	#	%		
Mode				
Auto	1,734	11%	11%	12%
Subway, commuter rail, ferry	13,289	84%	81%	66%
Bus	495	3%	6%	10%
Walk/bike/taxi/other	385	2%	2%	13%
Auto: % single-occupant vehicle		82%	82%	83%
Commute time (minutes)				
Auto		38	44	45
Subway, commuter rail, ferry		51	51	54
Bus		48	55	53
Walk, bike, taxi, other		35	35	19

Government workers are 129% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 35,307
Subway	\$ 30,810

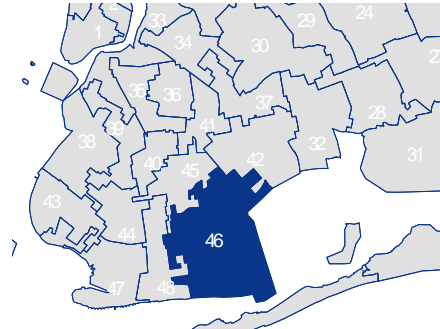
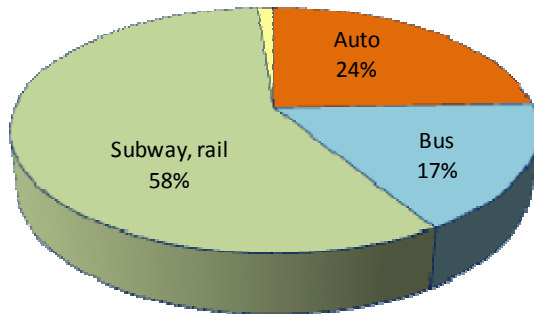
**Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.*

Source: Schaller Consulting analysis of 2000 Census

Council District 46

Council Member: Lewis A. Fidler

Mode share to CBD



How many District 46 residents commute to the Manhattan CBD?

	District 46		Blyn	City-wide
	#	%		
Total workers	70,855	100%	100%	100%
Work in Manhattan CBD	19,033	27%	34%	39%
Work elsewhere	51,822	73%	66%	61%

What means of transportation do they use to commute to the CBD?

Mode	District 46		Blyn	City-wide
	#	%		
Auto	4,644	24%	11%	12%
Subway, commuter rail, ferry	10,950	58%	81%	66%
Bus	3,212	17%	6%	10%
Walk/bike/taxi/other	227	1%	2%	13%
Auto: % single-occupant vehicle	87%		82%	83%
Commute time (minutes)				
Auto	56		44	45
Subway, commuter rail, ferry	68		51	54
Bus	68		55	53
Walk, bike, taxi, other	*		35	19

Government workers are 28% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

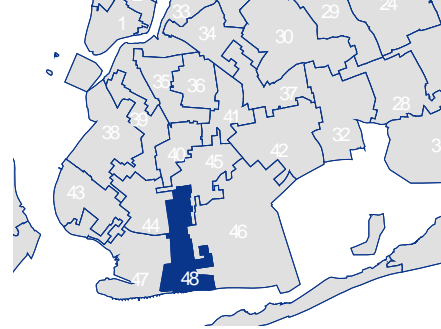
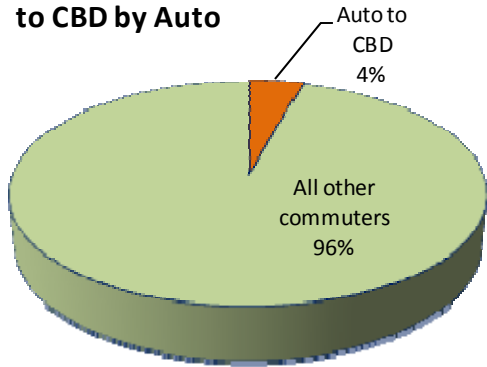
Mode	Avg. earnings*
Auto	\$ 41,123
Bus	\$ 35,931
Subway	\$ 36,112

**Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.*

Council District 48

Council Member: Michael C. Nelson

Pct of Resident Workers Commuting to CBD by Auto



How many District 48 residents commute to the Manhattan CBD?

	District 48		Blyn	City-wide
	#	%		
Total workers	56,416	100%	100%	100%
Work in Manhattan CBD	18,309	32%	34%	39%
Work elsewhere	38,107	68%	66%	61%

What means of transportation do they use to commute to the CBD?

	District 48		Blyn	City-wide
	#	%		
Mode				
Auto	2,452	13%	11%	12%
Subway, commuter rail, ferry	14,634	80%	81%	66%
Bus	1,083	6%	6%	10%
Walk/bike/taxi/other	140	1%	2%	13%
Auto: % single-occupant vehicle	81%		82%	83%
Commute time (minutes)				
Auto	48		44	45
Subway, commuter rail, ferry	58		51	54
Bus	52		55	53
Walk, bike, taxi, other	*		35	19

Government workers are 70% more likely to commute by car than non-government workers from this area.*

How do CBD commuters' earnings differ by their means of travel?

Mode	Avg. earnings*
Auto	\$ 55,878
Subway	\$ 38,109

**Due to limitations in data availability, earnings and government worker data are for all Manhattan commuters, and for districts that overlap but do not exactly coincide with City Council districts.*

Source: Schaller Consulting analysis of 2000 Census