Only 3.1% of workers from Assemblymember Robert Walker’s district would be impacted by Mayor Bloomberg’s congestion pricing proposal because they drive alone to Manhattan, south of 86th Street. The vast majority, 96.9% would not be affected by the charge because they don’t work in the congestion pricing zone, or do but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

**Percent of households earning less than $40,000 annually:** 22.4%

**Percent of households without a vehicle:** 5.7%

**Average annual household income:**
- Households *without* a vehicle: $46,548
- Households *with* a vehicle: $113,627

**Percent commuting outside the CPZ:** 87.8%

**Percent commuting to the CPZ:** 12.2%

**Percent driving alone to the CPZ:** 3.1%

**Percent carpooling to the CPZ:** 0.6%

**Percent taking mass transit to the CPZ:** 8.4%

**Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi to the CPZ:** 0.1%

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

### Household Vehicle Ownership

- One or More Vehicle: 94.3%
- No Vehicle: 5.7%

### Commute Modes for All Workers

- Drove Alone to CPZ: 3.1%
- Mass Transit to CPZ: 8.4%
- Carpool to CPZ: 0.6%
- Drove Alone: 0.6%


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