

# Manhattan

Only 4.3% of workers from Manhattan would be impacted by the Commission's East River and Harlem River Bridge tolls proposal because they drive alone to work outside of Manhattan (and would pay a toll upon returning to Manhattan). The vast majority, **95.7% would not pay the new tolls** because they work in Manhattan, or work outside of Manhattan but take transit, walk, bike or carpool (effectively paying the same price per passenger as taking mass transit).

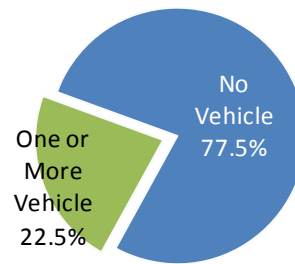
Percent of households earning less than \$40,000 annually: 44.0%

Percent of households without a vehicle: 77.5%

Average annual household income:

Households <i>without</i> a vehicle	Households <i>with</i> a vehicle
\$67,558	\$157,873

## Household Vehicle Ownership



Percent commuting outside Manhattan: 16.2%

**Percent driving alone outside Manhattan: 4.3%**

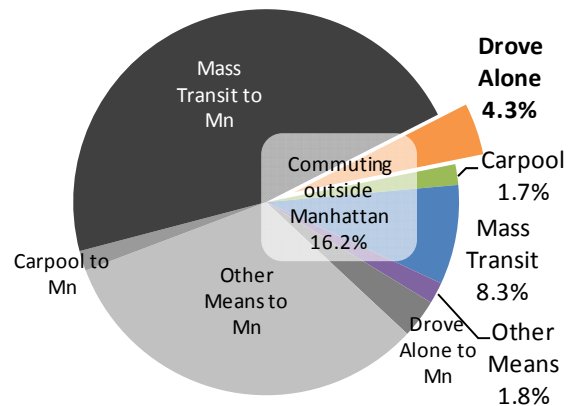
Percent carpooling outside Manhattan: 1.7%

Percent taking mass transit outside Manhattan: 46.6%

Percent working from home, walking, bicycling, riding a motorcycle, or taking a taxi outside Manhattan: 32.3%

Percent commuting within Manhattan: 83.8%

## 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.

