

Census
Demographics

Housing and
Community
Development

Children
and Family
Health

Crime and
Safety

Workforce and
Economic
Development

Education
and Youth

Arts and
Culture

Sustainability



Measuring Progress Toward
a Better Quality of Life in
Every Neighborhood





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Sustainability¹ takes on various meanings in Baltimore's diverse communities, but in an effort to provide a common framework, in 2009 the City of Baltimore adopted the five year Baltimore Sustainability Plan to increase community engagement in stewardship of its own social, environmental, and economic future. The strategies for creating a sustainable future include improving the cleanliness of the city, preventing pollution, conserving important resources such as energy and water, greening the city through planting trees and establishing local food systems, improving public transport and facilitating alternate transportation such as bicycling, raising environmental awareness through education, and "greening" the economy by supporting green and local businesses in Baltimore.²

Based on the implementation of strategies in

the plan, Baltimore received a top 5-STAR rating from STAR communities for efforts to become a more sustainable city. The rating was based on high marks for strong neighborhood culture and the Baltimore Neighborhood Indicators Alliance was mentioned as a key program contributing to community improvement through the *Vital Signs* report that tracks a number of indicators that highlight the City's progress.

Looking back at data from the past five years, we can see that Baltimore City saw some significant improvements in its sustainability goals. From 2010 to 2014, the rate of 311 calls for dirty streets

and alleys dropped from 75.6 per 1,000 residents to 52.8 per 1,000 residents. In the years 2013 and 2014, the City planted 11,379 trees. From 2010 to 2014, there were 6,028 homes weatherized, or 3.0% of the total number of residential properties in 2014. For public engagement, the percent of the population over the age of 18 that voted in the general election rose from 18.6% in 2010 to 28.7% in 2014. As the next five year plan is implemented, the indicators that *Vital Signs* tracks will continue being important for measuring the City's progress.

In *Vital Signs 14*, a total of 23 indicators for Community Statistical Areas (CSAs)³ track the City's progress towards sustainability. These indicators are grouped into the following categories: *sanitation, transportation, green space and water use, energy and weatherization, and community engagement*.

Data

Data for *Vital Signs 14* Sustainability indicators comes from sources that can be grouped into the following categories:

¹ In 1987, the UN Brundtland Commission defined sustainable development as "meeting the needs of the present without compromising the ability of future generations to meet their own needs."

² Baltimore Commission on Sustainability (2009) *The Baltimore Sustainability Plan*. www.baltimoresustainability.org/plans/sustainability-plan

³ CSAs are groups of census tracts that correspond to neighborhoods. See *Vital Signs 14* Introduction

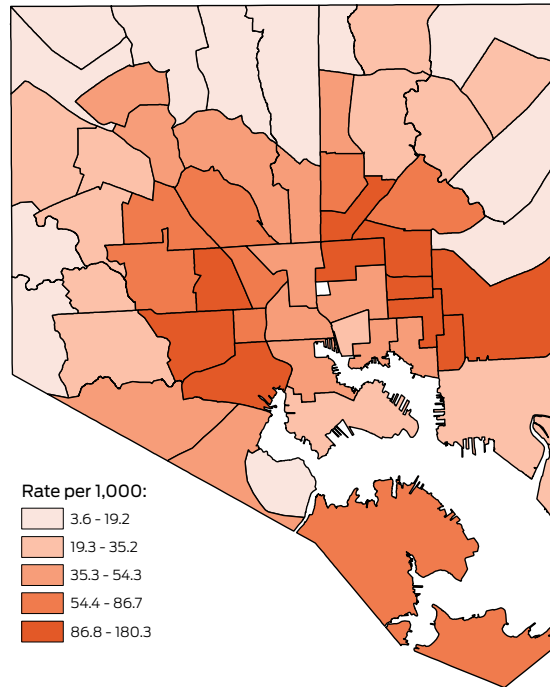
- *City sources:* CitiStat/Baltimore 311, Department of Public Works, Department of Parks and Recreation, TreeBaltimore, Board of Elections
- *State sources:* Maryland Department of Housing and Community Development
- *Federal sources:* American Community Survey
- *Proprietary sources:* Walk Score®

When possible, indicators are created by normalizing data by population or the number of residential properties to establish rates that allow for comparison across neighborhoods and over time.

Sanitation

When Baltimore residents were surveyed about what sustainability issue was most important to them, sanitation or cleanliness rose to the top as an important component of quality of life. *Vital Signs 14* continues to track two indicators that measure the cleanliness of Baltimore City: the rate of dirty streets and alleys and the rate of clogged storm drains. Data originates from calls for service requests, which occur when residents, employees of businesses, City employees, or anyone calls the City's 311 line, utilizes the new 311 mobile phone application, or files a request for service on the City's website to report a wide variety of incidents or problems ranging from piles of trash to broken streetlights to pot-holes to broken equipment at a public park.

Rate of Dirty Street and Alley Reports per 1,000 Residents, 2014



- The rate of reported dirty streets and alleys from 2013 to 2014 remained relatively stable, with 52.5 per 1,000 residents in 2013 and 52.8 per 1,000 in 2014. In 2014, the CSAs with the highest rates of reported dirty streets and alleys included Washington

Village (180.3 per 1,000 residents), Patterson Park North & East (162.5 per 1,000 residents), and Midway/Coldstream (135.2 per 1,000 residents). The CSAs with the lowest rates of reported dirty streets and alleys included Cross-Country/Cheswolde (3.6 per 1,000 residents), Dickeyville/Franklinton (3.9 per 1,000 residents), and Cherry Hill (8.2 per 1,000 residents).

- Between 2013 and 2014, the rate of reported clogged storm drains decreased from 6.2 per 1,000 residents in 2013 to 3.2 per 1,000 residents in 2014. In 2014, the CSAs with the highest rates of reported clogged storm drains included Washington Village (11.8 per 1,000 residents), Greater Roland Park/Poplar Hill (10.2), and Downtown/Seton Hill (7.0 per 1,000 residents). The CSAs with the lowest rates of reported clogged storm drains included Cherry Hill (0.9 per 1,000 residents), Greater Charles Village/Barclay (0.9 per 1,000 residents), and Cross-Country/Cheswolde (1.2 per 1,000 residents).

Transportation

Urban living often means having access to alternative means of transportation that reduce vehicle miles traveled by car. Baltimore's mid size transportation system includes regional rail (MARC), metro, light-rail, the Charm City Circulator, and a system of local and commuter buses. While transportation is robust for move-

Data Story: The Relationship between Travel Time to Work and Population Decline

Although the *Vital Signs* report provides more than 100 quality of life indicators for every neighborhood in Baltimore, perhaps the most fundamental indicators of community health are those of population growth or decline. Stability or growth in population means that new residents are attracted to a neighborhood because of the housing, schools, or other urban amenities. For a city like Baltimore, that has experienced more than six decades of population decline, most media reports suggest the main reasons stem from high crime or poor quality education. Research by BNIA-JFI has shown that at the neighborhood level, the indicator that is the strongest correlation to population decline is long commute times, particularly travel time to work over 45 minutes.

The impact on urban neighborhoods of long commute times is twofold. Chances are high for an employed resident to move closer to a job more than 45 minutes away, as the negative correlation to population growth implies; conversely, chances are high for a worker to not keep a job and become unemployed. Neither outcome contributes to the quality of life in the neighborhood itself.

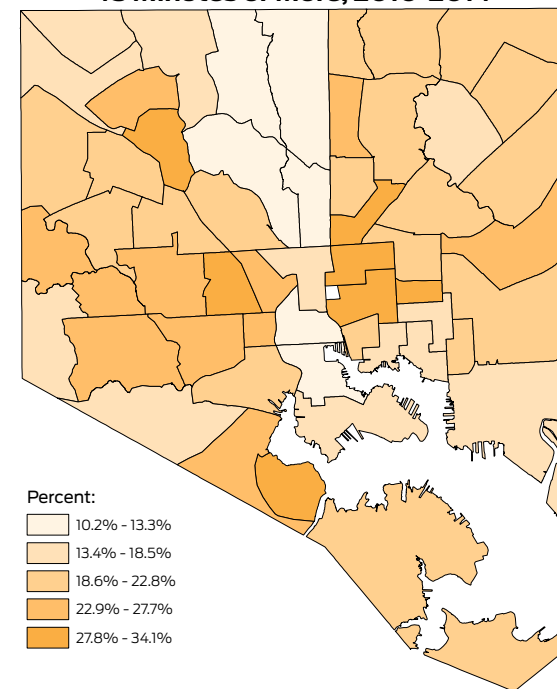
The neighborhoods with the highest percentage of people traveling more than 45 minutes to work are Sandtown-Winchester/Harlem Park (34.1%), Madison/East End (34.0%), and Oldtown/Middle East (30.3%). Longer commutes can be a barrier to reliably getting to work on time particular when relying on public transportation. These CSAs are also mostly the same ones with the highest percentage of residents who use public transportation to get to work: Sandtown-Winchester/Harlem Park (43.7%), Madison/East End (40.2%), and Greenmount East (39.7%).

For a neighborhood to “compete” for new residents and jobs in the regional context, it must have locational advantages that meet the needs of people living there. In our increasingly interconnected region, that advantage may not mean that every neighborhood has to have all amenities, but rather everyone living in any neighborhood should be able to access amenities that

may be located anywhere in the region, like a job or shopping centers or transportation hubs. Accessibility for everyone in every neighborhood is the key to regional equity in the 21st century; policies and programs that consider both people and the places being impacted can help bridge the gap in access.



Percent of Employed Population with Travel Time to Work of 45 Minutes or More, 2010-2014



ment north and south, problems with accessibility still persist in movement east and west (see Data Story). In addition, recent research has shown that “walkability” is necessary for cities to thrive⁴ and that where transit use is high, so too is walking and/or biking. *Vital Signs 14* tracks several indicators that measure *use of alternative transportation, travel time to work, Walk Score®*, and *zero vehicle households*.

Based on the 2010-2014 ACS, modes of transportation used for commuting to work varied across Baltimore.

- 62.1% of Baltimore City residents drove alone to work. The CSAs with the highest percentage of residents who drove alone to work included Mt. Washington/Coldspring (82.2%), Canton (81.7%), and South Baltimore (80.0%). The CSAs with the lowest percentage of residents who drove alone to work included Oldtown/Middle East (33.1%), Harbor East/Little Italy (33.3%), and Madison/East End (38.7%).
- 18.7% of Baltimore City residents used public transportation to commute to work in 2014. The percentage of residents who used public transportation ranged from a high of 44.2% in Sandtown-Winchester/Harlem Park to a low of 4.1% in Canton.
- Between the years 2010-2014, 10.1% of Baltimore City residents used carpools to travel to work. The percentage of residents who use carpools ranged from a high of

22.1% in Orangeville/East Highlandtown to a low of 4.6% in Downtown/Seton Hill.

- For Baltimore City, 6.9% of residents walked to work during 2010 to 2014. The percentage of residents who walked to work ranged from a high of 32.9% in Downtown/Seton Hill to a low of 0.0% in Mt. Washington/Coldspring.
- 2.2% of Baltimore City residents used an alternate mode of transportation to get to work (bicycle, motorcycle, and other). The percentage of residents using an alternate mode of transportation ranged from a high of 7.1% in The Waverlies to a low of 0.1% in Dorchester/Ashburton.
- The choice of transportation is correlated to access to a personal car, and based on the 2010-2014 ACS, 30.0% of the households in Baltimore City did not have a vehicle available for personal use. The percentage of households without a vehicle ranged from a high of 71.6% in Oldtown/Middle East to a low of 4.4% in Greater Roland Park/Poplar Hill.

Based on the 2010-2014 ACS, travel times to work varied across the city:

- 17.0% of the City residents that commuted to work had a commute of less than 15 minutes. The percentage of residents who with a commute of less than 15 minutes ranged from a high of 35.3% in Harbor East/Little Italy to a low of 6.5% in Forest Park/Walbrook.

- 38.7% of the City residents that commuted to work had a commute of between 15 and 29 minutes. The percentage of residents who with a commute of between 15 and 29 minutes ranged from a high of 48.6% in North Baltimore/Guilford/Homeland to a low of 18.9% in Oldtown/Middle East.
- 24.3% of the City residents that commuted to work had a commute of between 30 and 44 minutes. The percentage of residents who with a commute of between 30 and 44 minutes ranged from a high of 35.1% in Claremont/Armistead to a low of 14.4% in North Baltimore/Guilford/Homeland.
- 20.0% of City residents that commuted to work had a commute greater than 45 minutes. The percentage of residents with a commute greater than 45 minutes ranged from a high of 34.1% in Sandtown-Winchester/Harlem Park to a low of 10.2% in Downtown/Seton Hill.

Green Space and Water Use

Baltimore City is home to many green spaces, parks, and waterways. Some of the more widely recognized locations include the Inner Harbor, Middle Branch, Druid Hill, Gwynns Falls, and Herring Run Parks. City residents in particular value access to green spaces as a place to recreate, exercise, and congregate, but the City’s green spaces also serve a vital role in ensuring clean air and water for long-term urban sustainability. Baltimore neighborhoods

actively participate in increasing access to green spaces through tree planting and other watershed protection activities such as stream clean-ups. These efforts not only provide public health benefits but directly impact water quality in the City, region, and ultimately the entire Chesapeake Bay.⁵ *Vital Signs* tracks four indicators that represent tree canopy, number of trees planted, community managed open spaces, and water use.

- In 2007, when data was last available, 27.5% of the City's total land area was covered with trees. By CSA, this figure ranges from a high of 72.1% in Dickeyville / Franklinton to a low of 3.2% in Highlandtown.
- In 2014, there were 5,185 trees planted in Baltimore.⁶ The CSAs with the highest number of trees planted included Cherry Hill (369), Westport/Mount Winans/Lakeland (326), and Brooklyn/Curtis Bay/Hawkins Point (304). Three CSAs had no trees planted: Dickeyville/Franklinton, Pimlico/Arlington/Hilltop, and Southeastern. The CSAs with the lowest number of trees planted were Hamilton (4), Harbor East/Little Italy (4), and Midway/Coldstream (6).

The City of Baltimore has more than 18,000 vacant lots that could be converted into uses that enhance neighborhoods and promote resiliency and sustainability. In order to help neighborhood stakeholders identify greening strategies for these vacant lots, the Baltimore Urban Waters Partnership developed

the Green Pattern Book that provides guidance on ways to increase green amenities, including community managed open spaces used for a variety of activities from gardening to horseshoe throwing.⁷

- In 2014, there were 813 community managed open spaces in Baltimore City. The CSAs with the largest number of community managed open spaces included Greenmount East (136), Southwest Baltimore (101), and Upton/Druid Heights (106). There were eight CSAs with zero spaces: Lauraville, Hamilton, Greater Roland Park/Poplar Hill, Cross-Country/Cheswolde, Claremont/Armistead, Chinquapin Park/Belvedere, Canton, and Beechfield/Ten Hills/West Hills.

Data on water consumption in 2011 from the Department of Public Works show that—on average—areas of the City with a lot of commercial properties as well as areas with larger-lot residential properties consume more water on a daily basis.

- In 2011, when data was last available, the median daily average water consumption for Baltimore City was 16 cubic feet of water. There were seven CSAs with median daily water consumption greater than or equal to the City median: Downtown/Seton Hill, Claremont/Armistead, Cross-Country/Cheswolde, Greater Roland Park/Poplar Hill, Midtown, Forest Park/Walbrook, and North Baltimore/Guilford/Homeland.

Energy and Weatherization

One of the biggest issues that has gained importance for neighborhoods over the past decade is the use, conservation, and cost of residential energy. Research has shown that programs aimed at providing incentives for installing devices in the home to reduce consumption (compact fluorescent light bulbs, smart meters, energy saving appliances) or provide education on energy efficient practices impact the entire neighborhood through greater residential stability and investment.⁸

- Based on the 2010-2014 ACS, nearly two-thirds (64.7%) of the City's residences was heated using utility gas. The percentage of residences heated by utility gas ranged from a high of 79.4% in Claremont/Armistead to a low of 26.5% in Downtown/Seton Hill. There were six other CSAs where at least 75% of the residences were heated using utility gas: Forest Park/Walbrook (79.3%), Hamilton (77.8%), Greater Rosemont (77.6%), Lauraville (75.3%), Southeastern (75.1%), and Dorchester/Ashburton (75.0%).
- Over a quarter (26.6%) of the City's residences was heated using electricity. The percentage of residences heated by electricity ranged from a high of 70.6% in Downtown/Seton Hill to a low of 11.8% in Hamilton.

Weatherization assistance programs (WAP)⁹ in the U.S. had received funding at levels needed

⁵ For more information on the City's plan for sustainable water quality, visit www.cleanwaterbaltimore.org

⁶ Data comes from TreeBaltimore, an umbrella organization for City agencies and private entities involved in increasing Baltimore's tree canopy. www.treebaltimore.org

⁷ For access to an interactive map of sites in Baltimore, visit water.bnijafi.org

⁸ Austin Troy (2012). *The Very Hungry City: Urban Energy Efficiency and the Economic Fate of Cities*. Yale University Press

Data Story: Energy Efficiency Measures for Non-Profits

As part of the 2012 Constellation Energy Group and Exelon Corporation merger, the Maryland Public Service Commission required that \$54 million be set aside for a customer investment fund for Baltimore City that focused on weatherization efforts, energy efficiency programs, and financial aid for low-income electricity customers. From this, the Baltimore Energy Initiative (BEI) was formed, which consists of multiple city agencies working to bolster energy efficiency and reduce energy insecurity in the city.

One part of this initiative is the Energy Retrofit Loans and Grants to Non-profit Agencies Serving Low-income Families program, which is administered by the Baltimore City Office of Sustainable Energy (OSE). This program provides low-interest loans and grants to nonprofit organizations who serve the City's most vulnerable populations: persons who are homeless; persons with mental, physical, or developmental disabilities; persons with substance use disorders; persons diagnosed with HIV and AIDS; and persons with other special needs.

During fiscal years 2014 and 2015, OSE provided funding to 31 facilities to implement energy efficiency measures as well as providing technical assistance and energy education to directors, facility managers, and maintenance staff of these buildings. These upgrades have resulted in an estimated annual energy savings of 809,000 kWh for the 31 facilities. Beyond these energy savings, this investment has substantially raised the quality of life by providing better lighting and more comfortable temperature control through the installation of new heating and cooling systems.

As the BEI program moves into its third year, the Office of Sustainable Energy will continue to work with City nonprofit organizations to provide energy-efficient and quality of life upgrades to facilities serving some of our most in-need city residents.



Micah House, which serves homeless citizens by providing housing and social services, received a loan for energy efficient lighting and appliances to improve the quality of life for its residents.

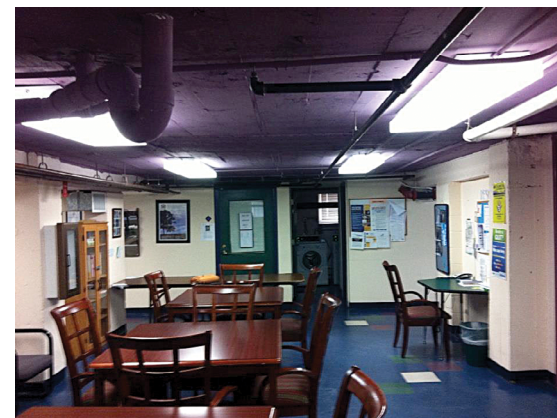


Photo: Brandon Nida

for emergency management until significant budget increases were passed as part of the 2009 American Reinvestment and Recovery Act (ARRA). In states like Maryland, more homes received weatherization services between 2009–2012 than in the entire previous decade, according to the Maryland Department of Housing and Community Development (DHCD) that oversees administration of these programs. This implies that weatherization is not only an important tool for reducing energy use, but also increasingly an important part of housing investments in many neighborhoods.

- Data from DHCD shows that the percentage of residential properties in Baltimore City that were weatherized decreased from 0.48% in 2013 to 0.27% in 2014. The number of residential properties weatherized in 2014 totaled 543.
- In 2014, the CSAs that had the greatest percentage of homes weatherized were Allendale/Irvington/S. Hilton (2.3%), Greenmount East (2.2%), and Beechfield/Ten Hills/West Hills (1.2%). There were eleven CSAs with zero percentage of homes that were weatherized during the year.

Community Engagement

Vital Signs continues to track the percentage of persons registered to vote and the percentage of persons actually voting in the general election as indicators to measure community

engagement. With 2014 being the most recent general election, the data is as follows:

- In 2014, 76.9% of the City residents over the age of 18 were registered to vote which is a slight increase from 2012 (74.7%). The percentage of residents over the age of 18 who were registered to vote ranged from a high of 94.5%¹⁰ in Mt. Washington/Coldspring to a low of 53.0% in Greater Charles Village/Barclay. Two more CSAs had at least 90% of the residents over the age of 18 were registered to vote: Edmondson Village (92.8%) and South Baltimore (92.5%).
- In 2014, only 28.7% of City residents voted in the general election, versus 51.5% in 2012 and 44.4% in 2010. The percentage of residents voting in the general election ranged from a high of 37.2% in Lauraville to a low 1.9% in Dickeyville/Franklintown.

From Previous *Vital Signs*:

The City of Baltimore adopted a Bike Master Plan in 2006, and has been actively implementing physical improvements to ensure greater safety for cyclists.

- In 2012, when the last year of data was available, there were 127.0 miles of bike lanes, sharrows and/or paths in Baltimore City. The CSAs with the greatest number of bike infrastructure miles were Greater Charles Village/Barclay (9.2) and Midtown (8.4). Seven CSAs have zero bike miles (Dickeyville/Franklintown,

Edmondson Village, Greater Mondawmin, Greater Rosemont, Harford/Echodale, Lock Raven and Morrell Park/Violetville)

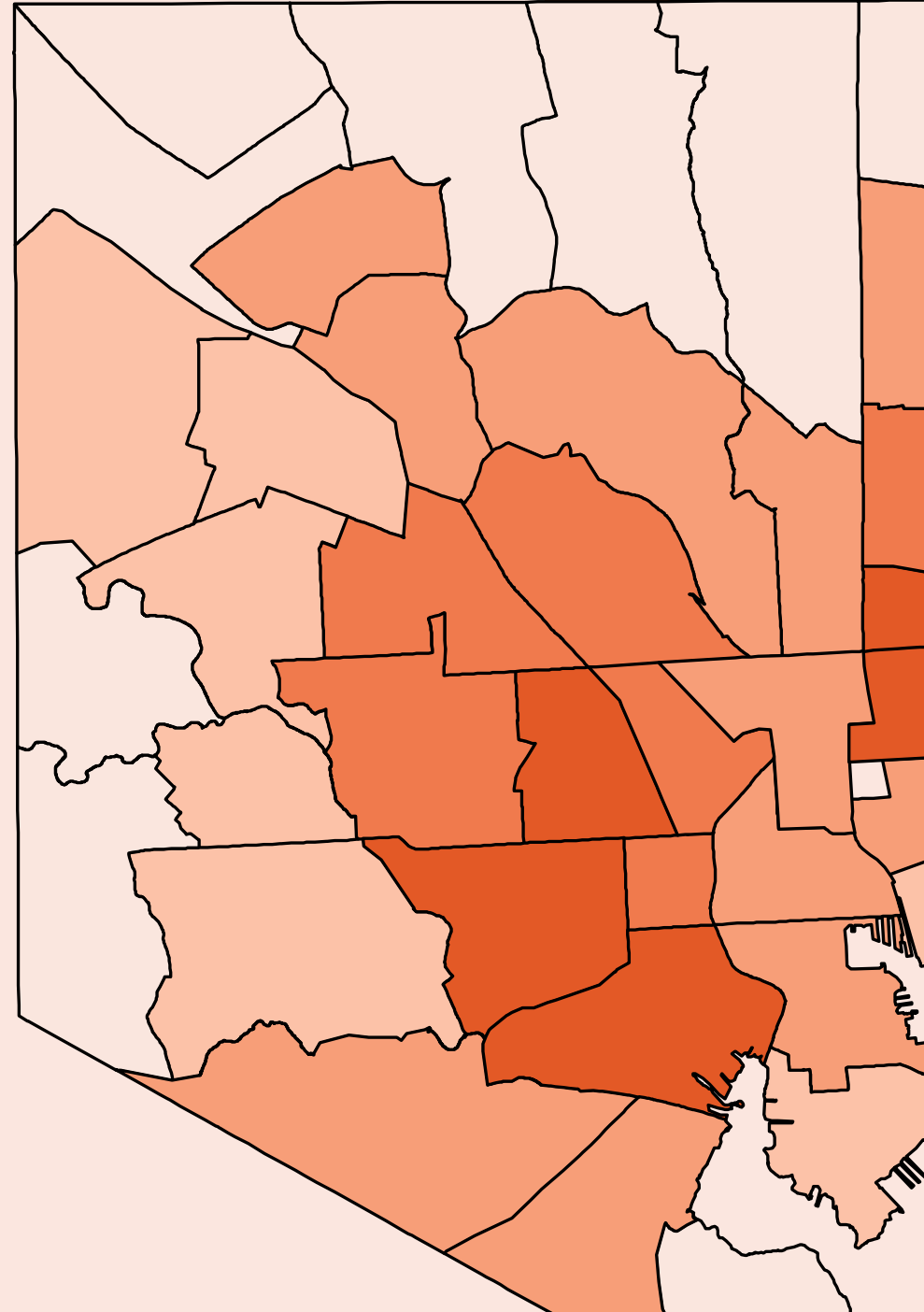
Baltimore City had a Walk Score of 52.4, according to data received from Walk Score® in 2011. Because 2011 is the last year data has been received for the Walk Score, data from that year is being used for *Vital Signs 14*. The 2011 Walk Score of 52.4 places the City as whole in the “somewhat walkable” category having some amenities within walking distance.

- Five CSAs were ranked as being a “walkers’ paradise” (having a Walk Score greater than 90) including Downtown/Seton Hill, Fells Point, and Midtown.
- 17 CSAs were ranked as “very walkable” (having a Walk Score between 70 and 90) including Greater Charles Village/Barclay, Canton, Penn North/Reservoir Hill, and Washington Village.
- 18 CSAs were ranked as “somewhat walkable” (having a Walk Score between 50 and 70) including Belair-Edison, Lauraville, North Baltimore/Guilford/Homeland, and Edmondson Village.
- 15 CSAs were ranked as being “car dependent” (having a Walk Score less than 50) including South Baltimore, Mt. Washington/Coldspring, and Brooklyn/Curtis Bay/Hawkins Point.

⁹ (On previous page) The Weatherization Assistance Program helps eligible low-income households lower their energy costs by increasing the energy efficiency of their homes, while ensuring their health and safety. Priority is given to homeowners who are elderly, disabled, and families with children and/or who have high energy consumption

¹⁰ This indicator is calculated by dividing the total number of registered voters from the Baltimore City Board of Elections by the total population from the 2010 US Census

Sustainability: Indicator Definitions and Rankings



For each indicator reported in *Vital Signs 14*, we provide the data source, the years for which it is reported, and the five CSAs with the highest and lowest values for the indicator; these may not correspond to positive or negative trends.

Transportation

Percent of Population Driving Alone to Work

Measures the share of workers that commute alone by car to their job.

Definition: The percentage of commuters driving alone out of all commuters aged 16 and above.
(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Mt. Washington/Coldspring
2. Canton
3. South Baltimore
4. Greater Roland Park/Poplar Hill
5. Harford/Echodale

Five Lowest:

1. Oldtown/Middle East
2. Harbor East/Little Italy
3. Madison/East End
4. Greenmount East
5. Sandtown/Winchester

Percent of Population Carpooling to Work

Measures the share of workers that commute by carpool to their work.

Definition: The percentage of commuters that carpool out of all commuters aged 16 and above.
(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Orangeville/East Highlandtown
2. Westport/Mount Winans/Lakeland
3. Morrell Park/Violetville
4. Cherry Hill
5. Brooklyn/Curtis Bay/Hawkins Point

Five Lowest:

1. Downtown/Seton Hill
2. Washington Village
3. Midtown
4. Poppleton/The Terraces/Hollins Market
5. Inner Harbor/Federal Hill

Percent of Population that Uses Public Transportation to Commute to Work

Measures the share of workers that commute by public transit to their work.

Definition: The percentage of commuters that use public transit out of all commuters aged 16 and above.
(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Sandtown-Winchester/Harlem Park
2. Madison/East End
3. Greenmount East
4. Upton/Druid Heights
5. Southern Park Heights

Five Lowest:

1. Canton
2. South Baltimore
3. Inner Harbor/Federal Hill
4. Greater Roland Park/Poplar Hill
5. Fells Point

Percent of Population that Walks to Work

Measures the share of workers that commute by walking to their work.

Definition: The percentage of commuters that walk to work out of all commuters aged 16 and above.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Downtown/Seton Hill
2. Harbor East/Little Italy
3. Oldtown/Middle East
4. Poppleton/The Terraces/Hollins Market
5. Greater Charles Village/Barclay

Five Lowest:

1. Mt. Washington/Coldspring
2. Westport/Mount Winans/Lakeland
3. Cedonia/Frankford
4. Harford/Echodale
5. Chinquapin Park/Belvedere

Percent of Population that Uses Other Means to Commute to Work

Measures the share of workers that commute to work by any other means, such as a taxi, motorcycle, or bicycle.

Definition: The percentage of commuters that use other means to travel to work out of all commuters aged 16 and above.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. The Waverlies
2. Greater Charles Village/Barclay
3. Medfield/Hampden/Woodberry/Remington
4. Penn North/Reservoir Hill
5. Brooklyn/Curtis Bay/Hawkins Point

Five Lowest:

1. Dorchester/Ashburton
2. Cherry Hill
3. Howard Park/West Arlington
4. Beechfield/Ten Hills/West Hills
5. Cross-Country/Cheswolde

Percent of Households with No Vehicles Available

Measures the percentage of households that do not have a personal vehicle available.

Definition: The percentage of households that do not have a personal vehicle available for use out of all households in an area.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Oldtown/Middle East
2. Upton/Druid Heights
3. Poppleton/The Terraces/Hollins Market
4. Greenmount East
5. Madison/East End

Five Lowest:

1. Greater Roland Park/Poplar Hill
2. Canton
3. Mt. Washington/Coldspring
4. South Baltimore
5. Lauraville

Percent of Employed Population with Travel Time to Work of 0-14 Minutes

Measures the length of commute.

Definition: The percentage of commuters that spend less than 15 minutes commuting to work out of all commuters aged 16 and above.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Harbor East/Little Italy
2. Greater Charles Village/Barclay
3. Downtown/Seton Hill
4. Midtown
5. Oldtown/Middle East

Five Lowest:

1. Forest Park/Walbrook
2. Hamilton
3. Edmondson Village
4. Southern Park Heights
5. Lauraville

Percent of Employed Population with Travel Time to Work of 15-29 Minutes

Measures the length of commute.

Definition: The percentage of commuters that spend between 15 and 29 minutes commuting to work out of all commuters aged 16 and above.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. North Baltimore/Guilford/Homeland
2. Beechfield/Ten Hills/West Hills
3. Greater Roland Park/Poplar Hill
4. Mt. Washington/Coldspring
5. Morrell Park/Violetville

Five Lowest:

1. Oldtown/Middle East
2. Harbor East/Little Italy
3. Brooklyn/Curtis Bay/Hawkins Point
4. Claremont/Armistead
5. Sandtown-Winchester/Harlem Park

Percent of Employed Population with Travel Time to Work of 30-44 Minutes

Measures the length of commute.

Definition: The percentage of commuters that spend between 30 and 44 minutes traveling to work out of all commuters aged 16 and above.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Claremont/Armistead
2. Edmondson Village
3. Howard Park/West Arlington
4. Hamilton
5. Brooklyn/Curtis Bay/Hawkins Point

Five Lowest:

1. North Baltimore/Guilford/Homeland
2. Midtown
3. Downtown/Seton Hill
4. Poppleton/The Terraces/Hollins Market
5. Harbor East/Little Italy

Percent of Employed Population with Travel Time to Work of 45 Minutes or More

Measures the length of commute.

Definition: The percentage of commuters that spend more than 45 minutes traveling to work out of all commuters aged 16 and above.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Sandtown-Winchester/Harlem Park
2. Madison/East End
3. Oldtown/Middle East
4. Cherry Hill
5. Greenmount East

Five Lowest:

1. Downtown/Seton Hill
2. Inner Harbor/Federal Hill
3. Greater Roland Park/Poplar Hill
4. North Baltimore/Guilford/Homeland
5. Greater Charles Village/Barclay

Walk Score® (From Vital Signs 11)

Measures the walkability (convenience to various amenities) of an area.

Definition: The Walk Score® is calculated by mapping out the distance to amenities in nine different categories (grocery stores, restaurants, shopping, coffee shops, banks, parks, schools, book stores/libraries, and entertainment) and are weighted according to importance. The distance to a location, counts, and weights determine a base score of an address, which is then normalized to a score from 0 to 100. More information on Walk Score can be found at www.walkscore.com/.

(SOURCE: WALK SCORE®, 2011)

Five Highest:

1. Downtown/Seton Hill
2. Harbor East/Little Italy
3. Fells Point
4. Midtown
5. Inner Harbor/Federal Hill

Five Lowest:

1. Dickeyville/Franklinton
2. Brooklyn/Curtis Bay/Hawkins Point
3. Southeastern
4. Claremont/Armistead
5. Mt. Washington/Coldspring

Bike Lane Miles (From Vital Signs 12)

Measures the linear miles of designated bike lanes within the roadway system.

Definition: BikeBaltimore is the Department of Transportation's bike program and includes incorporating cycling in many transportation projects, installing bike racks, and coordinating cycling events. This indicator measures the amount of linear miles of designated bike lanes in each CSA.

(SOURCE: BIKEBALTIMORE – DEPARTMENT OF TRANSPORTATION, 2012)

Five Highest:

1. Downtown/Seton Hill
2. Harbor East/Little Italy
3. Fells Point
4. Midtown
5. Inner Harbor/Federal Hill

Five Lowest:

Seven CSAs did not have any bike lanes.

Energy and Weatherization

Percent of Homes Heated by Utility Gas

Measure of homes that use utility gas for heat.

Definition: The percentage of homes that use utility gas for heat and cooking out of all homes.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Claremont/Armistead
2. Forest Park/Walbrook
3. Hamilton
4. Greater Rosemont
5. Lauraville

Five Lowest:

1. Downtown/Seton Hill
2. Midtown
3. Harbor East/Little Italy
4. Inner Harbor/Federal Hill
5. Oldtown/Middle East

Percent of Homes Heated by Electricity

Measure of homes that use electricity for heat.

Definition: The percentage of homes that use electricity for heat and cooking out of all homes.

(SOURCE: AMERICAN COMMUNITY SURVEY, 2010-2014)

Five Highest:

1. Downtown/Seton Hill
2. Midtown
3. Inner Harbor/Federal Hill
4. Oldtown/Middle East
5. Fells Point

Five Lowest:

1. Hamilton
2. Lauraville
3. Forest Park/Walbrook
4. Greater Rosemont
5. Belair-Edison

Percent of Residential Properties Weatherized

Measure of residential weatherization to increase energy efficiency and safety.

Definition: The percentage of residential properties that were eligible for and received weatherization assistance such as air sealing or furnace replacements during the year. The Weatherization Assistance Program helps eligible low-income households lower their energy costs by increasing the energy efficiency of their homes, while ensuring their health and safety.

(SOURCE: MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT, 2011, 2012, 2013, 2014; U.S. CENSUS, 2010)

Five Highest:

1. Allendale/Irvington/S. Hilton
2. Greenmount East
3. Beechfield/Ten Hills/West Hills
4. Upton/Druid Heights
5. Edmondson Village

Five Lowest:

Eleven CSAs had zero percent of homes eligible for and/or receiving WAP services.

Green Space and Water Use

Percent of Area Covered by Trees (From *Vital Signs 11*)

Measure of tree canopy in an area.

Definition: The percentage of total land area composed of tree canopy. The primary sources for this land cover layer were 2004 pan-sharpened 1m Ikonos satellite imagery, a normalized Digital Surface Model (nDSM) derived from 2006 LiDAR data, and LiDAR intensity data resulting from the 2006 acquisition. Other sources of data include the City's planimetric GIS database (building footprints and road casing polygons). The land cover classification was performed using automated object-based image analysis (OBIA) techniques in Definiens Developer/eCognition Server. No accuracy assessment was conducted, but the dataset was thoroughly reviewed at a scale of 1:2000. Over 370 corrections were made to the classification..

(ANALYSIS BY: UNIVERSITY OF VERMONT SPATIAL ANALYSIS LAB. DATA CURRENT AS OF 2007)

Five Highest:

1. Dickeyville/Franklintown
2. Mt. Washington/Coldspring
3. Greater Roland Park/Poplar Hill
4. Edmondson Village
5. Forest Park/Walbrook

Five Lowest:

1. Highlandtown
2. Southeastern
3. Patterson Park North & East
4. South Baltimore
5. Madison/East End

Number of Community Managed Open Spaces

Measures of community managed open spaces in an area.

Definition: The number of community managed open spaces in an area that include community gardens (food-producing or ornamental), Adopt-A-Lots, or some other green space managed by the community.

(SOURCE: DATA WAS INTEGRATED FROM BALTIMORE GREEN SPACE, PARKS AND PEOPLE, MASTER GARDENERS, THE JOHNS HOPKINS CENTER FOR A LIVABLE FUTURE, AND POWER IN DIRT. ANALYSIS: BALTIMORE NEIGHBORHOOD INDICATORS ALLIANCE-JACOB FRANCE INSTITUTE, 2014)

Five Highest:

1. Greenmount East
2. Southwest Baltimore
3. Upton/Druid Heights
4. Sandtown-Winchester/Harlem Park
5. Penn North/Reservoir Hill

Five Lowest:

Eight CSAs have zero community managed open spaces.

Number of Trees Planted

Measures the annual number of trees planted in Baltimore.

Definition: The Baltimore City Department of Parks and Recreation's TreeBaltimore program has the goal of planting over 8,000 trees per year. This is part of the mayor's initiative to attract 10,000 new families to Baltimore and to provide a greener, more sustainable environment. This indicator measures the number of trees planted annually by the TreeBaltimore program.

(SOURCE: BALTIMORE CITY DEPARTMENT OF PARKS AND RECREATION TREEBALTIMORE, 2013, 2014)

Five Highest:

1. Cherry Hill
2. Westport/Mount Winans/Lakeland
3. Brooklyn/Curtis Bay/Hawkins Point
4. Penn North/Reservoir Hill
5. Sandtown-Winchester/Harlem Park

Five Lowest:

1. Dickeyville/Franklintown
1. Pimlico/Arlington/Hilltop
1. Southeastern
2. Hamilton
2. Harbor East/Little Italy

Water Use (From *Vital Signs 11*)

Measures the average amount of water used daily.

Definition: The median daily average water consumption of all city meters registering greater than 0.0 cubic meters per day.

(SOURCE: BALTIMORE CITY DEPARTMENT OF PUBLIC WORKS, 2011)

Five Highest:

1. Downtown/Seton Hill
2. Claremont/Armistead
3. Cross-Country/Cheswolde
4. Greater Roland Park/Poplar Hill
5. Midtown

Five Lowest:

1. Oldtown/Middle East and Canton
2. (Six CSAs tied for second)

Sanitation

Rate of Dirty Street and Alley Reports per 1,000 Residents

Measure of cleanliness in the public rights-of-way.

Definition: The rate of service requests for dirty streets and alleys through Baltimore's 311 system per 1,000 residents. More than one service request may be made for the same issue but is logged as a unique request.

(SOURCE: BALTIMORE CITY CITISTAT, 2011, 2012, 2013, 2014; U.S. CENSUS, 2010)

Five Highest:

1. Washington Village
2. Patterson Park North & East
3. Midway/Coldstream
4. Southwest Baltimore
5. Madison/East End

Five Lowest:

1. Cross-Country/Cheswolde
2. Dickeyville/Franklintown
3. Cherry Hill
4. Greater Roland Park/Poplar Hill
5. Mt. Washington/Coldspring

Rate of Clogged Storm Drain Reports per 1,000 Residents

Measure of cleanliness in storm waterways.

Definition: The rate of service requests for addressing clogged storm drains made through Baltimore's 311 system per 1,000 residents. More than one service request may be made for the same issue but is logged as a unique request.

(SOURCE: BALTIMORE CITY CITISTAT, 2011, 2012, 2013, 2014; U.S. CENSUS, 2010)

Five Highest:

1. Washington Village
2. Greater Roland Park/Poplar Hill
3. Downtown/Seton Hill
4. Fells Point
5. Pimlico/Arlington/Hilltop

Five Lowest:

1. Cherry Hill
1. Greater Charles Village/Barclay
2. Cross-Country/Cheswolde
3. Upton/Druid Heights
4. Edmondson Village

Community Engagement

Percent of the Population Who Are Registered to Vote

Measures civic engagement.

Definition: The percentage of persons over the age of 18 registered to vote out of all persons 18 years and over.

(SOURCE: BALTIMORE CITY BOARD OF ELECTIONS, 2010, 2012, 2014)

Five Highest:

1. Mt. Washington/Coldspring
2. Edmondson Village
3. South Baltimore
4. The Waverlies
5. Greater Roland Park/Poplar Hill

Five Lowest:

1. Greater Charles Village/Barclay
2. Downtown/Seton Hill
3. Brooklyn/Curtis Bay/Hawkins Point
4. Orangeville/East Highlandtown
5. Dickeyville/Franklintown

Percent of Population Who Voted in the Last General Election

A proxy measure designed to reflect neighborhood action and participation in community life.

Definition: The percentage of persons who voted in the last general election out of all registered voters.

(SOURCE: BALTIMORE CITY BOARD OF ELECTIONS, 2010, 2012, 2014)

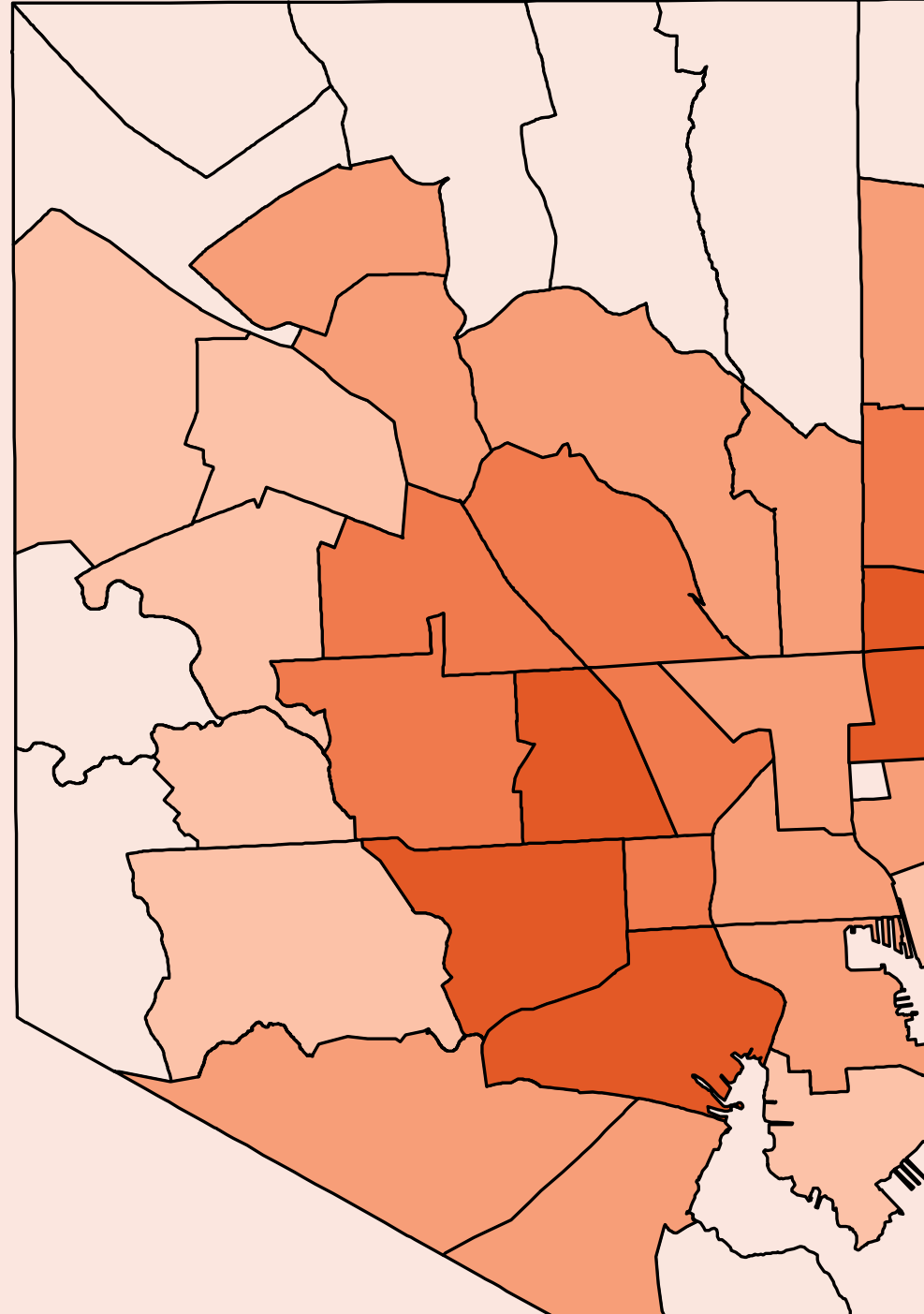
Five Highest:

1. Greater Roland Park/Poplar Hill
2. Mount Washington/Coldspring
3. North Baltimore/Guilford/Homeland
4. Cross-Country/Cheswolde
5. Howard Park/West Arlington

Five Lowest:

1. Brooklyn/Curtis Bay/Hawkins Point
2. Madison/East End
3. Cherry Hill
4. Downtown/Seton Hill
5. Southeastern

Sustainability: Tables



Sustainability: Sanitation

Community Statistical Area (CSA)	Rate of Dirty Streets and Alleys Reports per 1,000 Residents					Rate of Clogged Storm Drain Reports per 1,000 Residents				
	2011	2012	2013	2014	Change (13-14)	2011	2012	2013	2014	Change (12-13)
Allendale/Irvington/S. Hilton	41.0	48.1	37.0	34.4	-2.6	4.6	6.2	5.9	3.9	-2.0
Beechfield/Ten Hills/West Hills	12.2	13.9	10.2	13.9	3.8	3.3	4.8	6.0	1.5	-4.4
Belair-Edison	66.3	79.1	65.9	64.4	-1.5	6.1	3.8	5.1	2.8	-2.3
Brooklyn/Curtis Bay/Hawkins Point	112.1	82.8	66.0	81.4	15.4	5.8	5.5	4.4	5.4	1.0
Canton	38.5	38.3	43.7	47.9	4.2	8.9	5.9	6.5	3.8	-2.7
Cedonia/Frankford	24.2	24.3	17.8	17.8	0.0	5.6	3.1	3.7	1.8	-1.9
Cherry Hill	12.7	7.2	7.2	8.2	1.0	3.7	2.9	4.8	0.9	-3.9
Chinquapin Park/Belvedere	32.1	47.3	25.5	19.2	-6.3	4.3	6.1	3.9	3.2	-0.6
Claremont/Armistead	12.6	17.1	16.3	15.8	-0.5	2.9	3.0	2.9	4.5	1.6
Clifton-Berea	171.9	167.7	107.7	126.9	19.2	9.9	9.9	15.4	3.4	-12.0
Cross-Country/Cheswolde	8.8	6.9	3.5	3.6	0.1	2.2	4.3	2.1	1.2	-0.9
Dickeyville/Franklintown	3.2	7.6	3.9	3.9	0.0	1.5	1.5	1.0	1.7	0.7
Dorchester/Ashburton	40.0	37.0	29.0	28.9	-0.1	4.7	4.8	7.9	2.4	-5.5
Downtown/Seton Hill	43.8	38.8	39.9	41.1	1.2	11.6	9.5	13.3	7.0	-6.4
Edmondson Village	35.7	34.9	38.5	31.8	-6.7	5.1	3.5	4.8	1.5	-3.3
Fells Point	41.5	53.3	56.5	48.8	-7.7	9.0	6.9	8.1	6.3	-1.8
Forest Park/Walbrook	53.1	54.3	41.7	35.2	-6.5	7.1	9.7	7.3	3.9	-3.5
Glen-Fallstaff	24.5	33.5	18.2	16.6	-1.5	3.6	4.5	2.1	2.1	0.0
Greater Charles Village/Barclay	56.8	62.4	69.4	52.8	-16.5	4.1	3.6	4.3	0.9	-3.5
Greater Govans	51.2	69.9	43.8	40.6	-3.2	7.0	5.4	5.1	2.5	-2.5
Greater Mondawmin	94.5	135.5	82.0	66.0	-16.0	10.8	11.0	10.7	4.9	-5.8
Greater Roland Park/Poplar Hill	13.0	13.0	7.5	12.2	4.7	11.9	12.7	10.0	10.2	0.1
Greater Rosemont	94.0	105.2	76.6	76.1	-0.5	7.8	10.9	9.3	4.0	-5.3
Greenmount East	148.4	183.0	127.3	125.5	-1.8	13.6	13.0	17.5	5.6	-11.9
Hamilton	23.7	34.7	29.9	25.4	-4.5	6.0	4.2	3.8	2.5	-1.2
Harbor East/Little Italy	39.2	21.3	23.1	24.4	1.3	7.8	8.7	10.0	2.0	-8.0
Harford/Echodale	18.1	24.9	15.9	14.8	-1.1	4.4	3.4	2.1	2.1	0.1
Highlandtown	145.0	89.2	87.7	117.0	29.2	6.8	4.1	4.6	2.3	-2.2
Howard Park/West Arlington	26.8	34.1	21.3	22.3	0.9	4.6	6.3	10.6	4.5	-6.1
Inner Harbor/Federal Hill	51.3	37.1	39.2	40.9	1.7	7.7	5.8	4.4	3.0	-1.3
Lauraville	37.2	40.1	32.0	27.4	-4.6	5.7	3.7	4.8	2.8	-2.0
Loch Raven	25.7	37.4	21.6	22.5	0.8	5.6	4.4	4.4	2.0	-2.5
Madison/East End	267.7	193.2	94.3	129.7	35.3	13.0	9.6	10.4	4.5	-5.9
Medfield/Hampden/Woodberry/Remington	33.0	38.1	36.7	36.6	-0.1	3.9	5.0	4.0	2.1	-2.0
Midtown	37.8	49.3	44.7	37.9	-6.8	4.3	3.7	4.8	2.0	-2.8
Midway/Coldstream	142.6	130.5	110.3	135.2	24.8	12.2	10.7	9.9	2.5	-7.4
Morrell Park/Violetville	22.8	32.9	41.2	36.6	-4.6	3.2	5.1	4.1	2.0	-2.1
Mt. Washington/Coldspring	11.6	16.1	16.3	13.7	-2.5	4.1	5.2	3.3	3.3	0.0
North Baltimore/Guilford/Homeland	14.7	20.7	15.9	14.1	-1.8	5.8	3.6	4.6	3.0	-1.6
Northwood	38.2	40.3	28.1	32.6	4.6	6.1	4.3	4.4	2.9	-1.5
Oldtown/Middle East	52.4	47.7	43.0	38.5	-4.5	8.8	8.1	10.0	3.6	-6.4
Orangeville/East Highlandtown	110.4	100.6	76.8	106.3	29.6	12.9	9.0	6.6	5.4	-1.2
Patterson Park North & East	191.9	187.4	126.8	162.5	35.7	7.0	5.2	6.9	4.5	-2.4
Penn North/Reservoir Hill	91.8	127.5	94.6	68.3	-26.4	5.1	7.8	7.8	2.3	-5.5
Pimlico/Arlington/Hilltop	73.5	70.8	45.9	38.5	-7.4	8.0	9.2	7.4	5.7	-1.7
Poppleton/The Terraces/Hollins Market	104.6	121.9	101.7	86.7	-14.9	5.1	5.9	7.7	2.4	-5.3
Sandtown-Winchester/Harlem Park	152.7	205.5	128.8	111.2	-17.6	7.9	12.9	8.6	4.1	-4.5
South Baltimore	19.5	28.3	34.2	32.0	-2.2	4.3	4.8	5.2	3.0	-2.2
Southeastern	25.2	31.0	24.9	29.1	4.2	8.0	5.6	7.0	4.2	-2.9
Southern Park Heights	84.8	108.9	67.4	54.3	-13.1	6.2	7.5	8.8	3.0	-5.8
Southwest Baltimore	195.5	217.9	152.8	134.1	-18.7	8.9	9.3	12.1	3.3	-8.8
The Waverlies	80.7	87.3	49.7	59.7	10.1	11.2	9.9	7.0	3.1	-3.9
Upton/Druid Heights	58.9	76.8	70.7	73.0	2.3	4.4	6.2	6.4	1.3	-5.1
Washington Village/Pigtown	206.4	225.5	183.5	180.3	-3.3	9.4	10.9	14.5	11.8	-2.7
Westport/Mt. Winans/Lakeland	73.9	59.4	47.6	46.6	-1.0	6.0	4.8	5.8	2.2	-3.5
Baltimore City	65.3	70.5	52.6	52.8	0.2	6.4	6.2	6.2	3.2	-3.0

¹ For more information on these indicators please visit <http://www.bniajfi.org>.

Sustainability: Transportation

Community Statistical Area (CSA)	Percent of Population that Drove Alone to Work	Percent of Population that Carpool to Work	Percent of Population that Uses Public Transportation to Get to Work	Percent of Population that Walks to Work	Percent of Population Using All Other Means of Transit to Work
	2010-2014	2010-2014	2010-2014	2010-2014	2010-2014
Allendale/Irvington/S. Hilton	10.7	22.0	2.0	2.0	1.4
Beechfield/Ten Hills/West Hills	10.7	11.4	1.7	1.7	0.3
Belair-Edison	7.4	18.9	2.9	2.9	1.1
Brooklyn/Curtis Bay/Hawkins Point	17.8	19.7	4.3	4.3	4.0
Canton	6.6	4.1	5.1	5.1	2.5
Cedonia/Frankford	11.0	17.9	1.0	1.0	1.6
Cherry Hill	18.7	31.2	4.6	4.6	0.2
Chinquapin Park/Belvedere	11.4	15.5	1.3	1.3	2.3
Claremont/Armistead	9.5	22.8	1.5	1.5	1.4
Clifton-Berea	11.8	32.8	3.6	3.6	2.7
Cross-Country/Cheswolde	12.0	12.2	2.9	2.9	0.5
Dickeyville/Franklintown	10.7	19.2	1.8	1.8	2.0
Dorchester/Ashburton	10.2	21.8	1.6	1.6	0.1
Downtown/Seton Hill	4.6	16.4	32.9	32.9	3.4
Edmondson Village	13.8	32.4	1.7	1.7	0.9
Fells Point	8.2	7.6	16.6	16.6	2.7
Forest Park/Walbrook	12.2	21.7	1.8	1.8	2.5
Glen-Fallstaff	11.8	23.7	5.2	5.2	0.6
Greater Charles Village/Barclay	5.8	21.3	21.0	21.0	5.9
Greater Govans	9.2	26.3	4.8	4.8	3.4
Greater Mondawmin	9.6	25.6	2.2	2.2	0.5
Greater Roland Park/Poplar Hill	6.7	7.4	3.7	3.7	2.4
Greater Rosemont	8.2	31.4	3.5	3.5	1.6
Greenmount East	9.4	39.7	9.8	9.8	2.4
Hamilton	10.6	10.2	1.6	1.6	0.5
Harbor East/Little Italy	6.6	26.6	29.7	29.7	3.8
Harford/Echodale	8.4	9.0	1.1	1.1	2.1
Highlandtown	11.8	9.4	5.5	5.5	3.4
Howard Park/West Arlington	7.6	13.1	3.4	3.4	0.2
Inner Harbor/Federal Hill	5.4	5.6	16.5	16.5	1.2
Lauraville	9.2	8.6	3.0	3.0	0.8
Loch Raven	12.6	20.1	1.6	1.6	0.7
Madison/East End	10.3	40.2	9.5	9.5	1.4
Medfield/Hampden/Woodberry/Remington	9.2	9.7	12.5	12.5	4.6
Midtown	5.2	22.2	18.3	18.3	3.8
Midway/Coldstream	7.5	28.8	3.0	3.0	2.8
Morrell Park/Violetville	19.0	9.9	2.8	2.8	1.7
Mt. Washington/Coldspring	8.1	7.8	0.0	0.0	1.8
North Baltimore/Guilford/Homeland	7.0	9.9	14.6	14.6	2.3
Northwood	13.7	13.5	3.7	3.7	1.5
Oldtown/Middle East	5.6	35.0	23.3	23.3	3.0
Orangeville/East Highlandtown	22.1	19.6	7.2	7.2	1.6
Patterson Park North & East	12.9	14.8	8.3	8.3	3.4
Penn North/Reservoir Hill	17.5	24.7	4.3	4.3	4.1
Pimlico/Arlington/Hilltop	8.6	30.4	7.0	7.0	2.2
Poppleton/The Terraces/Hollins Market	5.2	25.8	21.4	21.4	2.1
Sandtown-Winchester/Harlem Park	9.7	43.7	2.4	2.4	2.6
South Baltimore	7.2	4.5	6.4	6.4	1.9
Southeastern	7.8	16.3	6.6	6.6	2.0
Southern Park Heights	10.0	35.7	4.4	4.4	0.9
Southwest Baltimore	10.8	34.3	7.6	7.6	3.3
The Waverlies	8.1	25.9	3.9	3.9	7.1
Upton/Druid Heights	9.2	38.8	7.8	7.8	1.2
Washington Village/Pigtown	4.9	14.1	11.4	11.4	4.0
Westport/Mt. Winans/Lakeland	20.1	21.6	0.9	0.9	2.7
Baltimore City	10.1	18.7	6.9	6.9	2.2

¹ For more information on these indicators please visit <http://www.bniajfi.org>.

Sustainability: Transportation

Community Statistical Area (CSA)	Percent of Population Using All Other Means of Transit to Work	Percent of Households with No Vehicles Available	Walk Score	Bike Lane Miles
	2010-2014	2010-2014	2011	2012
Allendale/Irvington/S. Hilton	1.4	30.3	2.4	28.8
Beechfield/Ten Hills/West Hills	0.3	19.2	4.2	18.8
Belair-Edison	1.1	29.3	0.2	27.7
Brooklyn/Curtis Bay/Hawkins Point	4.0	30.9	3.2	33.3
Canton	2.5	10.1	2.8	10.1
Cedonia/Frankford	1.6	25.9	2.2	27.2
Cherry Hill	0.2	51.8	2.8	52.5
Chinquapin Park/Belvedere	2.3	24.8	0.8	24.5
Claremont/Armistead	1.4	27.8	1.3	27.9
Clifton-Berea	2.7	44.2	0.5	47.1
Cross-Country/Cheswolde	0.5	11.8	3.3	11.4
Dickeyville/Franklintown	2.0	38.7	0.0	39.9
Dorchester/Ashburton	0.1	28.6	3.1	24.6
Downtown/Seton Hill	3.4	37.6	4.3	38.1
Edmondson Village	0.9	30.7	0.0	28.8
Fells Point	2.7	12.8	3.8	13.5
Forest Park/Walbrook	2.5	30.6	0.9	32.5
Glen-Fallstaff	0.6	26.1	1.7	27.3
Greater Charles Village/Barclay	5.9	42.2	9.2	45.4
Greater Govans	3.4	29.4	1.6	32.2
Greater Mondawmin	0.5	33.4	0.0	33.2
Greater Roland Park/Poplar Hill	2.4	4.4	6.3	4.1
Greater Rosemont	1.6	41.3	0.0	43.8
Greenmount East	2.4	57.8	2.3	56.0
Hamilton	0.5	13.7	2.6	12.7
Harbor East/Little Italy	3.8	42.7	5.0	44.4
Harford/Echodale	2.1	13.4	0.0	12.4
Highlandtown	3.4	19.7	2.6	23.5
Howard Park/West Arlington	0.2	15.8	3.5	19.7
Inner Harbor/Federal Hill	1.2	14.8	2.8	15.5
Lauraville	0.8	10.7	2.5	10.1
Loch Raven	0.7	22.1	0.0	21.8
Madison/East End	1.4	56.6	1.6	53.8
Medfield/Hampden/Woodberry/Remington	4.6	21.1	3.1	18.9
Midtown	3.8	34.7	8.4	35.2
Midway/Coldstream	2.8	38.9	0.3	38.2
Morrell Park/Violetville	1.7	25.3	0.0	23.2
Mt. Washington/Coldspring	1.8	10.1	2.3	7.7
North Baltimore/Guilford/Homeland	2.3	16.8	3.7	16.7
Northwood	1.5	13.0	3.2	12.6
Oldtown/Middle East	3.0	71.6	4.9	69.8
Orangeville/East Highlandtown	1.6	26.1	3.2	25.9
Patterson Park North & East	3.4	26.0	0.5	29.3
Penn North/Reservoir Hill	4.1	43.3	4.3	46.5
Pimlico/Arlington/Hilltop	2.2	44.0	2.0	40.3
Poppleton/The Terraces/Hollins Market	2.1	58.9	1.1	61.8
Sandtown-Winchester/Harlem Park	2.6	56.3	0.5	58.2
South Baltimore	1.9	10.1	1.6	9.9
Southeastern	2.0	33.5	3.5	34.5
Southern Park Heights	0.9	45.1	2.0	43.1
Southwest Baltimore	3.3	52.8	0.8	54.2
The Waverlies	7.1	39.6	2.2	39.5
Upton/Druid Heights	1.2	67.5	0.7	68.4
Washington Village/Pigtown	4.0	28.8	0.5	28.6
Westport/Mt. Winans/Lakeland	2.7	28.9	0.2	23.6
Baltimore City	2.2	30.0	127.0	30.3

¹ For more information on these indicators please visit <http://www.bniajfi.org>.

Sustainability: Travel Time to Work

Community Statistical Area (CSA)	Percent of Employed Population with Travel Time to Work of 0-14 Minutes 2010-2014	Percent of Employed Population with Travel Time to Work of 15-29 Minutes 2010-2014	Percent of Employed Population with Travel Time to Work of 30-44 Minutes 2010-2014	Percent of Employed Population with Travel Time to Work of 45 Minutes and Over 2010-2014
Allendale/Irvington/S. Hilton	11.7	37.3	23.7	27.3
Beechfield/Ten Hills/West Hills	12.4	47.7	25.8	14.1
Belair-Edison	11.7	38.7	28.4	21.3
Brooklyn/Curtis Bay/Hawkins Point	21.6	28.8	30.3	19.3
Canton	18.0	40.3	26.4	15.2
Cedonia/Frankford	10.7	38.0	29.9	21.4
Cherry Hill	16.1	35.7	18.4	29.7
Chinquapin Park/Belvedere	16.6	33.8	27.6	21.9
Claremont/Armistead	9.9	30.5	35.1	24.4
Clifton-Berea	15.9	36.7	24.9	22.6
Cross-Country/Cheswolde	20.2	39.7	24.7	15.4
Dickeyville/Franklintown	11.6	39.0	24.6	24.8
Dorchester/Ashburton	17.8	42.0	18.5	21.6
Downtown/Seton Hill	32.3	42.2	15.4	10.2
Edmondson Village	9.1	35.0	30.5	25.3
Fells Point	22.0	43.6	18.8	15.5
Forest Park/Walbrook	8.3	43.2	27.8	20.7
Glen-Fallstaff	18.8	35.3	27.3	18.5
Greater Charles Village/Barclay	34.3	32.0	21.2	12.5
Greater Govans	15.6	34.6	23.8	26.1
Greater Mondawmin	13.4	42.4	22.9	21.4
Greater Roland Park/Poplar Hill	22.9	47.0	18.9	11.2
Greater Rosemont	11.2	33.9	27.8	27.1
Greenmount East	12.6	38.4	19.7	29.2
Hamilton	8.8	39.8	30.3	21.1
Harbor East/Little Italy	35.3	27.1	16.2	21.5
Harford/Echodale	10.4	40.7	27.5	21.4
Highlandtown	19.8	40.6	19.5	20.1
Howard Park/West Arlington	13.1	33.5	30.5	22.8
Inner Harbor/Federal Hill	22.0	43.8	23.7	10.6
Lauraville	9.5	43.6	29.8	17.1
Loch Raven	10.4	43.2	27.5	18.9
Madison/East End	15.8	32.3	17.9	34.0
Medfield/Hampden/Woodberry/Remington	22.9	42.1	21.6	13.3
Midtown	27.9	41.8	14.7	15.6
Midway/Coldstream	16.7	37.2	17.6	28.4
Morrell Park/Violetville	21.0	44.5	16.2	18.3
Mt. Washington/Coldspring	16.9	44.9	22.6	15.6
North Baltimore/Guilford/Homeland	24.5	48.6	14.4	12.5
Northwood	12.9	40.6	24.1	22.3
Oldtown/Middle East	27.8	18.9	23.1	30.3
Orangeville/East Highlandtown	13.7	35.6	29.2	21.4
Patterson Park North & East	15.3	38.2	29.4	17.0
Penn North/Reservoir Hill	18.1	36.7	23.9	21.4
Pimlico/Arlington/Hilltop	11.6	39.3	24.6	24.4
Poppleton/The Terraces/Hollins Market	21.1	38.6	15.8	24.6
Sandtown-Winchester/Harlem Park	13.6	30.6	21.8	34.1
South Baltimore	23.2	36.5	25.4	14.9
Southeastern	23.7	33.2	27.8	15.3
Southern Park Heights	9.3	36.4	25.9	28.3
Southwest Baltimore	14.6	36.3	24.4	24.7
The Waverlies	14.9	39.5	24.1	21.5
Upton/Druid Heights	13.8	33.5	24.9	27.7
Washington Village/Pigtown	27.1	30.6	20.8	21.5
Westport/Mt. Winans/Lakeland	14.7	39.9	21.5	23.9
Baltimore City	17.0	38.7	24.3	20.0

¹ For more information on these indicators please visit <http://www.bniajfi.org>.

Sustainability: Environment and Green Space

Community Statistical Area (CSA)	Percent of Area Covered by Trees	Number of Community Managed Open Spaces	Number of Trees Planted	Median Daily Water Consumption
	2011	2014	2014	2011
Allendale/Irvington/S. Hilton	349.0	4.0	78	16
Beechfield/Ten Hills/West Hills	123.0	0.0	36	17
Belair-Edison	222.0	11.0	76	17
Brooklyn/Curtis Bay/Hawkins Point	163.0	1.0	304	17
Canton	91.0	0.0	13	12
Cedonia/Frankford	112.0	2.0	156	18
Cherry Hill	101.0	1.0	369	17
Chinquapin Park/Belvedere	146.0	0.0	70	15
Claremont/Armistead	144.0	0.0	229	25
Clifton-Berea	45.0	33.0	84	14
Cross-Country/Cheswolde	2.0	0.0	11	24
Dickeyville/Franklintown	137.0	2.0	0	19
Dorchester/Ashburton	47.0	3.0	153	18
Downtown/Seton Hill	52.0	6.0	21	29
Edmondson Village	18.0	1.0	24	17
Fells Point	37.0	2.0	18	13
Forest Park/Walbrook	46.0	2.0	192	20
Glen-Fallstaff	124.0	2.0	14	19
Greater Charles Village/Barclay	231.0	37.0	150	17
Greater Govans	50.0	11.0	39	15
Greater Mondawmin	106.0	7.0	182	16
Greater Roland Park/Poplar Hill	59.0	0.0	46	23
Greater Rosemont	7.0	5.0	92	15
Greenmount East	111.0	136.0	11	13
Hamilton	14.0	0.0	4	17
Harbor East/Little Italy	8.0	3.0	4	15
Harford/Echodale	69.0	5.0	78	16
Highlandtown	31.0	1.0	50	13
Howard Park/West Arlington	17.0	13.0	184	18
Inner Harbor/Federal Hill	110.0	4.0	68	14
Lauraville	116.0	0.0	18	17
Loch Raven	250.0	2.0	43	16
Madison/East End	122.0	18.0	163	15
Medfield/Hampden/Woodberry/Remington	172.0	14.0	59	14
Midtown	156.0	30.0	183	23
Midway/Coldstream	4.0	20.0	6	15
Morrell Park/Violetville	184.0	1.0	95	17
Mt. Washington/Coldspring	15.0	3.0	27	19
North Baltimore/Guilford/Homeland	76.0	5.0	66	20
Northwood	138.0	1.0	60	16
Oldtown/Middle East	29.0	3.0	53	12
Orangeville/East Highlandtown	73.0	1.0	44	16
Patterson Park North & East	80.0	43.0	262	14
Penn North/Reservoir Hill	55.0	58.0	292	17
Pimlico/Arlington/Hilltop	8.0	4.0	0	16
Poppleton/The Terraces/Hollins Market	45.0	19.0	13	14
Sandtown-Winchester/Harlem Park	41.0	74.0	270	13
South Baltimore	36.0	1.0	43	13
Southeastern	0.0	2.0	0	16
Southern Park Heights	57.0	21.0	62	16
Southwest Baltimore	216.0	101.0	84	14
The Waverlies	107.0	10.0	35	14
Upton/Druid Heights	95.0	80.0	27	15
Washington Village/Pigtown	32.0	9.0	188	13
Westport/Mt. Winans/Lakeland	21.0	1.0	326	17
Baltimore City	6194.0	813.0	5185	16

¹ For more information on these indicators please visit <http://www.bnaijfi.org>.

Sustainability: Energy Use and Weatherization

Community Statistical Area (CSA)	Percent of Residences Heated by Utility Gas	Percent of Residences Heated by Electricity	Percent of Residential Properties Weatherized					Change (13-14)
	2010-2014	2010-2014	2011	2012	2013	2014		
Allendale/Irvington/S. Hilton	24.5	24.5	0.4	0.4	0.4	2.3	2.0	
Beechfield/Ten Hills/West Hills	17.3	17.3	0.3	0.4	0.3	1.2	0.9	
Belair-Edison	14.3	14.3	0.3	0.6	0.6	0.1	-0.5	
Brooklyn/Curtis Bay/Hawkins Point	28.8	28.8	9.1	0.9	0.4	0.0	-0.3	
Canton	33.0	33.0	0.0	0.1	0.0	0.0	0.0	
Cedonia/Frankford	20.5	20.5	0.3	0.6	0.7	0.2	-0.5	
Cherry Hill	31.3	31.3	74.4	8.1	2.0	0.1	-1.9	
Chinquapin Park/Belvedere	27.1	27.1	0.3	0.6	0.5	0.1	-0.4	
Claremont/Armistead	17.1	17.1	0.5	0.7	0.3	0.0	-0.3	
Clifton-Berea	19.1	19.1	0.4	0.3	0.3	0.1	-0.1	
Cross-Country/Cheswolde	32.6	32.6	0.5	1.1	0.3	0.0	-0.3	
Dickeyville/Franklintown	24.9	24.9	0.3	0.0	0.6	0.3	-0.3	
Dorchester/Ashburton	16.1	16.1	0.3	0.3	0.5	0.1	-0.4	
Downtown/Seton Hill	70.6	70.6	2.2	0.7	0.1	0.0	-0.1	
Edmondson Village	22.1	22.1	0.4	0.5	0.3	1.1	0.8	
Fells Point	44.1	44.1	0.0	0.0	0.0	0.0	0.0	
Forest Park/Walbrook	12.7	12.7	0.4	0.3	0.4	0.1	-0.3	
Glen-Fallstaff	25.8	25.8	0.7	0.8	5.0	0.1	-5.0	
Greater Charles Village/Barclay	28.0	28.0	1.6	0.8	0.4	0.1	-0.3	
Greater Govans	27.0	27.0	0.2	0.5	0.6	0.2	-0.4	
Greater Mondawmin	25.5	25.5	0.2	0.5	0.4	0.1	-0.3	
Greater Roland Park/Poplar Hill	20.2	20.2	0.0	0.0	0.0	0.0	0.0	
Greater Rosemont	13.4	13.4	2.0	0.6	0.3	0.2	-0.1	
Greenmount East	32.8	32.8	0.4	0.4	0.6	2.2	1.6	
Hamilton	11.8	11.8	0.2	0.5	0.5	0.0	-0.4	
Harbor East/Little Italy	42.2	42.2	0.0	0.1	0.1	0.1	-0.0	
Harford/Echodale	19.1	19.1	0.1	0.2	0.2	0.0	-0.2	
Highlandtown	27.5	27.5	0.0	0.1	0.0	0.0	0.0	
Howard Park/West Arlington	24.1	24.1	0.4	0.3	0.5	0.1	-0.4	
Inner Harbor/Federal Hill	48.0	48.0	0.0	0.0	0.1	0.0	-0.1	
Lauraville	12.2	12.2	0.2	0.2	0.3	0.0	-0.3	
Loch Raven	27.2	27.2	0.3	0.6	1.0	0.0	-1.0	
Madison/East End	15.6	15.6	0.2	0.2	0.3	0.0	-0.3	
Medfield/Hampden/Woodberry/Remington	18.7	18.7	0.0	0.1	0.1	0.9	0.8	
Midtown	50.7	50.7	0.7	1.5	0.0	0.1	0.1	
Midway/Coldstream	17.0	17.0	0.2	0.4	0.4	0.2	-0.1	
Morrell Park/Violetville	23.2	23.2	0.1	0.2	0.2	0.0	-0.2	
Mt. Washington/Coldspring	28.2	28.2	0.1	0.2	0.3	0.0	-0.3	
North Baltimore/Guilford/Homeland	25.8	25.8	0.0	0.1	0.0	0.0	-0.0	
Northwood	16.5	16.5	0.4	0.7	0.4	0.1	-0.3	
Oldtown/Middle East	46.6	46.6	17.7	0.7	3.0	0.6	-2.4	
Orangeville/East Highlandtown	20.3	20.3	0.0	0.1	0.1	0.1	-0.1	
Patterson Park North & East	23.6	23.6	0.1	0.1	0.2	0.1	-0.1	
Penn North/Reservoir Hill	33.4	33.4	0.1	0.1	0.3	0.0	-0.2	
Pimlico/Arlington/Hilltop	20.0	20.0	0.5	0.3	0.5	0.1	-0.5	
Poppleton/The Terraces/Hollins Market	33.9	33.9	9.0	24.9	0.1	0.5	0.4	
Sandtown-Winchester/Harlem Park	26.7	26.7	0.3	0.3	0.3	0.3	-0.0	
South Baltimore	22.0	22.0	0.0	0.0	0.0	0.0	0.0	
Southeastern	19.1	19.1	0.1	0.1	0.1	0.0	-0.1	
Southern Park Heights	22.8	22.8	0.3	0.4	0.4	0.2	-0.3	
Southwest Baltimore	31.0	31.0	0.4	0.2	0.1	0.1	0.0	
The Waverlies	27.9	27.9	0.3	0.3	0.3	0.0	-0.2	
Upton/Druid Heights	36.3	36.3	0.8	3.1	6.3	1.2	-5.1	
Washington Village/Pigtown	32.0	32.0	0.1	0.2	0.3	0.0	-0.3	
Westport/Mt. Winans/Lakeland	32.9	32.9	2.6	0.3	0.3	0.0	-0.3	
Baltimore City	26.6	26.6	1.1	0.6	0.5	0.3	-0.2	

1 For more information on these indicators please visit <http://www.bniajfi.org>.

Sustainability: Voting

Community Statistical Area (CSA)	Percent of Population 18+ Registered to Vote			Percent of Registered Voters Voting in Last General Election		
	2010	2012	2014	2010	2012	2014
Allendale/Irvington/S. Hilton	83.4	82.8	83.0	45.3	57.0	36.0
Beechfield/Ten Hills/West Hills	79.7	81.6	85.6	52.6	61.9	43.1
Belair-Edison	81.7	83.2	83.9	46.6	59.8	36.3
Brooklyn/Curtis Bay/Hawkins Point	53.6	53.3	55.6	30.1	28.3	23.7
Canton	79.5	71.5	78.5	43.2	52.0	40.6
Cedonia/Frankford	73.9	78.5	78.7	46.6	56.2	37.4
Cherry Hill	82.5	82.3	81.9	34.9	53.1	26.6
Chinquapin Park/Belvedere	83.2	85.9	86.6	51.2	61.9	41.0
Claremont/Armistead	60.7	60.9	71.5	37.8	39.0	32.5
Clifton-Berea	91.5	89.5	82.2	40.3	57.5	32.3
Cross-Country/Cheswolde	83.1	89.7	85.6	54.5	67.2	46.0
Dickeyville/Franklintown	63.8	69.5	68.5	41.1	47.4	32.8
Dorchester/Ashburton	81.3	79.8	79.7	51.4	59.9	42.4
Downtown/Seton Hill	63.8	53.2	54.7	30.7	34.9	27.3
Edmondson Village	93.9	96.0	92.8	48.0	68.4	38.8
Fells Point	74.2	68.9	79.3	41.4	43.8	34.3
Forest Park/Walbrook	81.1	76.8	82.9	45.2	54.0	36.7
Glen-Fallstaff	77.1	66.8	79.0	49.1	48.7	40.7
Greater Charles Village/Barclay	56.2	56.0	53.0	39.4	36.5	35.0
Greater Govans	86.0	87.5	85.6	46.8	62.3	37.2
Greater Mondawmin	82.4	82.5	84.0	43.4	55.9	35.4
Greater Roland Park/Poplar Hill	88.0	90.4	88.6	64.7	72.1	57.5
Greater Rosemont	86.0	82.0	83.7	40.7	54.6	32.7
Greenmount East	96.5	83.6	86.5	37.4	53.5	30.8
Hamilton	75.5	81.0	81.4	51.1	58.2	41.2
Harbor East/Little Italy	72.2	77.5	75.3	34.9	49.0	28.2
Harford/Echodale	76.3	79.5	80.2	48.2	55.5	40.6
Highlandtown	67.4	68.7	76.8	41.8	45.6	36.8
Howard Park/West Arlington	78.2	78.9	79.3	52.6	58.1	44.4
Inner Harbor/Federal Hill	80.3	77.7	85.0	45.1	57.6	39.9
Lauraville	80.7	79.7	85.3	52.5	58.0	43.6
Loch Raven	80.3	82.7	85.5	51.6	62.7	41.0
Madison/East End	78.3	77.6	74.0	30.6	48.3	26.3
Medfield/Hampden/Woodberry/Remington	70.3	72.0	74.7	49.4	50.2	42.5
Midtown	67.3	67.2	65.1	42.3	49.4	41.0
Midway/Coldstream	90.1	81.5	85.3	38.6	53.1	31.1
Morrell Park/Violetville	55.3	56.2	57.1	42.6	33.9	34.9
Mt. Washington/Coldspring	94.3	102.6	94.5	60.7	81.8	55.7
North Baltimore/Guilford/Homeland	64.7	62.0	64.1	59.0	46.7	51.0
Northwood	77.2	78.4	75.6	51.4	57.7	43.9
Oldtown/Middle East	77.3	75.2	72.1	35.2	48.2	30.1
Orangeville/East Highlandtown	53.2	56.5	56.6	34.0	31.5	28.9
Patterson Park North & East	71.0	65.7	73.2	37.2	43.5	31.7
Penn North/Reservoir Hill	80.3	83.0	81.2	42.9	58.8	36.5
Pimlico/Arlington/Hilltop	77.2	78.9	75.8	41.1	53.7	34.6
Poppleton/The Terraces/Hollins Market	74.3	83.3	77.1	36.5	53.4	30.6
Sandtown-Winchester/Harlem Park	79.6	75.7	75.8	35.0	49.0	29.7
South Baltimore	76.5	76.9	92.5	46.6	56.6	41.5
Southeastern	59.7	55.5	57.4	33.8	30.4	27.8
Southern Park Heights	79.8	73.8	79.1	38.0	49.2	30.6
Southwest Baltimore	70.1	70.5	66.9	33.4	41.2	28.0
The Waverlies	87.2	87.7	88.7	46.9	60.2	39.1
Upton/Druid Heights	79.1	81.0	73.2	35.2	52.9	30.5
Washington Village/Pigtown	67.7	69.0	74.5	39.2	47.3	33.0
Westport/Mt. Winans/Lakeland	62.3	62.2	64.5	38.3	39.6	30.1
Baltimore City	75.0	74.7	76.9	44.4	51.5	37.3

¹ For more information on these indicators please visit <http://www.bnaijfi.org>.