



**THE COUNCIL
OF
THE CITY OF NEW YORK**

**INTERIM REPORT
An Inquiry into the Health Risks of Congestion Pricing
on the Outer-Boroughs**

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I. Introduction

On April 22, 2007, New York City Mayor Michael Bloomberg announced PLaNYC 2030. The Mayor's plan included a wide array of reforms chosen to deal with the future needs of New York City in the areas of economics, the environment, energy, and transportation. Among the sweeping proposal's many ideas, was a call for the State Legislature to enact legislation to implement congestion pricing for the borough of Manhattan.

Without engaging in further discussion of the economic, societal or administrative aspects of implementing a congestion pricing scheme, the following report concentrates on the possible environmental impact the plan will have on various neighborhoods located in boroughs outside of Manhattan. At the top of most congestion pricing advocate's list of reasons supporting the plan is the premise that congestion pricing is beneficial to the environment. Less cars equals less pollution is a common mantra of congestion pricing supporters. However, one essential fact which is not being recognized is the fact that congestion pricing will not necessarily reduce the total number of cars being driven; it will simply shift the traffic to areas where people can access mass transit.

The current plan does nothing to address the prevalence of background pollutants in outer-borough neighborhoods with the highest incidence of child asthma. Through an analysis of both child asthma rates in

outer-borough neighborhoods, as well as an examination of ridership figures for subway stations throughout the city, it can be inferred that because areas with the highest incidence of asthma are generally the same areas with the greatest number of mass transit riders, it therefore follows that affected neighborhoods will be subjected to an even greater health risk should congestion pricing be implemented. This is further supported by the fact that the affected areas constitute major transit hubs which will draw in more vehicular traffic from motorists wishing to escape the onerous tax imposed on drivers.

The following report draws five conclusions through its investigation into the correlation between public transportation usage and child asthma hospitalization rates. The data compiled is based on statistics provided by the New York City Department of Health and Mental Hygiene and the New York City Transit Division of the Metropolitan Transportation Authority. From the link between asthma rates and transit ridership which is illustrated throughout this report, it can be inferred that if congestion pricing forces more commuters to drive into these neighborhoods which feature greater access to mass transit, the pollution which contributes to high rates of child asthma will only increase.

II. Health Risks of Congestion Pricing on the Outer-Boroughs

- 1) In Brooklyn, the area with the highest incidence of asthma is the second highest area in ridership (Crown Heights).**

- 2) The area with the greatest number of asthma cases and the second highest percentage of asthma incidence is also the third highest ridership location in Queens (Jamaica).**

- 3) In the Bronx, the area with the highest incidence of asthma is also the area with the highest ridership totals (Crotona-Tremont).**

- 4) In Queens, Brooklyn, and the Bronx, the top three ridership areas also rank in the top five areas with the highest asthma rates.**

- 5) Areas with the highest ridership and the highest incidence of asthma are also some of the most economically disadvantaged neighborhoods throughout the city.**

A. Brooklyn

In Brooklyn, the Area with the Highest Incidence of Asthma is the Second Highest Area in Ridership (Crown Heights)

The Bedford Stuyvesant- Crown Heights neighborhoods located in the borough of Brooklyn have the highest incidence of child asthma throughout the borough. These neighborhoods also hold the unfortunate distinction of boasting the second highest percentage of asthma incidence in Kings County. While the number of asthma cases among children from the age of 0-14 has shown a marked decline over the past decade, the Crown Heights area is still home to one of the highest rates of child asthma citywide.

Many inhabitants of the Bedford Stuyvesant- Crown Heights region of Brooklyn rely on mass transit to commute to and from work on a daily basis. According to statistics compiled by the MTA, this area has the second highest ridership totals in the borough. By comparing the citywide ranking of subway station usage for the Crown Heights area with that of its other Brooklyn counterparts, it can be determined that this area is home to the second highest number of subway riders for the year 2006.

This data provides empirical evidence that a direct correlation does exist in Brooklyn between asthma rates among children and mass transit usage. It is no coincidence that one of the areas with the most asthma cases is also one of the areas with the greatest number of subway riders.

B. Queens

The Area with the Greatest Number of Asthma Cases and the Second Highest Percentage of Asthma Incidence is also the Third Highest Ridership Location in Queens (Jamaica)

In Queens, the subway station with the third highest total of annual ridership is located in Jamaica. In 2006, the Jamaica Center train station recorded just over eleven million station entries. While many parts of Queens County offer very limited access to mass transit, particularly in the neighborhoods of Eastern Queens, Jamaica is an area where public transportation is readily available. Because of the lack of access to mass transit, a routine occurrence for a commuter from Queens is to drive his or her car to an area such as Jamaica in order to travel into Manhattan. Aside from Jamaica, the only other two localities which offer major transit hubs to daily commuters are located in Flushing and Long Island City.

The neighborhoods within Jamaica, Queens also hold the distinction of having the greatest number of asthma cases and the second highest percentage of asthma incidence among children ages 0-14 years old. While Rockaway, Queens has a slightly higher percentage of asthma incidence, Jamaica has by far the largest number of child asthma cases. Again, while the overall asthma rate has declined in this area, it is still one of the worst in the city and in the borough of Queens.

Many commuters from Queens use the Jamaica Station on a daily basis as their sole access point to Manhattan. With very few mass transit options available to a majority of neighborhoods in Queens, the role of Jamaica in relation to public transportation becomes absolutely essential. Since Queens is one of the boroughs with the greatest number of people who travel into Manhattan on a daily basis, if congestion pricing were to be enacted, Jamaica would see an overwhelming increase in traffic from commuters seeking a way into Manhattan. Residents of Eastern Queens, like those from many regions in boroughs outside of Manhattan, will have to rely on Jamaica, Flushing or Long Island City to gain entrance into Manhattan. Since there is virtually no subway service and few lines of Express Bus routes available in many areas of Queens, commuters with limited mass transit access will be forced to drive their cars to the locations where public transportation is readily available. From this analysis, it can be inferred that the asthma rates in Jamaica will see a substantial increase if more motorists are forced into this area as a means of gaining access to Manhattan.

C. The Bronx

In the Bronx, the Area with the Highest Incidence of Asthma is Also the Area with the Highest Ridership Totals (Crotona-Tremont)

The neighborhoods of Crotona-Tremont report the highest percentage of asthma cases in the Bronx. At eleven people per thousand residents, these neighborhoods suffer from a serious health crisis related to child asthma.

The Bronx has the unfortunate distinction of being the borough with the highest incidence of asthma among children, and the Crotona-Tremont region ranks as the top victim in the borough.

The area in the Bronx with the highest ridership entry totals is also the Crotona-Tremont region. With many residents of the borough traversing into Manhattan on a daily basis to earn a living, ridership numbers have seen a steady increase over recent years. The Crotona-Tremont area provides Bronx residents with access to Manhattan through a wide array of subway lines. However, this vehicular intrusion into the community has come at a steep price to the health of its children as evidenced by the fact that the area with the highest asthma incidence is also that with the greatest ridership totals.

Finding ways to control a condition as debilitating as asthma is already a daunting task, but if congestion pricing brings even more cars into the affected areas, there will be very little that can be done to control the pollutants that these areas will be exposed to.

D. The Outer-Borough Dilemma

In Queens, Brooklyn, and the Bronx, the Top Three Ridership Areas Also Rank in the Top Five Areas with the Highest Asthma Rates

The areas of Jamaica, Bedford Stuyvesant-Crown Heights, and Crotona-Tremont, in the boroughs of Queens, Brooklyn, and the Bronx respectively, are home to the most-used subway stations outside of Manhattan. Millions of commuters travel through their turnstiles on a daily basis, with the numbers steadily increasing over recent years. However, these aforementioned areas also rank in the top five areas with the highest asthma rates in boroughs outside of Manhattan.

Whether judged on the basis of percentage of children with asthma per one thousand residents, or solely on the number of cases of asthma related hospitalizations, these previously mentioned neighborhoods sit atop a list that no neighborhood is eager to headline. While great strides have been made as part of a tremendous undertaking to steadily reduce the incidence of child asthma across the city, more traffic going to those affected areas will only hinder progress; and congestion pricing can easily cause more traffic to flow to those areas located outside of Manhattan's Central Business District. Commuters must be able to gain access to mass transit on a daily basis; therefore they will be forced to drive to or through these areas in order to get into Manhattan which will only exacerbate the asthma problem.

E. The Economically Disadvantaged

Areas with the Highest Ridership and the Highest Incidence of Asthma are also Some of the Most Economically Disadvantaged Neighborhoods Throughout the City

Jamaica, Crotona and Crown Heights share more than high asthma rates and subway ridership totals in common. These three areas, which can be used as benchmarks throughout this study, are also areas that are home to some of the most economically disadvantaged neighborhoods throughout New York City. The less affluent neighborhoods throughout the five boroughs are also the areas where you can find the greatest number of asthma related hospitalizations, particularly in young children. These areas also carry another distinction in common; they are areas with the greatest access to mass transit and the most number of people who use public transportation on a daily basis.

Congestion pricing will undoubtedly force more commuters into these areas as they seek entrance into Manhattan. Subsequently, congestion pricing leads to not only greater congestion for these already densely populated neighborhoods, but it will undoubtedly put them at a substantially greater risk of pollutant-related health risks, such as asthma.

III. Summary of Findings

Throughout this study, the point has been made clear, that a direct correlation exists between asthma rates and transit ridership. It is not a coincidence that regions which are considered hubs for mass transit contain a significant percentage of the population affected by health disorders that stem from pollution such as asthma. However, congestion pricing is not a cure, because it will only lead more people to travel into these areas, thus increasing the exposure to background pollutants by the local population, and aggravating an already dangerous health risk.

If public transportation is not easily available to commuters who will no longer be able to drive into Manhattan due to congestion pricing, these individuals will have to find other alternatives, such as driving to neighborhoods where mass transit is abundantly offered. If congestion pricing advocates argue that more cars equal more pollution, than how can it be argued that more cars going to these neighborhoods will not also lead to more pollution for them, and greater health problems. Shifting the environmental problems inherent to traffic congestion to neighborhoods outside of Manhattan is not the answer to our congestion problem; it is merely creating a problem in order to solve another one.

Appendix A

Annual Subway Ridership & Rank by Station

| Borough | Station | Rank | 2006 Ridership |
|----------------|--|-------------|-----------------------|
| BK | Court St (M,R) / Borough Hall (2,3,4,5) | 27 | 9,746,520 |
| BK | Atlantic Av (B,Q,2,3,4,5) / Pacific St (D,M,N,R) | 29 | 9,134,590 |
| BK | Jay St-Borough Hall (A,C,F) | 32 | 8,738,979 |
| BK | Crown Heights-Utica Av (3,4) | 36 | 7,973,874 |
| BK | Brooklyn College-Flatbush Av (2,5) | 60 | 5,761,658 |
| BK | Kings Hwy (B,Q) | 71 | 5,222,753 |
| BK | Bedford Av (L) | 78 | 4,999,176 |
| BK | Nostrand Av (A,C) | 83 | 4,748,062 |
| BK | Church Av (B,Q) | 85 | 4,648,529 |
| BK | DeKalb Av (B,M,Q,R) | 86 | 4,636,026 |
| BK | Myrtle-Wyckoff Avs (L,M) | 93 | 4,376,360 |
| BK | Utica Av (A,C) | 98 | 4,204,548 |
| BK | Sheepshead Bay (B,Q) | 103 | 4,102,969 |
| BK | Coney Island-Stillwell Av (D,F,N,Q) Franklin Av (2,3,4,5)/Botanic Garden (S) | 106 | 3,981,855 |
| BK | Brighton Beach (B,Q) | 109 | 3,791,133 |
| BK | Metropolitan Av (G)/Lorimer St (L) | 113 | 3,682,370 |
| BK | 59 St (N,R) | 115 | 3,577,528 |
| BK | 7 Av (F) | 116 | 3,527,847 |
| BK | Canarsie-Rockaway Pkwy (L) | 122 | 3,418,784 |
| BK | Nevins St (2,3,4,5) | 124 | 3,393,413 |
| BK | 36 St (D,M,N,R) | 125 | 3,388,788 |
| BK | Broadway Junction (A,C,J,L,Z) | 128 | 3,296,936 |
| BK | 4 Av (F)/9 St (M,R) | 131 | 3,236,530 |
| BK | 86 St (R) | 136 | 3,100,389 |
| BK | Bergen St (F,G) | 144 | 3,028,266 |
| BK | Carroll St (F,G) | 145 | 3,021,695 |
| BK | Church Av (2,5) | 147 | 2,926,322 |
| BK | Church Av (F) | 148 | 2,918,075 |
| BK | Euclid Av (A,C) | 150 | 2,894,749 |
| BK | Newkirk Av (B,Q) | 151 | 2,867,762 |
| BK | 8 Av (N) | 152 | 2,847,620 |
| BK | DeKalb Av (L) | 154 | 2,827,654 |
| BK | 7 Av (B,Q) | 158 | 2,754,838 |
| BK | Hoyt-Schermerhorn Sts (A,C,G) | 159 | 2,727,645 |
| BK | Prospect Park (B,Q,S) | 161 | 2,685,746 |
| BK | Marcy Av (J,M,Z) | 166 | 2,547,571 |
| BK | Nassau Av (G) | 168 | 2,537,777 |
| BK | Grand Army Plaza (2,3) | 172 | 2,409,331 |
| BK | 53 St (R) | 174 | 2,387,925 |
| BK | Greenpoint Av (G) | 178 | 2,331,514 |
| BK | Newkirk Av (2,5) | 179 | 2,327,950 |
| BK | | 181 | 2,316,227 |

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|----|------------------------------------|-----|-----------|
| BK | Graham Av (L) | 182 | 2,310,077 |
| BK | Bay Ridge Av (R) | 184 | 2,301,687 |
| BK | Sutter Av-Rutland Rd (3) | 189 | 2,261,573 |
| BK | Myrtle Av (J,M,Z) | 191 | 2,252,520 |
| BK | 45 St (R) | 192 | 2,192,497 |
| BK | Avenue U (Q) | 196 | 2,117,306 |
| BK | Flushing Av (J,M) | 198 | 2,073,472 |
| BK | Hoyt St (2,3) | 206 | 2,010,615 |
| BK | Bay Pkwy (D,M) | 211 | 1,958,327 |
| BK | Grant Av (A) | 218 | 1,890,764 |
| BK | Winthrop St (2,5) | 219 | 1,889,691 |
| BK | Avenue J (Q) | 221 | 1,856,023 |
| BK | Union St (M,R) | 224 | 1,828,238 |
| BK | 15 St-Prospect Park (F) | 228 | 1,809,200 |
| BK | Grand St (L) | 231 | 1,788,622 |
| BK | Fort Hamilton Pkwy (N) | 234 | 1,772,193 |
| BK | Pennsylvania Av (3) | 235 | 1,762,596 |
| BK | Rockaway Av (3) | 237 | 1,741,118 |
| BK | Cortelyou Rd (Q) | 239 | 1,735,244 |
| BK | Parkside Av (Q) | 240 | 1,724,314 |
| BK | Bay Pkwy (N) | 246 | 1,705,404 |
| BK | 9 Av (D,M) | 247 | 1,700,871 |
| BK | New Lots Av (3) | 248 | 1,678,719 |
| BK | High St (A,C) | 249 | 1,675,852 |
| BK | Prospect Av (M,R) | 250 | 1,672,368 |
| BK | Avenue M (Q) | 251 | 1,662,721 |
| BK | Sterling St (2,5) | 252 | 1,655,935 |
| BK | Saratoga Av (3) | 254 | 1,645,632 |
| BK | 79 St (D,M) | 257 | 1,628,384 |
| BK | Clark St (2,3) | 260 | 1,581,230 |
| BK | Bay Ridge-95 St (R) | 261 | 1,580,521 |
| BK | Lawrence St (M,R) | 262 | 1,562,494 |
| BK | New Utrecht Av (N)/62 St (D,M) | 264 | 1,558,351 |
| BK | Halsey St (L) | 265 | 1,558,058 |
| BK | Eastern Pkwy-Brooklyn Museum (2,3) | 266 | 1,513,677 |
| BK | Clinton-Washington Avs (C) | 267 | 1,512,786 |
| BK | 18 Av (D,M) | 268 | 1,507,994 |
| BK | Kingston-Throop Avs (C) | 269 | 1,500,794 |
| BK | Kingston Av (3) | 270 | 1,493,746 |
| BK | 18 Av (N) | 271 | 1,491,566 |
| BK | Bedford-Nostrand Avs (G) | 273 | 1,482,394 |
| BK | Franklin Av (C,S) | 275 | 1,467,208 |
| BK | Ditmas Av (F) | 279 | 1,449,069 |
| BK | Rockaway Av (C) | 280 | 1,447,347 |
| BK | 77 St (R) | 282 | 1,434,352 |
| BK | York St (F) | 283 | 1,428,242 |
| BK | Clinton-Washington Avs (G) | 285 | 1,421,327 |
| BK | Kings Hwy (N) | 286 | 1,408,418 |
| BK | Montrose Av (L) | 287 | 1,394,241 |
| BK | Halsey St (J) | 288 | 1,393,164 |
| BK | Gates Av (J,Z) | 289 | 1,390,938 |
| BK | Ralph Av (C) | 291 | 1,371,497 |

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|----|-----------------------------------|-----|-----------|
| BK | Fort Hamilton Pkwy (F) | 292 | 1,356,642 |
| BK | 20 Av (D,M) | 294 | 1,329,709 |
| BK | Lafayette Av (C) | 296 | 1,324,976 |
| BK | 18 Av (F) | 299 | 1,272,092 |
| BK | Jefferson St (L) | 301 | 1,255,743 |
| BK | Smith-9 Sts (F,G) | 302 | 1,247,663 |
| BK | 25 Av (D) | 303 | 1,245,091 |
| BK | 71 St (D,M) | 305 | 1,238,499 |
| BK | Nostrand Av (3) | 306 | 1,221,856 |
| BK | Morgan Av (L) | 307 | 1,217,986 |
| BK | Beverly Rd (2,5) | 310 | 1,206,213 |
| BK | Bergen St (2,3) | 311 | 1,179,634 |
| BK | Lorimer St (J,M) | 313 | 1,165,645 |
| BK | 25 St (M,R) | 314 | 1,150,852 |
| BK | Myrtle-Willoughby Avs (G) | 318 | 1,137,802 |
| BK | 20 Av (N) | 320 | 1,111,079 |
| BK | Fort Hamilton Pkwy (D,M) | 323 | 1,100,212 |
| BK | Neck Rd (Q) | 326 | 1,083,747 |
| BK | Kosciuszko St (J) | 328 | 1,081,542 |
| BK | Classon Av (G) | 329 | 1,079,948 |
| BK | Kings Hwy (F) | 330 | 1,078,416 |
| BK | Broadway (G) | 334 | 1,010,646 |
| BK | President St (2,5) | 335 | 1,004,062 |
| BK | Avenue U (N) | 336 | 1,001,487 |
| BK | Avenue N (F) | 338 | 995,080 |
| BK | Knickerbocker Av (M) | 339 | 992,499 |
| BK | 50 St (D,M) | 342 | 978,644 |
| BK | Norwood Av (J,Z) | 345 | 945,068 |
| BK | Liberty Av (C) | 348 | 933,506 |
| BK | Ocean Pkwy (Q) | 350 | 896,658 |
| BK | Fulton St (G) | 351 | 893,809 |
| BK | Shepherd Av (C) | 352 | 888,680 |
| BK | Avenue X (F) | 353 | 887,558 |
| BK | Van Siclen Av (3) | 355 | 874,245 |
| BK | Beverly Rd (Q) | 356 | 847,945 |
| BK | Avenue P (F) | 357 | 844,776 |
| BK | East 105 St (L) | 358 | 839,813 |
| BK | Van Siclen Av (C) | 359 | 836,888 |
| BK | New Lots Av (L) | 362 | 817,620 |
| BK | Sutter Av (L) | 363 | 812,545 |
| BK | Crescent St (J,Z) | 364 | 811,741 |
| BK | Avenue H (Q) | 367 | 797,993 |
| BK | Wilson Av (L) | 368 | 795,638 |
| BK | Avenue I (F) | 374 | 735,127 |
| BK | Bay 50 St (D) | 375 | 728,452 |
| BK | Cleveland St (J) | 377 | 704,932 |
| BK | Chauncey St (J,Z) | 378 | 704,068 |
| BK | Park Pl (S) | 380 | 697,221 |
| BK | West 8 St-New York Aquarium (F,Q) | 385 | 680,560 |
| BK | Avenue U (F) | 387 | 659,851 |
| BK | 86 St (N) | 388 | 653,229 |
| BK | Hewes St (J,M) | 389 | 646,500 |

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|----|----------------------------------|---|---------|
| BK | Junius St (3) | 390 | 633,760 |
| BK | Cypress Hills (J) | 392 | 593,808 |
| BK | 55 St (D,M) | 393 | 593,330 |
| BK | Central Av (M) | 394 | 593,241 |
| BK | Flushing Av (G) | 395 | 591,626 |
| BK | Alabama Av (J) | 396 | 581,954 |
| BK | Van Siclen Av (J,Z) | 400 | 523,111 |
| BK | Livonia Av (L) | 402 | 512,426 |
| BK | Neptune Av (F) | 405 | 488,886 |
| BK | Bay Pkwy (F) | 410 | 426,546 |
| BK | Atlantic Av (L) | 413 | 293,079 |
| BK | Bushwick Av-Aberdeen St (L) | 417 | 270,326 |
| BK | Atlantic Av (2,3,4,5) | <i>See Downtown Brooklyn Transfer: Atlantic Av (B,Q,2,3,4,5)/Pacific St (D,M,N,R)</i> | |
| BK | Atlantic Av-Pacific St (D,M,N,R) | <i>See Downtown Brooklyn Transfer: Atlantic Av (B,Q,2,3,4,5)/Pacific St (D,M,N,R)</i> | |
| BK | Atlantic Av (B,Q) | <i>See Downtown Brooklyn Transfer: Atlantic Av (B,Q,2,3,4,5)/Pacific St (D,M,N,R)</i> | |
| BK | Borough Hall (2,3,4,5) | <i>See Downtown Brooklyn Transfer: Court St (M,R)/Borough Hall (2,3,4,5)</i> | |
| BK | Court St (M,R) | <i>See Downtown Brooklyn Transfer: Court St (M,R)/Borough Hall (2,3,4,5)</i> | |
| BK | DeKalb Av (M,R) | <i>See Downtown Brooklyn Transfer: DeKalb Av (B,M,Q,R)</i> | |
| BK | DeKalb Av (B,Q) | <i>See Downtown Brooklyn Transfer: DeKalb Av (B,M,Q,R)</i> | |
| BK | Hoyt-Schermerhorn Sts (A,C) | <i>See Downtown Brooklyn Transfer: Hoyt-Schermerhorn Sts (A,C,G)</i> | |
| BK | Hoyt-Schermerhorn Sts (G) | <i>See Downtown Brooklyn Transfer: Hoyt-Schermerhorn Sts (A,C,G)</i> | |
| BK | Jay St-Borough Hall (F) | <i>See Downtown Brooklyn Transfer: Jay St-Borough Hall (A,C,F)</i> | |
| BK | Jay St-Borough Hall (A,C) | <i>See Downtown Brooklyn Transfer: Jay St-Borough Hall (A,C,F)</i> | |
| BK | 9 St (M,R) | <i>See Other Brooklyn Transfer: 4 Av (F)/9 St (M,R)</i> | |
| BK | 4 Av (F) | <i>See Other Brooklyn Transfer: 4 Av (F)/9 St (M,R)</i> | |
| BK | Broadway Junction (A,C) | <i>See Other Brooklyn Transfer: Broadway Junction (A,C,J,L,Z)</i> | |
| BK | Broadway Junction (J,Z) | <i>See Other Brooklyn Transfer: Broadway Junction (A,C,J,L,Z)</i> | |
| BK | Broadway Junction (L) | <i>See Other Brooklyn Transfer: Broadway Junction (A,C,J,L,Z)</i> | |
| BK | Stillwell Ave.-Coney Island (N) | <i>See Other Brooklyn Transfer: Coney Island-Stillwell Av (D,F,N,Q)</i> | |
| BK | Coney Island-Stillwell Av (D) | <i>See Other Brooklyn Transfer: Coney Island-Stillwell Av (D,F,N,Q)</i> | |
| BK | Coney Island-Stillwell Av (Q) | <i>See Other Brooklyn Transfer: Coney Island-Stillwell Av (D,F,N,Q)</i> | |
| BK | Coney Island-Stillwell Av (F) | <i>See Other Brooklyn Transfer: Coney Island-Stillwell Av (D,F,N,Q)</i> | |
| BK | Franklin Av (2,3,4,5) | <i>See Other Brooklyn Transfer: Franklin Av (2,3,4,5)/Botanic Garden (S)</i> | |
| BK | Botanic Garden (S) | <i>See Other Brooklyn Transfer: Franklin Av (2,3,4,5)/Botanic Garden (S)</i> | |
| BK | Franklin Av (S) | <i>See Other Brooklyn Transfer: Franklin Av (C,S)</i> | |
| BK | Franklin Av (C) | <i>See Other Brooklyn Transfer: Franklin Av (C,S)</i> | |
| BK | Metropolitan Av (G) | <i>See Other Brooklyn Transfer: Metropolitan Av (G)/Lorimer St (L)</i> | |

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| BK | Lorimer St (L) | | <i>See Other Brooklyn Transfer: Metropolitan Av (G)/Lorimer St (L)</i> |
| BK | Myrtle-Wyckoff Avs (M) | | <i>See Other Brooklyn Transfer: Myrtle-Wyckoff Avs (L,M)</i> |
| BK | Myrtle-Wyckoff Avs (L) | | <i>See Other Brooklyn Transfer: Myrtle-Wyckoff Avs (L,M)</i> |
| BK | New Utrecht Av (N) | | <i>See Other Brooklyn Transfer: New Utrecht Av (N)/62 St (D,M)</i> |
| BK | 62 St (D,M) | | <i>See Other Brooklyn Transfer: New Utrecht Av (N)/62 St (D,M)</i> |
| BK | Prospect Park (B,Q) | | <i>See Other Brooklyn Transfer: Prospect Park (B,Q,S)</i> |
| BK | Prospect Park (S) | | <i>See Other Brooklyn Transfer: Prospect Park (B,Q,S)</i> |
| BK | West 8 St-New York Aquarium (Q) | | <i>See Other Brooklyn Transfer: West 8 St-New York Aquarium (F,Q)</i> |
| BK | West 8 St-New York Aquarium (F) | | <i>See Other Brooklyn Transfer: West 8 St-New York Aquarium (F,Q)</i> |
| BX | 161 St-Yankee Stadium (B,D,4) | 39 | 7,462,504 |
| BX | 3 Av-149 St (2,5) | 49 | 6,794,193 |
| BX | Parkchester (6) | 91 | 4,430,791 |
| BX | Fordham Rd (B,D) | 114 | 3,585,680 |
| BX | Fordham Rd (4) | 133 | 3,193,333 |
| BX | 149 St-Grand Concourse (2,4,5) | 137 | 3,096,279 |
| BX | Hunts Point Av (6) | 138 | 3,088,334 |
| BX | Tremont Av (B,D) | 155 | 2,796,937 |
| BX | 167 St (B,D) | 156 | 2,782,661 |
| BX | Kingsbridge Rd (4) | 157 | 2,780,902 |
| BX | 167 St (4) | 163 | 2,640,679 |
| BX | Mosholu Pkwy (4) | 165 | 2,621,633 |
| BX | Simpson St (2,5) | 167 | 2,545,082 |
| BX | 170 St (4) | 171 | 2,411,412 |
| BX | Kingsbridge Rd (B,D) West Farms Sq-East Tremont Av (2,5) | 183 | 2,305,026 |
| BX | Norwood-205 St (D) | 193 | 2,149,787 |
| BX | Bedford Park Blvd (B,D) | 194 | 2,141,876 |
| BX | Castle Hill Av (6) | 199 | 2,062,987 |
| BX | 3 Av-138 St (6) | 203 | 2,031,493 |
| BX | Burnside Av (4) | 204 | 2,020,817 |
| BX | Elder Av (6) | 207 | 2,007,213 |
| BX | Prospect Av (2,5) | 208 | 1,970,278 |
| BX | Pelham Pkwy (2,5) | 210 | 1,959,901 |
| BX | 170 St (B,D) | 212 | 1,939,039 |
| BX | 183 St (4) | 214 | 1,922,683 |
| BX | 174 St (2,5) | 215 | 1,913,276 |
| BX | Morrison-Sound View Avs (6) | 216 | 1,902,744 |
| BX | 231 St (1) | 220 | 1,856,137 |
| BX | Pelham Bay Park (6) | 225 | 1,825,667 |
| BX | East 180 St (2,5) | 226 | 1,811,514 |
| BX | Van Cortlandt Park-242 St (1) | 227 | 1,811,283 |
| BX | Westchester Square-E Tremont Av (6) | 229 | 1,798,056 |
| BX | Brook Av (6) | 241 | 1,722,026 |
| BX | Gun Hill Rd (5) | 243 | 1,717,442 |

| | | | |
|-----------|--|---|-------------------|
| BX | Gun Hill Rd (2,5) | 255 | 1,644,660 |
| BX | 176 St (4) | 256 | 1,633,856 |
| BX | Woodlawn (4) | 259 | 1,594,128 |
| BX | Mt Eden Av (4) | 263 | 1,558,846 |
| BX | 182-183 Sts (B,D) | 274 | 1,476,142 |
| BX | Allerton Av (2,5) | 278 | 1,449,177 |
| BX | 174-175 Sts (B,D) | 281 | 1,441,796 |
| BX | Jackson Av (2,5) | 284 | 1,424,610 |
| BX | East 149 St (6) | 293 | 1,331,444 |
| BX | 225 St (2,5) | 300 | 1,265,222 |
| BX | St Lawrence Av (6) | 309 | 1,209,919 |
| BX | 238 St (1) | 312 | 1,179,502 |
| BX | Wakefield-241 St (2) | 319 | 1,132,407 |
| BX | Eastchester-Dyre Av (5) | 321 | 1,107,354 |
| BX | Baychester Av (5) | 325 | 1,085,754 |
| BX | 233 St (2,5) | 331 | 1,056,953 |
| BX | Longwood Av (6) | 333 | 1,017,825 |
| BX | Bedford Park Blvd-Lehman College (4) | 337 | 996,516 |
| BX | Burke Av (2,5) | 343 | 974,624 |
| BX | Cypress Av (6) | 344 | 972,373 |
| BX | Freeman St (2,5) | 346 | 944,658 |
| BX | Pelham Pkwy (5) | 360 | 830,675 |
| BX | Bronx Park East (2,5) | 361 | 828,281 |
| BX | Buhre Av (6) | 369 | 791,940 |
| BX | Intervale Av (2,5) | 370 | 776,002 |
| BX | 138 St-Grand Concourse (4,5) | 372 | 764,138 |
| BX | Nereid Av (2,5) | 382 | 690,663 |
| BX | Zerega Av (6) | 384 | 683,731 |
| BX | Morris Park (5) | 398 | 554,611 |
| BX | 219 St (2,5) | 401 | 513,898 |
| BX | Whitlock Av (6) | 407 | 476,628 |
| BX | Middletown Rd (6) | 409 | 448,953 |
| BX | East 143 St-St Mary's St (6) | 416 | 273,671 |
| BX | 149 St-Grand Concourse (4) | <i>See Upper Manhattan/Bronx Transfer: 149 St-Grand Concourse (2,4,5)</i> | |
| BX | 149 St-Grand Concourse (2,5) | <i>See Upper Manhattan/Bronx Transfer: 149 St-Grand Concourse (2,4,5)</i> | |
| BX | 161 St-Yankee Stadium (4) | <i>See Upper Manhattan/Bronx Transfer: 161 St-Yankee Stadium (B,D,4)</i> | |
| BX | 161 St-Yankee Stadium (B,D) | <i>See Upper Manhattan/Bronx Transfer: 161 St-Yankee Stadium (B,D,4)</i> | |
| QN | Flushing-Main St (7) | 11 | 17,818,980 |
| QN | 74-Bway (7)/Jackson Hts- Roosevelt Av (E,F,G,R,V) | 16 | 14,759,672 |
| QN | Jamaica Center-Parsons- Archer (E,J,Z) | 20 | 11,259,917 |
| QN | Forest Hills-71 Av (E,F,G,R,V) | 35 | 8,123,956 |
| QN | Kew Gardens-Union Turnpike (E,F) | 38 | 7,630,925 |
| QN | Woodhaven Blvd (G,R,V) | 44 | 7,121,569 |
| QN | Jamaica-179 St (F) | 51 | 6,696,942 |
| QN | Junction Blvd (7) | 52 | 6,657,782 |
| QN | Sutphin Blvd-Archer Av-JFK Airport (E,J,Z) | 59 | 5,831,016 |

| | | | |
|----|--|-----|-----------|
| QN | 90 St-Elmhurst Av (7) | 63 | 5,513,425 |
| QN | 82 St-Jackson Hts (7) | 64 | 5,481,685 |
| QN | Grand Av-Newtown (G,R,V) | 66 | 5,428,004 |
| QN | 103 St-Corona Plaza (7) | 73 | 5,142,820 |
| QN | Woodside-61 St (7) | 74 | 5,094,745 |
| QN | 23 St-Ely Av (E,V)/Long Island City- Court Sq (G) | 75 | 5,077,573 |
| QN | Astoria-Ditmars Blvd (N,W) | 79 | 4,941,924 |
| QN | 63 Dr-Rego Park (G,R,V) | 82 | 4,797,795 |
| QN | 46 St-Bliss St (7) | 87 | 4,499,243 |
| QN | Steinway St (G,R,V) | 94 | 4,355,617 |
| QN | Elmhurst Av (G,R,V) | 99 | 4,198,892 |
| QN | 30 Av (N,W) | 100 | 4,173,798 |
| QN | Broadway (N,W) | 104 | 4,057,520 |
| QN | 33 St-Rawson St (7) | 127 | 3,306,979 |
| QN | Astoria Blvd (N,W) | 129 | 3,266,184 |
| QN | 40 St-Lowery St (7) | 130 | 3,249,075 |
| QN | 111 St (7) | 139 | 3,077,946 |
| QN | 46 St (G,R,V) | 149 | 2,904,102 |
| QN | 67 Av (G,R,V) | 160 | 2,719,842 |
| QN | 45 Rd-Court House Sq (7) | 162 | 2,673,323 |
| QN | Queensboro Plaza (N,W,7) | 164 | 2,622,553 |
| QN | 169 St (F) | 173 | 2,404,252 |
| QN | Ozone Park-Lefferts Blvd (A) | 187 | 2,281,696 |
| QN | Queens Plaza (E,G,R,V) | 188 | 2,264,150 |
| QN | 36 Av (N,W) | 190 | 2,259,276 |
| QN | Northern Blvd (G,R,V) | 195 | 2,137,222 |
| QN | 21 St-Queensbridge (F) | 197 | 2,101,042 |
| QN | 52 St (7) | 200 | 2,039,685 |
| QN | Rockaway Blvd (A) | 202 | 2,034,344 |
| QN | Vernon Blvd-Jackson Av (7) | 205 | 2,016,912 |
| QN | Briarwood-Van Wyck Blvd (E,F) | 230 | 1,794,900 |
| QN | Parsons Blvd (F) | 232 | 1,782,783 |
| QN | Hunters Point Av (7) | 233 | 1,773,821 |
| QN | Willets Point-Shea Stadium (7) | 238 | 1,735,867 |
| QN | 69 St (7) | 253 | 1,646,525 |
| QN | Jamaica-Van Wyck (E) | 276 | 1,466,843 |
| QN | Sutphin Blvd (F) | 290 | 1,377,422 |
| QN | Fresh Pond Rd (M) | 295 | 1,328,877 |
| QN | Far Rockaway-Mott Av (A) | 297 | 1,300,501 |
| QN | 80 St (A) | 308 | 1,215,401 |
| QN | Woodhaven Blvd (J,Z) | 315 | 1,147,011 |
| QN | 75 Av (E,F) | 316 | 1,141,863 |
| QN | 85 St-Forest Pkwy (J) | 322 | 1,105,465 |
| QN | 75 St (J,Z) | 324 | 1,094,080 |
| QN | Forest Av (M) | 332 | 1,020,734 |
| QN | 65 St (G,R,V) | 340 | 987,693 |
| QN | Middle Village-Metropolitan Av (M) | 341 | 980,228 |
| QN | 36 St (G,R,V) | 349 | 910,220 |
| QN | Howard Beach-JFK Airport (A) | 354 | 879,258 |

| | | | |
|----|--|-----|--|
| QN | 111 St (A) | 365 | 808,656 |
| QN | 111 St (J) | 371 | 767,389 |
| QN | 88 St (A) | 373 | 748,114 |
| QN | Beach 60 St (A) | 376 | 716,916 |
| QN | 104 St (J,Z) | 379 | 702,374 |
| QN | Seneca Av (M) | 386 | 668,875 |
| QN | 39 Av (N,W) | 391 | 629,063 |
| QN | 121 St (J,Z) | 397 | 564,201 |
| QN | 104 St (A) | 399 | 546,821 |
| QN | Beach 67 St (A) | 403 | 512,214 |
| QN | Beach 25 St (A) | 406 | 483,783 |
| QN | Beach 90 St (A,S) | 408 | 450,634 |
| QN | Rockaway Park-Beach 116 St (A,S) | 411 | 309,175 |
| QN | Beach 98 St (A,S) | 412 | 307,880 |
| QN | 21 St (G) | 414 | 275,914 |
| QN | Aqueduct-North Conduit Av (A) | 415 | 273,839 |
| QN | Beach 36 St (A) | 418 | 252,933 |
| QN | Beach 44 St (A) | 419 | 139,454 |
| QN | Broad Channel (A,S) | 420 | 103,502 |
| QN | Beach 105 St (A,S) | 421 | 81,776 |
| QN | Aqueduct Racetrack (A) | 422 | 39,081 |
| QN | Long Island City-Court Sq (G) | | <i>See Queens Transfer: 23 St-Ely Av (E,V)/Long Island City-Court Sq (G)</i> |
| QN | 23 St-Ely Av (E,V) | | <i>See Queens Transfer: 23 St-Ely Av (E,V)/Long Island City-Court Sq (G)</i> |
| QN | Jackson Hts-Roosevelt Av (E,F,G,R,V) | | <i>See Queens Transfer: 74-Bway (7)/Jackson Hts-Roosevelt Av (E,F,G,R,V)</i> |
| QN | 74 St-Broadway (7) | | <i>See Queens Transfer: 74-Bway (7)/Jackson Hts-Roosevelt Av (E,F,G,R,V)</i> |
| QN | Jamaica Center-Parsons-Archer (E) | | <i>See Queens Transfer: Jamaica Center-Parsons-Archer (E,J,Z)</i> |
| QN | Jamaica Center-Parsons-Archer (J,Z) | | <i>See Queens Transfer: Jamaica Center-Parsons-Archer (E,J,Z)</i> |
| QN | Queensboro Plaza (7) | | <i>See Queens Transfer: Queensboro Plaza (N,W,7)</i> |
| QN | Queensboro Plaza (N,W) | | <i>See Queens Transfer: Queensboro Plaza (N,W,7)</i> |
| QN | Sutphin Blvd-Archer Av-JFK Airport (E,J,Z) | | <i>See Queens Transfer: Sutphin Blvd-Archer Av-JFK Airport (E,J,Z)</i> |

Appendix B

Asthma Hospitalizations, New York City, By UHF Neighborhood, Age 0-14 Years

Source: SPARCS data, July, 2005 update for 2004 hospitalizations. April 2006 update for all other years.

* Relative Standard Error is > 30% indicating low reliability

| Neighborhood | Year | | | | | | | | | | | | | |
|-------------------------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|-------------|-------------|-------------|
| | 1994 | | 1997 | | 2000 | | 2003 | | 2004 | | % change | | | |
| | N | Rate per 1,000 | N | Rate per 1,000 | N | Rate per 1,000 | N | Rate per 1,000 | N | Rate per 1,000 | 1994-2004 | 1997-2004 | 2000-2004 | 2003-2004 |
| Kingsbridge | 84 | 5.7 | 99 | 6.8 | 72 | 4.7 | 85 | 4.2 | 72 | 4.7 | -18% | -29% | 0% | 12% |
| Northeast Bronx | 277 | 8.5 | 344 | 9.5 | 305 | 7.7 | 385 | 9.7 | 308 | 7.8 | -8% | -18% | 1% | -20% |
| Fordham-Bronx Pk | 851 | 14.8 | 970 | 15.7 | 603 | 9.1 | 695 | 10.5 | 717 | 10.8 | -27% | -31% | 19% | 3% |
| Pelham-Throgs Neck | 654 | 11.4 | 771 | 12.6 | 572 | 8.8 | 644 | 9.9 | 571 | 8.8 | -23% | -30% | 0% | -11% |
| Crotona-Tremont | 905 | 15.8 | 959 | 16.3 | 583 | 9.6 | 805 | 13.3 | 665 | 11.0 | -30% | -33% | 15% | -17% |
| Highbridge-Morrisania | 937 | 18.1 | 1000 | 18.8 | 621 | 11.1 | 690 | 12.3 | 527 | 9.4 | -48% | -48% | -15% | -24% |
| Hunts Point-Mott Haven | 698 | 20.4 | 798 | 22.6 | 367 | 10.1 | 310 | 8.5 | 269 | 7.4 | -64% | -67% | -27% | -13% |
| Bronx | 4406 | 14.5 | 4941 | 15.4 | 3123 | 9.3 | 3595 | 10.7 | 3130 | 9.3 | -36% | -40% | 0% | -13% |
| Greenpoint | 173 | 5.8 | 120 | 4.0 | 66 | 2.2 | 83 | 2.8 | 85 | 2.9 | -50% | -28% | 32% | 4% |
| Downtown-Heights-Slope | 431 | 11.6 | 333 | 9.1 | 175 | 4.9 | 200 | 5.6 | 163 | 4.5 | -61% | -51% | -8% | -20% |
| Bedford Stuyvesant-Crown Hgts | 1100 | 13.8 | 1120 | 14.0 | 789 | 9.8 | 972 | 12.1 | 818 | 10.2 | -26% | -27% | 4% | -16% |
| East New York | 620 | 13.2 | 591 | 12.3 | 438 | 8.9 | 531 | 10.8 | 447 | 9.1 | -31% | -28% | 2% | -16% |
| Sunset Park | 208 | 8.5 | 183 | 7.1 | 87 | 3.2 | 77 | 2.8 | 87 | 2.5 | -71% | -65% | -22% | -11% |
| Borough Park | 178 | 2.6 | 183 | 2.5 | 104 | 1.3 | 93 | 1.2 | 101 | 1.3 | -50% | -48% | 0% | 8% |
| East Flatbush-Flatbush | 775 | 10.3 | 761 | 10.2 | 635 | 7.2 | 588 | 7.9 | 531 | 7.2 | -30% | -29% | 0% | -9% |
| Canarsie-Flatlands | 220 | 6.2 | 236 | 6.0 | 166 | 3.8 | 206 | 4.8 | 198 | 4.6 | -26% | -23% | 21% | -4% |
| Bensonhurst-Bay Ridge | 66 | 2.4 | 71 | 2.4 | 33 | 1.0 | 50 | 1.6 | 39 | 1.2 | -50% | -50% | 20% | -25% |
| Coney Island | 225 | 4.7 | 183 | 3.7 | 114 | 2.2 | 147 | 2.8 | 100 | 1.9 | -60% | -49% | -14% | -32% |
| Williamsburg-Bushwick | 780 | 14.2 | 704 | 12.9 | 550 | 10.1 | 622 | 11.4 | 659 | 12.1 | -15% | -6% | 20% | 6% |
| Brooklyn | 4778 | 9.1 | 4486 | 8.3 | 3055 | 5.6 | 3571 | 6.4 | 3208 | 5.8 | -36% | -30% | 5% | -9% |
| Washington Heights-Inwood | 449 | 7.8 | 537 | 9.2 | 293 | 5.0 | 294 | 5.0 | 234 | 4.0 | -49% | -57% | -20% | -20% |
| Central Harlem | 577 | 18.8 | 667 | 20.9 | 424 | 12.8 | 456 | 13.8 | 413 | 12.5 | -34% | -40% | -2% | -9% |
| East Harlem | 1001 | 40.2 | 733 | 29.2 | 438 | 17.2 | 358 | 14.1 | 332 | 13.1 | -67% | -55% | -24% | -7% |
| Upper West Side | 147 | 6.0 | 158 | 6.4 | 91 | 3.6 | 116 | 4.6 | 82 | 3.2 | -47% | -50% | -11% | -30% |
| Upper East Side | 79 | 3.8 | 88 | 4.0 | 41 | 1.8 | 61 | 2.6 | 44 | 1.9 | -50% | -53% | 6% | -27% |
| Chelsea-Clinton | 83 | 9.3 | 127 | 14.4 | 63 | 7.3 | 61 | 7.0 | 52 | 6.0 | -35% | -58% | -18% | -14% |
| Gramercy Park-Murray Hill | 47 | 6.8 | 48 | 6.7 | 28 | 3.7 | 26 | 3.5 | 22 | 2.9 | -57% | -57% | -22% | -17% |
| Greenwich Village-SoHo | 24 | 3.4 | 21 | 3.0 | 12 | 1.7 * | 13 | 1.8 * | 14 | 2.0 | -41% | -33% | 18% | 11% |
| Union Square | 301 | 11.5 | 243 | 9.6 | 115 | 4.7 | 133 | 5.4 | 118 | 4.6 | -58% | -50% | 2% | -11% |
| Lower Manhattan | 11 | 3.3 * | 12 | 3.5 * | 12 | 3.6 * | 15 | 4.4 | 12 | 3.5 * | 6% | 0% | 0% | -20% |
| Manhattan | 2721 | 12.9 | 2638 | 12.3 | 1517 | 6.9 | 1533 | 7.0 | 1324 | 6.1 | -53% | -50% | -12% | -13% |

Asthma Hospitalizations, New York City, By UHF Neighborhood, Age 0-14 Years

Source: SPARCS data, July, 2005 update for 2004 hospitalizations. April 2006 update for all other years.

* Relative Standard Error is > 30% indicating low reliability

| Neighborhood | Year | | | | | | | | | | | | | |
|--------------------------|--------------|----------------|--------------|----------------|-------------|----------------|--------------|----------------|-------------|----------------|-------------|-------------|------------|-------------|
| | 1994 | | 1997 | | 2000 | | 2003 | | 2004 | | % change | | | |
| | N | Rate per 1,000 | N | Rate per 1,000 | N | Rate per 1,000 | N | Rate per 1,000 | N | Rate per 1,000 | 1994-2004 | 1997-2004 | 2000-2004 | 2003-2004 |
| Long Island City-Astoria | 202 | 6.3 | 216 | 6.3 | 173 | 4.8 | 142 | 3.9 | 113 | 3.1 | -51% | -51% | -35% | -21% |
| Western Queens | 569 | 7.7 | 556 | 6.8 | 390 | 4.4 | 393 | 4.3 | 321 | 3.6 | -53% | -47% | -18% | -16% |
| Flushing | 175 | 4.5 | 134 | 3.3 | 148 | 3.6 | 146 | 3.5 | 147 | 3.5 | -22% | 6% | 0% | 0% |
| Bayside-Little Neck | 25 | 1.9 | 19 | 1.4 | 27 | 1.9 | 27 | 1.9 | 28 | 2.0 | 5% | 43% | 5% | 5% |
| Ridgewood | 164 | 4.7 | 185 | 4.9 | 156 | 3.8 | 183 | 4.5 | 180 | 3.9 | -17% | -20% | 3% | -13% |
| Fresh Meadows | 73 | 4.6 | 62 | 3.7 | 83 | 4.7 | 55 | 3.1 | 57 | 3.2 | -30% | -14% | -32% | 3% |
| Southwest Queens | 267 | 5.7 | 355 | 6.8 | 245 | 4.3 | 340 | 6.9 | 248 | 4.3 | -25% | -37% | 0% | -27% |
| Jamaica | 518 | 9.2 | 551 | 9.3 | 422 | 6.8 | 501 | 8.0 | 452 | 7.3 | -21% | -22% | 7% | -9% |
| Southeast Queens | 260 | 6.9 | 269 | 6.7 | 204 | 4.8 | 222 | 5.3 | 198 | 4.7 | -32% | -30% | -2% | -11% |
| Rockaway | 126 | 5.2 | 203 | 8.1 | 196 | 7.6 | 230 | 8.9 | 221 | 8.5 | 63% | 5% | 12% | -4% |
| Queens | 2388 | 6.4 | 2555 | 6.4 | 2051 | 4.8 | 2233 | 6.2 | 1948 | 4.8 | -28% | -28% | -4% | -12% |
| Port Richmond | 65 | 4.8 | 89 | 6.0 | 61 | 3.8 | 80 | 4.9 | 68 | 4.2 | -13% | -30% | 11% | -14% |
| Stapleton-St George | 102 | 4.7 | 113 | 4.9 | 94 | 3.8 | 120 | 4.9 | 97 | 3.9 | -17% | -20% | 3% | -20% |
| Willowbrook | 30 | 1.8 | 48 | 2.9 | 27 | 1.6 | 27 | 1.6 | 31 | 1.9 | 8% | -34% | 19% | 19% |
| South Beach-Tottenville | 47 | 1.4 | 81 | 2.3 | 59 | 1.6 | 71 | 1.9 | 43 | 1.2 | -14% | -48% | -25% | -37% |
| Richmond | 244 | 2.9 | 331 | 3.7 | 240 | 2.6 | 298 | 3.1 | 239 | 2.5 | -14% | -32% | 0% | -19% |
| New York City | 14537 | 9.7 | 14951 | 9.5 | 9986 | 6.1 | 11230 | 6.9 | 9849 | 6.0 | -38% | -37% | -2% | -13% |