

## Council District 4

### Councilmember Daniel R. Garodnick

#### Democrat Representing Manhattan

Only 6.3% of workers from Councilmember Daniel R. Garodnick's district would be impacted by Mayor Bloomberg's congestion pricing proposal. 2.4% of workers would pay a lower rate because they reside and are driving within the zone. The remaining 3.9% would pay the full rate because they reside outside of the zone, but drive to work in the zone, or they live within the zone, but drive to work outside of it. **The vast majority, 93.7% would not be affected by the charge.**

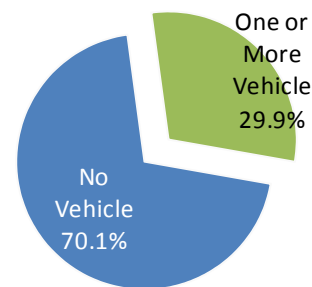
Percent of households earning less than \$40,000 annually: 22.8%

Percent of households without a vehicle: 70.1%

Average annual household income:

Households <i>without</i> <u>a vehicle</u>	Households <i>with</i> <u>a vehicle</u>
\$111,870	\$269,039

#### Household Vehicle Ownership



Percent commuting outside the CPZ: 17.6%

**Percent living in the CPZ but driving alone to outside the CPZ: 3.4%**

Percent living outside the CPZ and driving alone outside the CPZ: 0.8%

Percent commuting to the CPZ: 82.4%

**Percent living inside CPZ and driving alone within the CPZ: 2.4%**

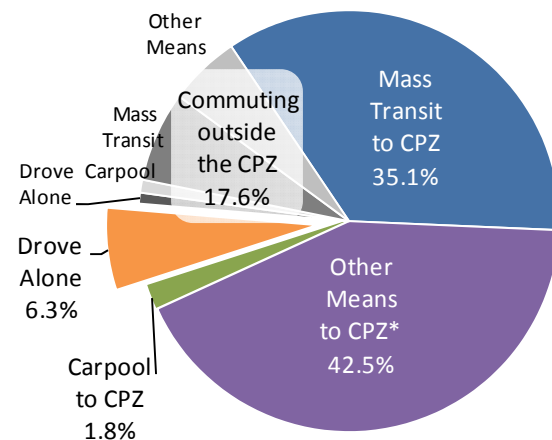
**Percent living outside CPZ but driving alone into CPZ: 0.5%**

Percent carpooling to the CPZ: 1.8%

Percent taking mass transit to the CPZ: 35.1%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ: 42.5%

#### Commute Modes for All Workers



\*"Other Means" includes people working at home, walking, bicycling, riding a motorcycle or taking a taxi.

Data source: U.S. Bureau of the Census. 2000 Decennial Census.

Produced by the Tri-State Transportation Campaign and the Pratt Center for Community Development