

Access to Cars in New Orleans

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The devastation wrought by hurricane Katrina has laid bare many of the disparities that continue to separate Americans by race and class. One disparity that was immediately apparent in Katrina's aftermath concerned the size and composition of the area's population that lacked access to an automobile. These households, largely dependent on the limited emergency public transportation available to evacuate the city in advance of the storm, were those most likely to be left behind. In New Orleans, this population seemed quite large in size—and overwhelmingly black.

What do we know about differences in access to cars across the nation and within New Orleans in particular? Was the evident disparity a matter of race, class, or both? Who was most likely to be affected?

In the tables below, we use data from the 2000 Census of Population and Housing (the most recent data available that can speak to this issue) to explore disparities in access to automobiles. While the tables and figures reveal many patterns, the key points are as follows:

Access to automobiles was particularly low in and around New Orleans. About one in four New Orleans residents, and one in seven in the wider New Orleans metropolitan area, lacked access to a car in 2000. Out of 297 metropolitan areas in the U.S., New Orleans ranked fourth in the proportion of its households without car access, behind three metros in the greater New York area (Table 1 and Figure 1). Among 140 big cities, New Orleans ranked ninth on this measure, far higher than demographically similar cities like Detroit and Memphis (Table 2 and Figure 2).

Black households nationwide are considerably less likely than white households to have access to a car, but this disparity is even more pronounced in New Orleans. In the New Orleans metro area as in the rest of the nation, about 5 percent of non-Hispanic whites lacked auto access. By contrast, 27 percent of African Americans in the New Orleans area lacked access to a car, compared to 19 percent of blacks nationwide (Table 3, Panels A and B).

The racial divide in auto ownership partially—though not fully—reflects racial differences in income. Even among the poor, white are considerably more likely to have access to a car than blacks. Even within the city of New Orleans, where public transit options might be expected to

narrow these disparities, 52 percent of poor blacks lacked car access, versus just 17 percent of poor whites (Table 3, Panels B and C).

Vulnerable populations—children and the elderly—were especially likely to inhabit households that lacked car access. In the New Orleans area these groups made up 38 percent of the population generally, but 48 percent of people in households without cars. Similarly, households below (53 percent) or just above (26 percent) the poverty line together made up the vast majority of those lacking car access (Table 4).

Table 1
Percent and Number of Residents in Households with no Access to an Automobile, 2000

Top ten metropolitan areas	Percent with no auto access	Population with no auto access
New York-Northeastern NJ	42%	3,949,939
Jersey City, NJ	30%	182,252
Waterbury, CT	16%	17,731
New Orleans, LA	14%	175,289
Philadelphia, PA	13%	646,269
Baltimore, MD	12%	290,809
Newark, NJ	12%	243,673
San Francisco-Oakland-Vallejo, CA	12%	201,303
Chicago-Gary-Lake, IL	11%	877,429
Los Angeles-Long Beach, CA	11%	1,036,738
All metropolitan areas		
Abilene, TX	5%	6,476
Akron, OH	5%	35,049
Albany, GA	9%	10,975
Albany-Schenectady-Troy, NY	8%	62,644
Albuquerque, NM	5%	32,386
Alexandria, LA	9%	11,541
Allentown-Bethlehem-Easton, PA/NJ	7%	41,857
Altoona, PA	8%	10,082
Amarillo, TX	4%	7,863
Anchorage, AK	4%	11,125
Ann Arbor, MI	3%	15,610
Anniston, AL	6%	6,331
Appleton-Oshkosh-Neenah, WI	3%	9,606
Asheville, NC	5%	11,461
Athens, GA	5%	8,386
Atlanta, GA	6%	255,959
Atlantic City, NJ	11%	38,481
Auburn-Opelika, AL	4%	4,871
Augusta-Aiken, GA-SC	7%	30,915
Austin, TX	5%	52,757
Bakersfield, CA	8%	53,768
Baltimore, MD	12%	290,809
Barnstable-Yarmouth, MA	3%	4,326
Baton Rouge, LA	6%	39,183

Beaumont-Port Arthur-Orange, TX	7%	26,692
Bellingham, WA	4%	7,390
Benton Harbor, MI	6%	9,366
Bergen-Passaic, NJ	9%	122,761
Billings, MT	4%	5,779
Biloxi-Gulfport, MS	5%	14,449
Binghamton, NY	8%	19,137
Birmingham, AL	7%	52,528
Bloomington, IN	4%	5,341
Bloomington-Normal, IL	4%	5,483
Boise City, ID	3%	13,922
Boston, MA	10%	334,172
Boulder-Longmont, CO	4%	8,061
Brazoria, TX	3%	7,725
Bremerton, WA	4%	10,105
Bridgeport, CT	9%	31,838
Brockton, MA	6%	14,643
Brownsville-Harlingen-San Benito, TX	9%	29,783
Bryan-College Station, TX	5%	8,051
Buffalo-Niagara Falls, NY	10%	122,645
Canton, OH	4%	17,479
Cedar Rapids, IA	4%	8,160
Champaign-Urbana-Rantoul, IL	6%	11,418
Charleston-N. Charleston, SC	9%	39,429
Charlotte-Gastonia-Rock Hill, SC	5%	72,754
Charlottesville, VA	5%	7,676
Chattanooga, TN/GA	5%	22,215
Chicago-Gary-Lake, IL	11%	877,429
Chico, CA	5%	11,088
Cincinnati OH/KY/IN	8%	115,193
Clarksville-Hopkinsville, TN/KY	4%	5,560
Cleveland, OH	8%	184,821
Colorado Springs, CO	4%	18,777
Columbia, MO	5%	6,595
Columbia, SC	6%	31,832
Columbus, GA/AL	9%	17,118
Columbus, OH	5%	79,196
Corpus Christi, TX	5%	12,422
Dallas-Fort Worth, TX	5%	177,464
Danbury, CT	3%	5,288
Danville, VA	10%	11,156

Davenport, IA Rock Island-Moline, IL	6%	15,215
Daytona Beach, FL	5%	20,458
Dayton-Springfield, OH	6%	59,374
Decatur, AL	4%	5,927
Decatur, IL	6%	6,955
Denver-Boulder-Longmont, CO	6%	111,526
Des Moines, IA	4%	16,708
Detroit, MI	7%	312,133
Dothan, AL	6%	7,819
Dover, DE	6%	7,105
Duluth-Superior, MN/WI	7%	13,568
Dutchess Co., NY	5%	14,377
Eau Claire, WI	4%	5,815
El Paso, TX	7%	49,802
Elkhart-Goshen, IN	7%	12,767
Erie, PA	7%	19,267
Eugene-Springfield, OR	5%	16,588
Evansville, IN/KY	5%	13,710
Fargo-Morehead, ND/MN	4%	5,386
Fayetteville, NC	5%	14,736
Fayetteville-Springdale, AR	3%	10,714
Fitchburg-Leominster, MA	7%	9,583
Flagstaff, AZ-UT	5%	5,947
Flint, MI	9%	22,122
Florence, AL	4%	5,712
Fort Collins-Loveland, CO	3%	5,949
Fort Lauderdale-Hollywood-Pompano Beach, FL	6%	105,401
Fort Myers-Cape Coral, FL	5%	20,280
Fort Pierce, FL	4%	14,406
Fort Smith, AR/OK	5%	8,874
Fort Walton Beach, FL	2%	4,165
Fort Wayne, IN	6%	25,801
Fort Worth-Arlington, TX	4%	69,076
Fresno, CA	10%	88,046
Gadsden, AL	6%	6,620
Gainesville, FL	5%	11,773
Galveston-Texas City, TX	6%	16,002
Gary-Hammond-East Chicago, IN	7%	41,805
Glens Falls, NY	5%	6,470
Goldsboro, NC	7%	7,462
Grand Junction, CO	4%	4,003

Grand Rapids, MI	4%	41,595
Greeley, CO	3%	6,227
Green Bay, WI	4%	8,340
Greensboro-Winston Salem-High Point, NC	6%	69,650
Greenville, NC	7%	9,507
Greenville-Spartanburg-Anderson SC	6%	44,295
Hagerstown, MD	6%	7,477
Hamilton-Middleton, OH	4%	14,568
Harrisburg-Lebanon-Carlisle, PA	6%	38,170
Hartford-Bristol-Middleton-New Britain, CT	10%	71,732
Hattiesburg, MS	5%	5,163
Hickory-Morgantown, NC	4%	13,658
Honolulu, HI	8%	71,373
Houma-Thibodoux, LA	7%	7,677
Houston-Brazoria, TX	6%	271,082
Huntsville, AL	4%	12,276
Indianapolis, IN	5%	80,229
Iowa City, IA	4%	4,313
Jackson, MI	5%	7,684
Jackson, MS	6%	28,334
Jackson, TN	8%	8,276
Jacksonville, FL	6%	63,967
Jacksonville, NC	4%	5,496
Jamestown-Dunkirk, NY	8%	11,210
Janesville-Beloit, WI	3%	5,059
Jersey City, NJ	30%	182,252
Johnson City-Kingsport-Bristol, TN/VA	4%	14,139
Johnstown, PA	6%	14,667
Joplin, MO	4%	6,336
Kalamazoo-Portage, MI	5%	21,581
Kankakee, IL	5%	5,168
Kansas City, MO-KS	5%	84,916
Kenosha, WI	4%	6,127
Killeen-Temple, TX	4%	11,367
Knoxville, TN	5%	26,109
Kokomo, IN	5%	4,574
LaCrosse, WI	4%	4,347
Lafayette, LA	7%	17,887
Lafayette-W. Lafayette, IN	4%	7,361
Lake Charles, LA	6%	10,688
Lakeland-Winterhaven, FL	5%	24,498

Lancaster, PA	9%	41,469
Lansing-E. Lansing, MI	4%	18,255
Laredo, TX	8%	15,983
Las Cruces, NM	4%	6,652
Las Vegas, NV	7%	101,104
Lawrence-Haverhill, MA/NH	10%	25,762
Lexington-Fayette, KY	6%	15,256
Lima, OH	4%	6,729
Lincoln, NE	4%	9,180
Little Rock-North Little Rock, AR	6%	33,504
Longview-Marshall, TX	6%	10,067
Los Angeles-Long Beach, CA	11%	1,036,738
Louisville, KY/IN	7%	68,185
Lowell, MA/NH	5%	16,011
Lubbock, TX	5%	12,403
Lynchburg, VA	7%	14,208
Macon-Warner Robins, GA	7%	23,754
Madison, WI	5%	23,613
Manchester, NH	6%	6,839
Mansfield, OH	5%	6,900
McAllen-Edinburg-Pharr-Mission, TX	7%	42,237
Medford, OR	3%	6,220
Melbourne-Titusville-Cocoa-Palm Bay, FL	4%	17,223
Memphis, TN/AR/MS	9%	85,869
Merced, CA	9%	18,490
Miami-Hialeah, FL	10%	228,192
Middlesex-Somerset-Hunterdon, NJ	5%	61,028
Milwaukee, WI	9%	140,448
Minneapolis-St. Paul, MN	5%	154,771
Mobile, AL	6%	34,471
Modesto, CA	7%	29,312
Monmouth-Ocean, NJ	5%	60,251
Monroe, LA	11%	16,034
Montgomery, AL	6%	21,664
Muncie, IN	5%	5,503
Myrtle Beach, SC	5%	9,179
Naples, FL	4%	9,289
Nashua, NH	5%	5,999
Nashville, TN	5%	56,176
Nassau Co, NY	4%	120,914
New Bedford, MA	10%	17,524

New Haven-Meriden, CT	11%	39,930
New Orleans, LA	14%	175,289
New York-Northeastern NJ	42%	3,949,939
Newark, NJ	12%	243,673
Newburgh-Middletown, NY	9%	30,939
Norfolk-VA Beach-Newport News, VA	7%	103,646
Oakland, CA	7%	169,166
Ocala, FL	4%	10,544
Odessa, TX	5%	12,022
Oklahoma City, OK	5%	44,908
Olympia, WA	5%	9,856
Omaha, NE/IA	5%	29,776
Orange County, CA	5%	152,799
Orlando, FL	5%	75,368
Panama City, FL	5%	6,935
Pensacola, FL	5%	21,380
Peoria, IL	5%	17,920
Philadelphia, PA/NJ	13%	646,269
Phoenix, AZ	5%	166,950
Pittsburgh-Beaver Valley, PA	9%	198,462
Portland, ME	5%	13,000
Portland-Vancouver, OR	5%	97,319
Providence-Fall River-Pawtucket, MA/RI	9%	87,841
Provo-Orem, UT	3%	9,183
Pueblo, CO	7%	9,620
Punta Gorda, FL	4%	5,160
Racine, WI	5%	9,833
Raleigh-Durham, NC	5%	56,984
Reading, PA	8%	27,727
Redding, CA	5%	8,130
Reno, NV	7%	23,300
Richland-Kennewick-Pasco, WA	4%	8,165
Richmond-Petersburg, VA	7%	67,107
Riverside-San Bernardino, CA	6%	203,710
Roanoke, VA	6%	13,864
Rochester, MN	4%	5,421
Rochester, NY	7%	72,861
Rockford, IL	5%	16,827
Rocky Mount, NC	9%	12,550
Sacramento, CA	6%	96,444
Saginaw-Bay City-Midland, MI	5%	19,880

Salem, OR	5%	14,585
Salinas-Sea Side-Monterey, CA	6%	17,461
Salt Lake City-Ogden, UT	3%	45,122
San Antonio, TX	7%	106,999
San Diego, CA	6%	179,556
San Francisco-Oakland-Vallejo, CA	12%	201,303
San Jose, CA	4%	75,538
San Luis Obispo-Atascadero-P Robles, CA	4%	8,650
Santa Barbara-Santa Maria-Lompoc, CA	6%	23,078
Santa Cruz, CA	5%	11,994
Santa Fe, NM	3%	4,913
Santa Rosa-Petaluma, CA	4%	17,087
Sarasota, FL	4%	25,992
Savannah, GA	9%	21,350
Scranton-Wilkes-Barre, PA	7%	45,835
Seattle-Everett, WA	5%	123,523
Sharon, PA	7%	7,983
Sheboygan, WI	4%	4,098
Shreveport, LA	9%	36,052
Sioux City, IA/NE	6%	5,702
Sioux Falls, SD	4%	5,287
South Bend-Mishawaka, IN	6%	14,854
Spokane, WA	5%	21,624
Springfield, IL	8%	8,942
Springfield, MO	4%	14,322
Springfield-Holyoke-Chicopee, MA	9%	55,486
St. Cloud, MN	3%	4,840
St. Joseph, MO	6%	5,652
St. Louis, MO-IL	7%	173,574
Stamford, CT	5%	18,998
State College, PA	6%	8,084
Stockton, CA	7%	41,948
Sumter, SC	8%	8,554
Syracuse, NY	8%	58,100
Tacoma, WA	5%	32,222
Tallahassee, FL	6%	16,044
Tampa-St. Petersburg-Clearwater, FL	6%	135,858
Terre Haute, IN	5%	7,040
Toledo, OH/MI	6%	36,775
Topeka, KS	4%	7,534
Trenton, NJ	9%	31,239

Tucson, AZ	7%	58,110
Tulsa, OK	5%	37,376
Tuscaloosa, AL	6%	9,925
Tyler, TX	4%	7,665
Utica-Rome, NY	8%	22,703
Vallejo-Fairfield-Napa, CA	4%	23,372
Ventura-Oxnard-Simi Valley, CA	4%	29,415
Vineland-Milville-Bridgetown, NJ	10%	14,495
Visalia-Tulare-Porterville, CA	9%	31,867
Waco, TX	5%	11,194
Washington, DC/MD/VA	8%	396,047
Waterbury, CT	16%	17,731
Waterloo-Cedar Falls, IA	5%	6,025
Wausau, WI	3%	3,926
West Palm Beach-Boca Raton-Delray Beach, FL	6%	67,890
Wichita Falls, TX	5%	6,548
Wichita, KS	4%	21,568
Williamsport, PA	6%	7,484
Wilmington, DE/NJ/MD	6%	31,000
Wilmington, NC	5%	12,447
Worcester, MA	9%	26,112
Yakima, WA	6%	12,514
Yolo, CA	6%	10,916
York, PA	5%	18,595
Youngstown-Warren, OH-PA	5%	32,070
Yuba City, CA	6%	8,869
Yuma, AZ	6%	9,649

Tabulations from the 5 Percent Public Use Microdata Sample of the U.S. Census of Population and Housing.

Table 2
Percent and Number of Residents in Households with no Access to an Automobile
U.S. Central Cities, 2000

Top ten cities	Percent with no auto access	Population with no auto access
New York, NY	48%	3,815,980
Newark, NJ	38%	101,835
Jersey City, NJ	34%	83,610
Baltimore, MD	32%	205,544
Hartford, CT	32%	38,975
Washington, DC	32%	182,927
Philadelphia, PA	30%	460,331
Boston, MA	28%	163,340
New Orleans, LA	26%	123,084
Buffalo, NY	26%	75,563
 All cities		
Akron, OH	9%	20,635
Alexandria, VA	10%	12,697
Allentown, PA	15%	16,619
Anaheim, CA	8%	25,870
Anchorage, AK	4%	11,125
Ann Arbor, MI	5%	6,075
Bakersfield, CA	7%	18,287
Baltimore, MD	32%	205,544
Baton Rouge, LA	10%	23,830
Beaumont, TX	10%	11,534
Bellevue, WA	3%	3,791
Boise, ID	3%	6,329
Boston, MA	28%	163,340
Bridgeport, CT	19%	26,317
Brownsville, TX	10%	14,592
Buffalo, NY	26%	75,563
Burbank, CA	8%	7,769
Cambridge, MA	19%	19,719
Cape Coral, FL	2%	2,269
Charlotte, NC	7%	36,177
Chattanooga, TN	10%	14,744
Chesapeake, VA	4%	8,292

Chicago, IL	23%	668,489
Cincinnati, OH	20%	67,740
Cleveland, OH	21%	98,461
Columbia, SC	12%	13,584
Columbus, GA	9%	17,118
Corona, CA	5%	5,898
Corpus Christi, TX	7%	19,815
Costa Mesa, CA	5%	5,952
Dayton, OH	16%	27,580
Des Moines, IA	6%	12,778
Detroit, MI	18%	171,495
Downey, CA	7%	7,913
El Monte, CA	15%	17,000
Elizabeth, NJ	21%	25,106
Erie, PA	13%	13,573
Evansville, IN	8%	10,434
Fayetteville, NC	8%	8,928
Flint, MI	13%	16,680
Fontana, CA	6%	7,206
Fort Collins, CO	3%	3,596
Fort Wayne, IN	7%	13,376
Fresno, CA	13%	53,958
Fullerton, CA	6%	7,754
Garden Grove, CA	6%	9,763
Gary, IN	15%	15,395
Glendale, CA	11%	20,611
Grand Rapids, MI	8%	16,699
Green Bay, WI	5%	5,605
Greensboro, NC	7%	16,373
Hampton, VA	7%	9,602
Hartford, CT	32%	38,975
Huntington Beach, CA	4%	7,006
Huntsville, AL	5%	7,653
Independence, MO	4%	4,595
Inglewood, CA	12%	13,405
Irvine, CA	3%	3,850
Irving, TX	5%	9,184
Jackson, MS	10%	17,982
Jersey City, NJ	34%	83,610
Kansas City, MO	10%	41,870
Knoxville, TN	8%	14,410

Lafayette, LA	8%	8,824
Lancaster, CA	8%	9,809
Lansing, MI	8%	8,902
Lexington-Fayette, KY	6%	15,256
Little Rock, AR	8%	14,313
Livonia, MI	2%	2,298
Long Beach, CA	15%	68,720
Los Angeles, CA	15%	553,423
Lowell, MA	11%	12,239
Madison, WI	9%	18,731
Manchester, NH	6%	6,839
McAllen, TX	6%	6,662
Memphis, TN	12%	79,027
Milwaukee, WI	18%	109,656
Minneapolis, MN	15%	58,005
Mobile, AL	10%	19,307
Modesto, CA	7%	12,982
Montgomery, AL	8%	16,613
Moreno Valley, CA	5%	7,402
New Haven, CT	23%	28,996
New Orleans, LA	26%	123,084
New York, NY	48%	3,815,980
Newark, NJ	38%	101,835
Newport News, VA	9%	15,379
Norfolk, VA	14%	32,485
North Las Vegas, NV	8%	9,391
Norwalk, CA	6%	6,744
Oklahoma City, OK	6%	31,123
Ontario, CA	8%	12,314
Orange, CA	5%	6,449
Oxnard, CA	7%	11,517
Palmdale, CA	7%	7,882
Pasadena, CA	10%	14,277
Pasadena, TX	7%	9,523
Paterson, NJ	24%	36,268
Peoria, IL	10%	11,110
Philadelphia, PA	30%	460,331
Pittsburgh, PA	22%	71,588
Plano, TX	2%	3,530
Pomona, CA	9%	13,345
Providence, RI	17%	29,911

Provo, UT	3%	3,609
Raleigh, NC	5%	14,698
Rancho Cucamonga, CA	3%	3,805
Reno, NV	10%	17,394
Richmond, VA	19%	36,909
Riverside, CA	7%	17,946
Rochester, NY	21%	44,507
Rockford, IL	8%	12,086
Sacramento, CA	10%	41,076
Saint Louis, MO	22%	74,966
Saint Paul, MN	12%	33,949
Salinas, CA	6%	9,529
Salt Lake City, UT	8%	13,518
San Bernardino, CA	12%	23,137
San Buenaventura (Ventura), CA	4%	4,449
San Francisco, CA	21%	160,445
Santa Ana, CA	10%	33,992
Santa Clarita, CA	4%	5,452
Savannah, GA	15%	18,985
Seattle, WA	11%	62,269
Simi Valley, CA	2%	2,165
Sioux Falls, SD	4%	5,287
South Bend, IN	9%	9,786
Spokane, WA	8%	16,080
Springfield, IL	8%	8,942
Springfield, MA	19%	28,664
Springfield, MO	6%	8,982
Stamford, CT	8%	9,728
Sterling Heights, MI	3%	3,877
Stockton, CA	11%	25,747
Syracuse, NY	21%	30,807
Tacoma, WA	8%	14,894
Thousand Oaks, CA	3%	2,984
Toledo, OH	10%	30,329
Torrance, CA	4%	5,387
Tulsa, OK	7%	26,649
Vancouver, WA	6%	8,378
Virginia Beach, VA	3%	14,698
Warren, MI	4%	5,579
Washington, DC	32%	182,927
Waterbury, CT	16%	17,731

West Covina, CA	5%	5,117
Wichita, KS	5%	17,093
Winston-Salem, NC	9%	17,394
Worcester, MA	14%	23,152
Yonkers, NY	23%	46,171

Tabulations from the 5 Percent Public Use Microdata Sample of the U.S. Census of Population and Housing.

Table 3**Percentage of Residents without Household Access to Automobile by Race and Ethnicity:
The Nation as a Whole, the New Orleans Metropolitan Area, and the City of New Orleans**

Panel A: All U.S. Residents						
	All Residents	White, non-Hispanic	Black, Non-Hispanic	Other, non-Hispanic	Hispanic	
All	7.8%	4.6%	19.0%	9.6%	13.7%	
Poor ^a	20.4%	12.1%	33.4%	20.9%	25.0%	
Near Poor ^b	12.4%	9.0%	21.4%	14.6%	14.0%	
Non Poor ^c	4.0%	2.7%	9.9%	5.5%	7.8%	
Panel B: The New Orleans Metropolitan Area						
	All Residents	White, non-Hispanic	Black, Non-Hispanic	Other, non-Hispanic	Hispanic	
All	14.1%	4.7%	27.3%	6.8%	10.2%	
Poor ^a	35.8%	13.3%	46.7%	17.8%	22.1%	
Near Poor ^b	18.9%	10.5%	27.2%	7.5%	8.5%	
Non Poor ^c	4.9%	2.5%	10.7%	2.7%	7.1%	
Panel C: The City of New Orleans						
	All Residents	White, non-Hispanic	Black, Non-Hispanic	Other, non-Hispanic	Hispanic	
All	25.5%	9.7%	32.7%	9.1%	20.9%	
Poor ^a	46.7%	17.4%	52.4%	22.1%	40.2%	
Near Poor ^b	30.2%	22.1%	33.4%	3.5%	21.0%	
Not Poor ^c	10.0%	5.9%	13.2%	4.9%	11.5%	

Tabulations from the 5 % Public Use Microdata Sample of the U.S. Census of Population and Housing.

- a. Individuals in households with incomes under 100 percent of the federal poverty line.
- b. Individuals in households with incomes between 100 and 200 percent of the federal poverty line.
- c. Individuals in households with incomes greater than 200 percent of the federal poverty line.

Table 4
Basic Demographic and Socioeconomic Characteristics of Residents in Households With and Without Access to Automobiles in 2000
The Nation as a Whole, the New Orleans Metropolitan Area, and the City of New Orleans

Panel A: All U.S. Residents			
	All Residents	In Household with a Car	In Household with no Car
Percent White, non-Hisp.	69.1%	71.5%	40.6%
Percent Black, non-Hisp.	12.5%	11.0%	30.5%
Percent Other, non-Hisp.	4.6%	4.5%	5.7%
Percent Hispanic	12.5%	11.7%	22.0%
Percent 17 and Under	25.6%	25.7%	24.8%
Percent 65 and Over	11.8%	11.1%	19.9%
Percent homeowners	67.3%	70.6%	28.2%
Percent poor ^a	14.6%	12.6%	38.4%
Percent near poor ^b	16.9%	16.0%	26.7%
Panel B: The New Orleans Metropolitan Area			
	All Residents	In Household with a Car	In Household with no Car
Percent White, non-Hisp.	52.2%	57.9%	17.8%
Percent Black, non-Hisp.	39.6%	33.5%	76.9%
Percent Other, non-Hisp.	2.8%	3.0%	1.3%
Percent Hispanic	4.7%	4.9%	3.5%
Percent 17 and Under	26.6%	25.5%	33.2%
Percent 65 and Over	10.8%	10.2%	14.7%
Percent homeowners	63.0%	69.2%	25.0%
Percent poor ^a	20.8%	15.5%	53.0%
Percent near poor ^b	19.3%	18.2%	26.0%
Panel C: The City of New Orleans			
	All Residents	In Household with a Car	In Household with no Car
Percent White, non-Hisp.	26.9%	32.6%	10.2%
Percent Black, non-Hisp.	67.0%	60.5%	86.1%
Percent Other, non-Hisp.	2.4%	3.0%	0.9%
Percent Hispanic	3.1%	3.3%	2.6%
Percent 17 and Under	26.8%	24.1%	34.5%
Percent 65 and Over	11.1%	10.6%	12.8%
Percent homeowners	47.6%	56.8%	20.6%
Percent poor ^a	30.5%	21.8%	55.9%
Percent near poor ^b	21.5%	20.1%	25.4%

Tabulations from the 5 % Public Use Microdata Sample of the U.S. Census of Population and Housing.

a. Individuals in households with incomes less than 100 percent of the federal poverty line.

b. Individuals in households with incomes between 100 and 200 percent of the federal poverty line.

Figure 1

Frequency of U.S. Metropolitan Areas by the Percent of the Resident Population with No Access to a Household Automobile

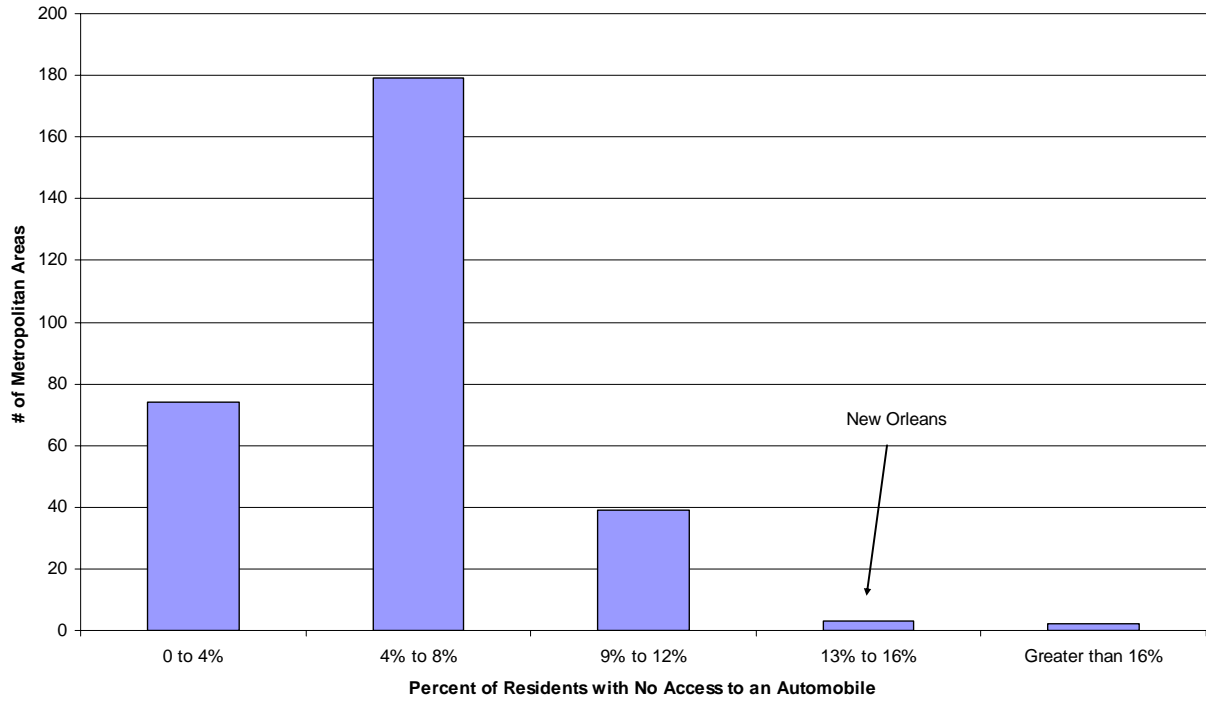


Figure 2

Frequency of U.S. Cities by the Percent of the Resident Population with No Access to a Household Automobile

