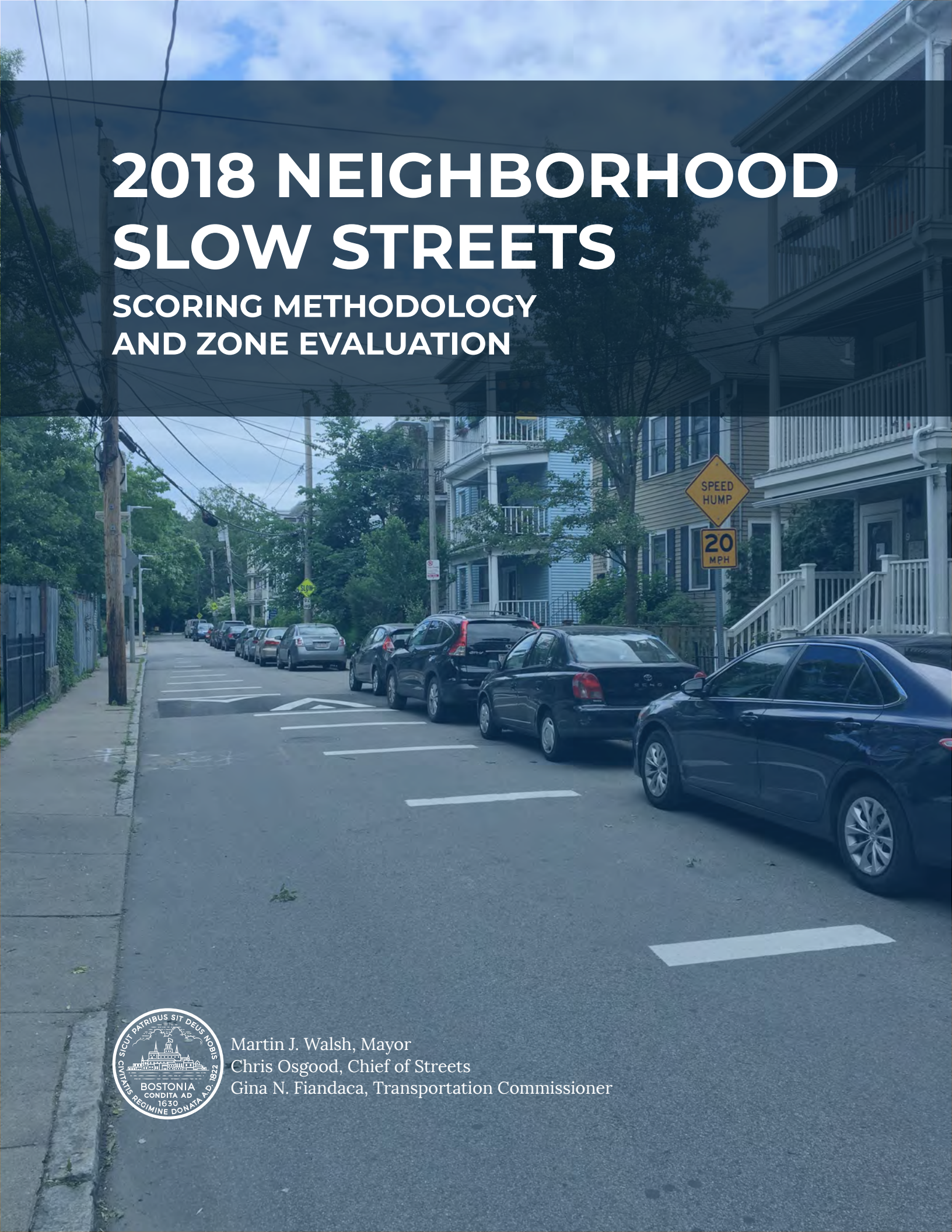
# 2018 NEIGHBORHOOD SLOW STREETS

## SCORING METHODOLOGY AND ZONE EVALUATION




Martin J. Walsh, Mayor
Chris Osgood, Chief of Streets
Gina N. Fiandaca, Transportation Commissioner

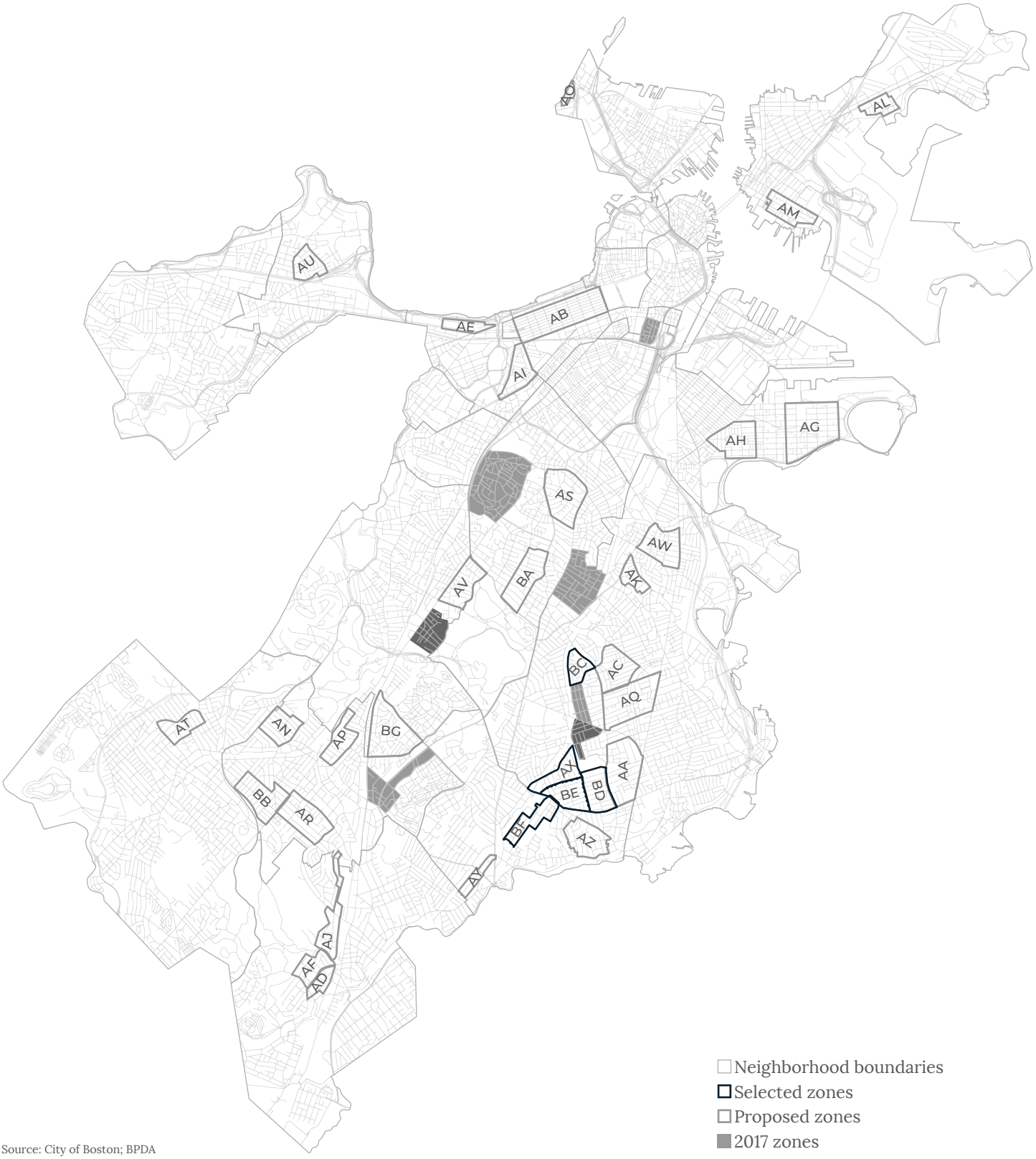
Analysis and design by **Najah Casimir**, Active Transportation Coordinator. With support from **Meghan Monson** and **Eli Beeker**, Bicycle Program Team Members.

# OVERVIEW

2018 marked the second year that the Boston Transportation Department accepted applications for the Neighborhood Slow Streets program. We received applications for 37 zones by the August 24 deadline. Each community that submitted an incomplete application was given 5 additional days from the time of notification to provide the necessary materials. During this round of evaluations 33 zones were considered for selection. Seventeen were communities who applied in 2017.

We are pleased to announce the five zones that will join the Neighborhood Slow Streets Program in 2018:

- Redefine Our Community
- Washington - Harvard - Norwell Neighborhood
- West Codman Hill - East
- West Codman Hill - West
- West Selden Street and Vicinity Neighborhood




Source: City of Boston; BPDA

# OVERVIEW

## 2018 ZONES

**AA** | Ashmont Area*
**AB** | Back Bay Grid
**AC** | Bloomfield Park - United Neighborhood Association*
**AD** | Business Street Area
**AE** | Charlesgate
**AF** | Child - Cleveland St Neighborhood
**AG** | City Point*
**AH** | Dorchester Heights
**AI** | East Fenway Neighborhood*
**AJ** | Grew Park Neighbors - Magee
**AK** | Hancock Street Triangle
**AL** | Harbor View*
**AM** | Jeffries Point*
**AN** | Longfellow Area*
**AO** | Lost Village
**AP** | Lower South Street Neighborhood*
**AQ** | Melville Park*
**AR** | Metropolitan Hill - Beech Street*
**AS** | Moreland St and Mount Pleasant Ave Historic Districts*
**AT** | Neighbors Near Weld
**AU** | North Allston Safe Streets Zone*
**AV** | Parkside Neighborhood*
**AW** | Pleasant, Sumner, and East Cottage St Area*
**AX** | Redefine Our Community
**AY** | Rexford Street Association
**AZ** | River Street to Morton Street*
**BA** | Sugar Hill*
**BB** | Walworth - Parkway
**BC** | Washington - Harvard - Norwell Neighborhood
**BD** | West Codman Hill - East
**BE** | West Codman Hill - West
**BF** | West Selden Street and Vicinity Neighborhood
**BG** | Woodbourne Neighborhood Association*

** indicates a returning community*

# OVERVIEW

## 2018 EVALUATION CRITERIA

We assessed each zone using objective criteria (listed on our web page and in the application materials). We expected that higher-scoring zones would be selected. Our evaluation focused on identifying zones that:

- are home to higher percentages of youth, older adults, and people with disabilities
- experience higher numbers of traffic crashes per mile that result in an EMS response
- include, or border, community places such as public libraries, BCYFs, schools, and parks
- support existing and planned opportunities for walking, bicycling, and access to transit, and
- are feasible for the City of Boston to implement improvements in.

## CHANGES FROM 2017

The 2018 application and evaluation processes were improved based on what we learned from community members and our experiences during the 2017 processes.

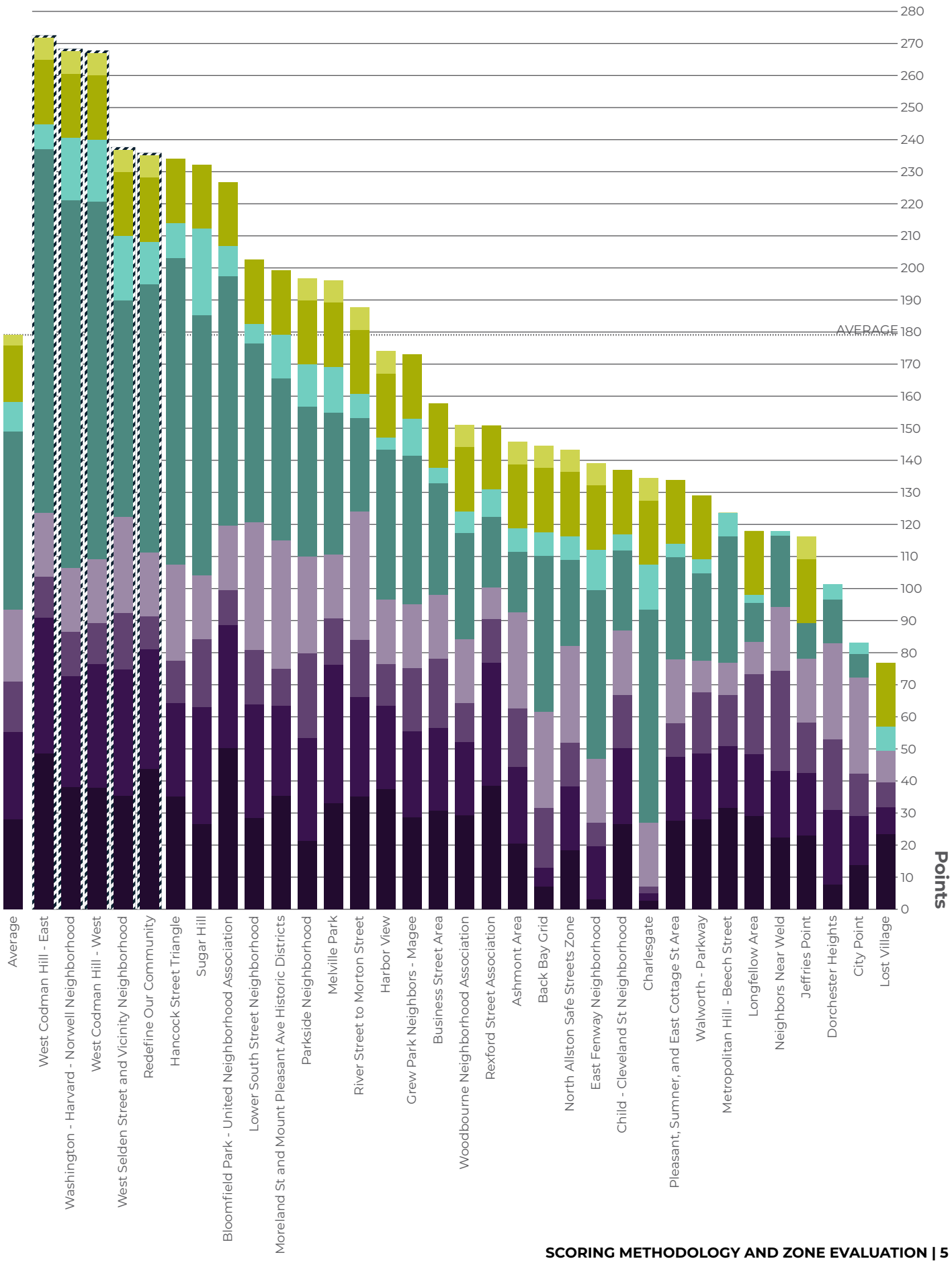
The most significant change between this year's evaluation and last year's was the removal of "community support" as an evaluated criterion. This year, we instead instituted a minimum threshold for all communities to achieve: 24 signatures from zone residents and 3 letters from community leaders. This change was made to reduce the perceived workload on communities and focus on the objective criteria related to vulnerable people, important community places, and history of injury crashes. We also removed the "Zone Edges with Bus Routes" criterion as it had no impact on the outcomes of the evaluations and required significant work to assess.

Additional changes to individual criterion are included on the following pages. We've also included details about weighting, and maps and graphs for each criterion.

*On maps and graphs, selected zones are indicated with a dashed dark blue outline.*

## GRAPH OF SCORES

- Percentage of households with children under 18
- Percentage of households with people with disabilities
- Percentage of population aged 65 and above
- Community places
- Fatal or injury crashes on streets in the zone
- Fatal or injury crashes at intersections within boundary streets
- MBTA rail transit or Key Bus Route network within 0.25 miles
- Streets in zone identified as walking & biking routes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10
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Points
Average
West Codman Hill - East
Washington - Harvard - Norwell Neighborhood
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Redefine Our Community
Hancock Street Triangle
Sugar Hill
Bloomfield Park - United Neighborhood Association
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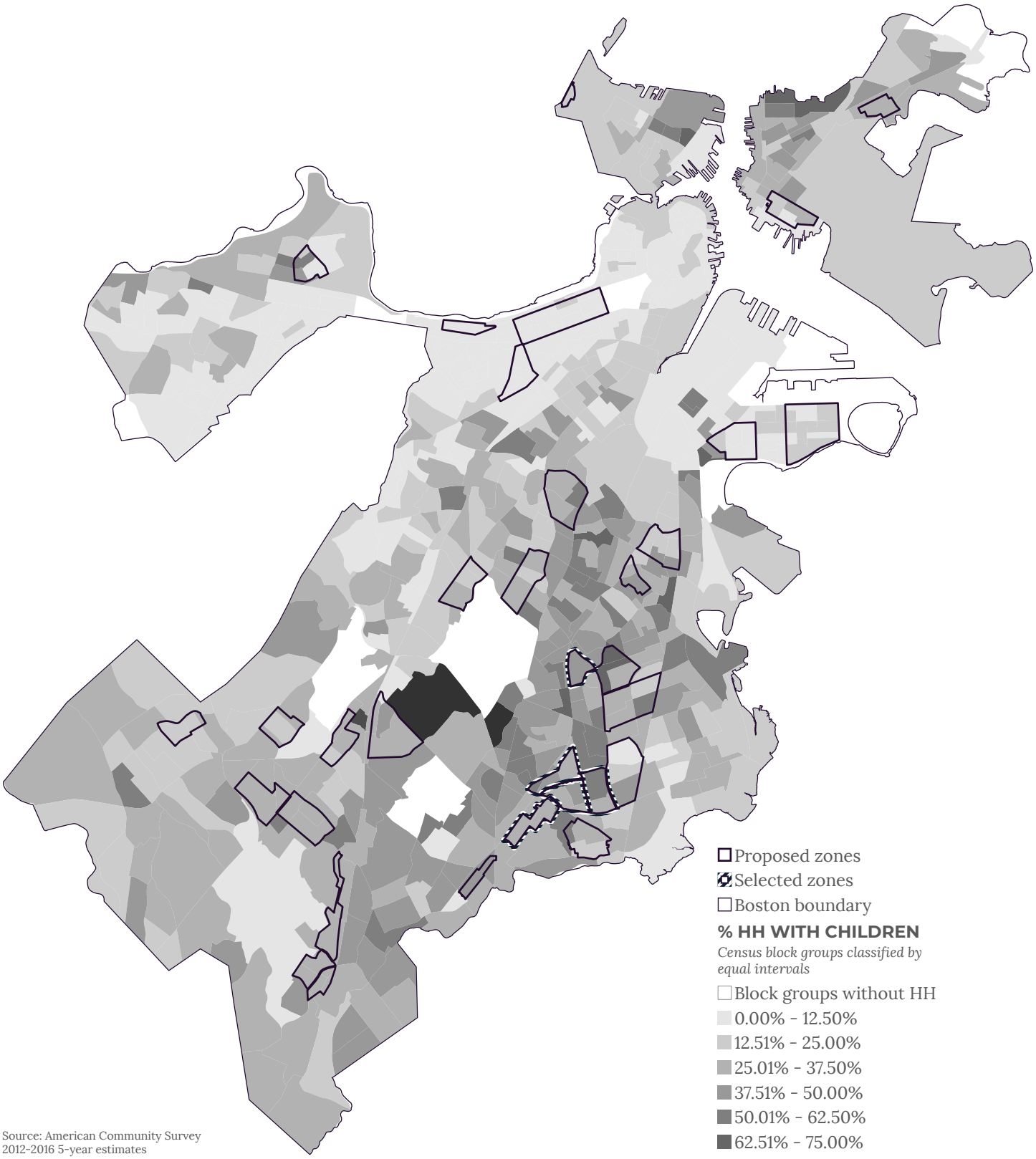
Pleasant, Sumner, and East Cottage St Area
Walworth - Parkway
Metropolitan Hill - Beech Street
Longfellow Area
Neighbors Near Weld
Jeffries Point
Dorchester Heights
City Point
Lost Village

# VULNERABLE USERS

Children, people with disabilities, older adults, and people who are walking or bicycling tend to suffer disproportionately in crashes. Because they are more likely to be injured or killed, we are prioritizing traffic calming in areas where we expect there to be more children, people with disabilities, older adults, and people walking or bicycling on our streets. We define this as neighborhoods:

- with higher percentages of households with children
- with higher percentages of households with people with disabilities
- with higher percentages of older adults
- near public community places: schools, parks, Boston Centers for Youth and Families, and Boston Public Libraries




Source: American Community Survey
2012-2016 5-year estimates

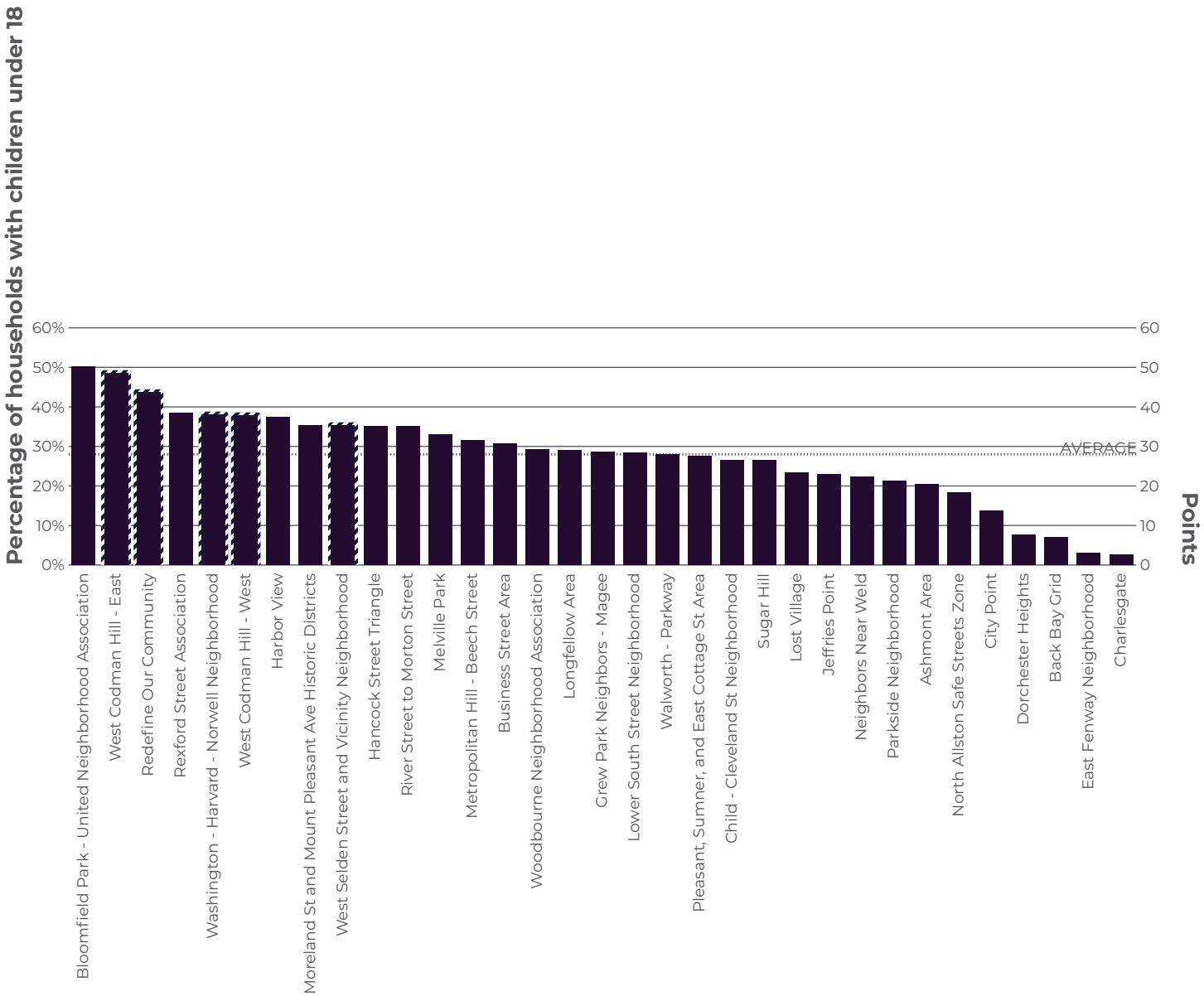
# VULNERABLE USERS

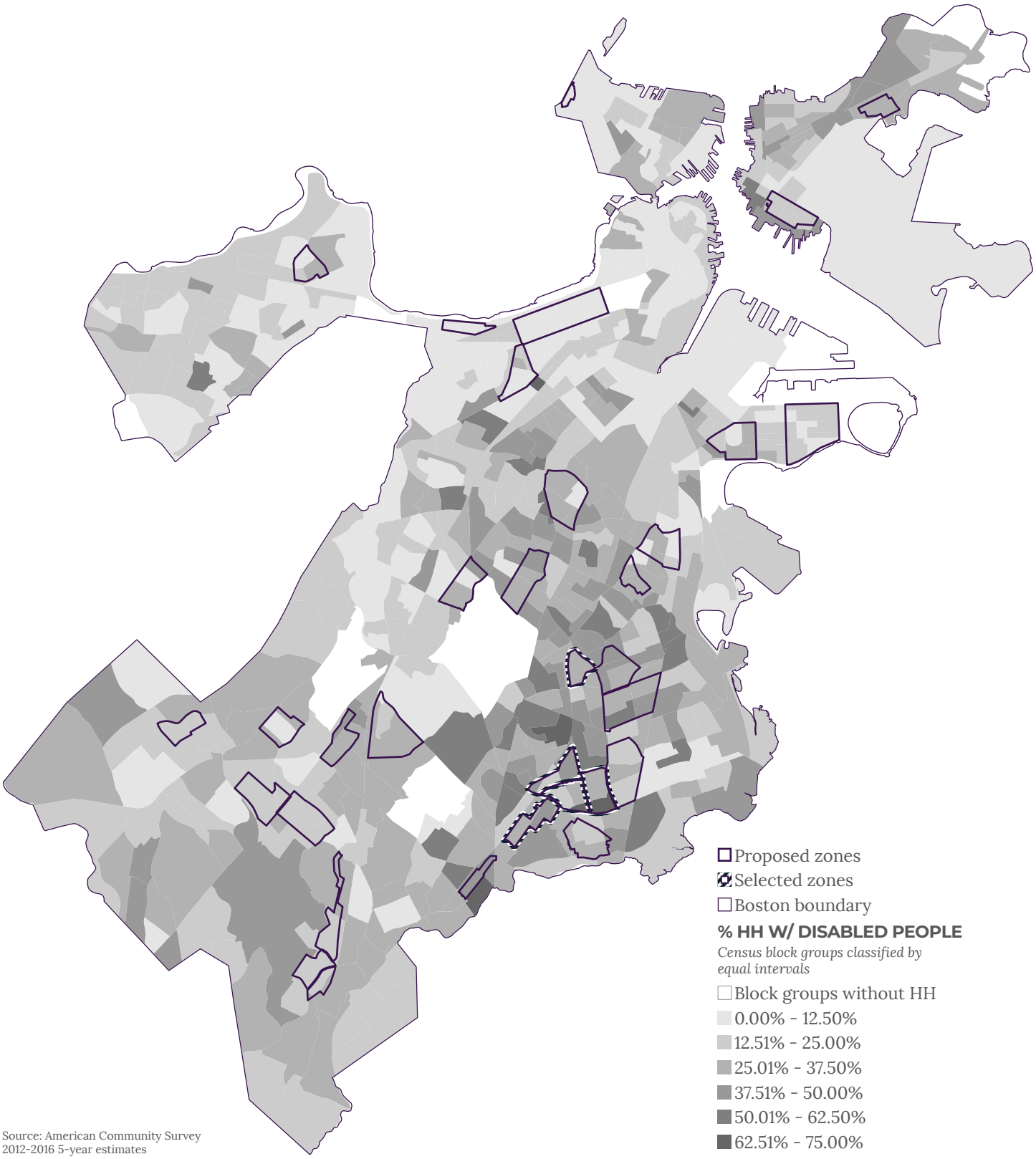
## HOUSEHOLDS WITH CHILDREN UNDER 18

**POINTS:** 1 * [percentage of households with children under 18]

We determined the percentage of households with children by using the 2012-2016 American Community Survey 5-year estimates. For block groups that intersect each zone, the number of households with children was summed, then divided by the total number of households in those block groups. While block groups do not perfectly align with all of the zones, this is the most complete, accurate, and recent data available.

**CHANGES FROM 2017:** The ACS data was updated to the most recent year available.






Source: American Community Survey
2012-2016 5-year estimates

# VULNERABLE USERS

## HOUSEHOLDS WITH PEOPLE WITH DISABILITIES

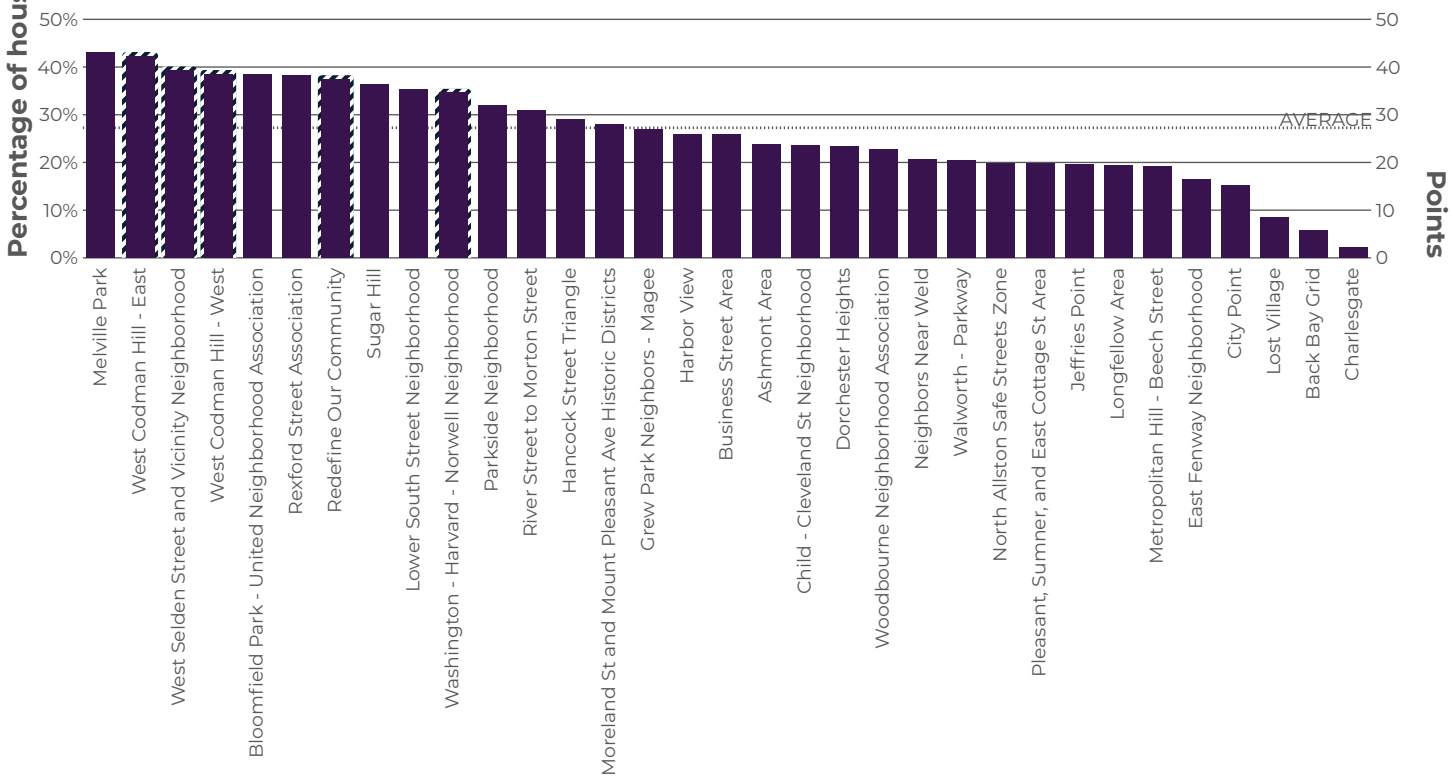
**POINTS:** 1 * [percentage of households with people with disabilities]

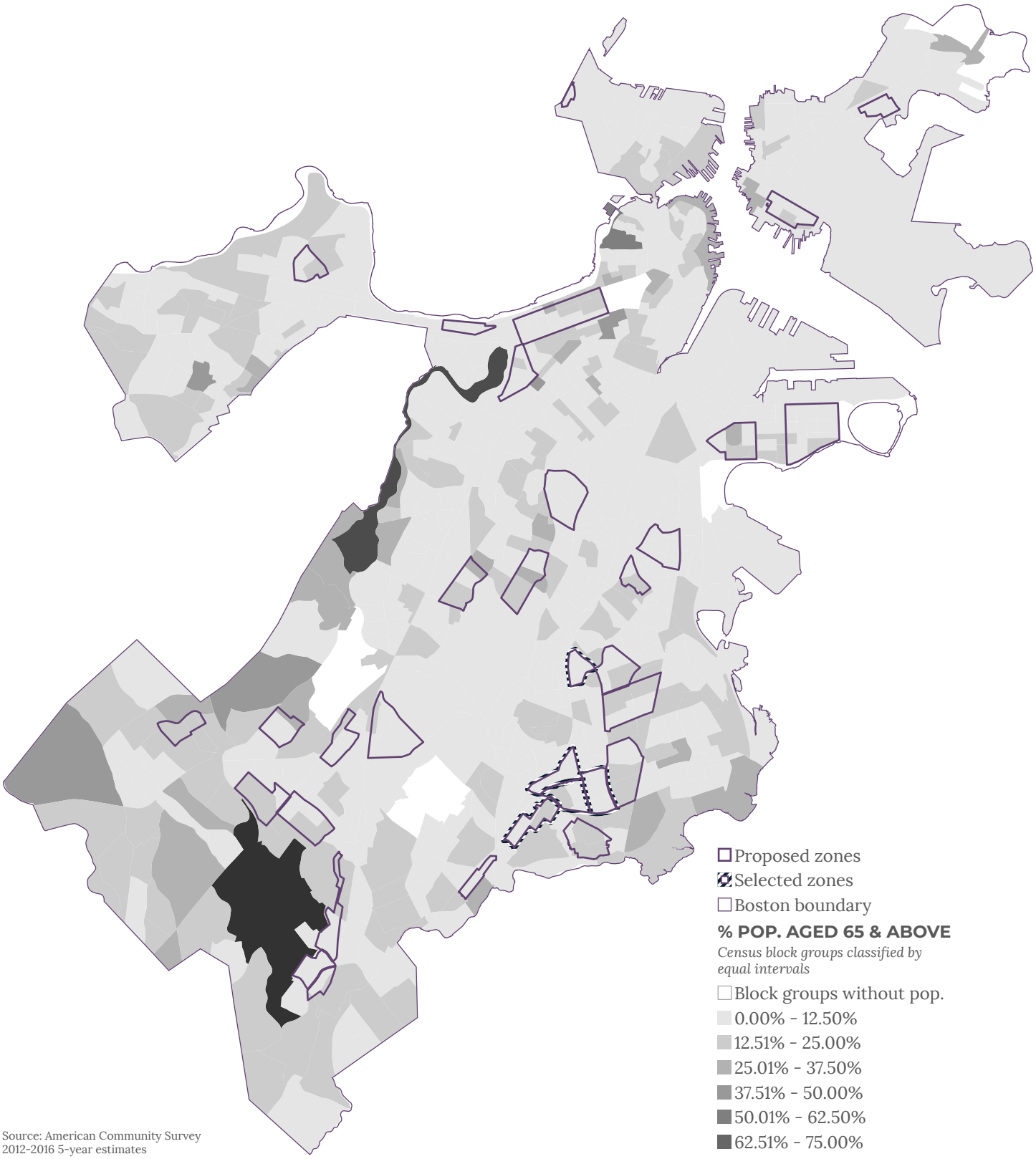
We determined the percentage of households with people with disabilities by using the 2012-2016 American Community Survey 5-year estimates. The US. Census Bureau defines people with disabilities as:

- children under 5 years old who have a hearing and/or vision difficulty;
- children between the ages of 5 and 14 who have a hearing, vision, cognitive, ambulatory, and/or self-care difficulty; and
- people aged 15 years and older, who have a hearing, vision, cognitive, ambulatory, self-care, and/or independent living difficulty.

For block groups that intersect each zone, the number of households with people with disabilities was summed, then divided by the total number of households in those block groups. While block groups do not perfectly align with all of the zones, this is the most complete, accurate, and recent data available.

**CHANGES FROM 2017:** This is a new criterion. We acknowledge that people with disabilities may be at a greater risk of being involved in a crash that results in a serious injury or fatality.






Source: American Community Survey
2012-2016 5-year estimates

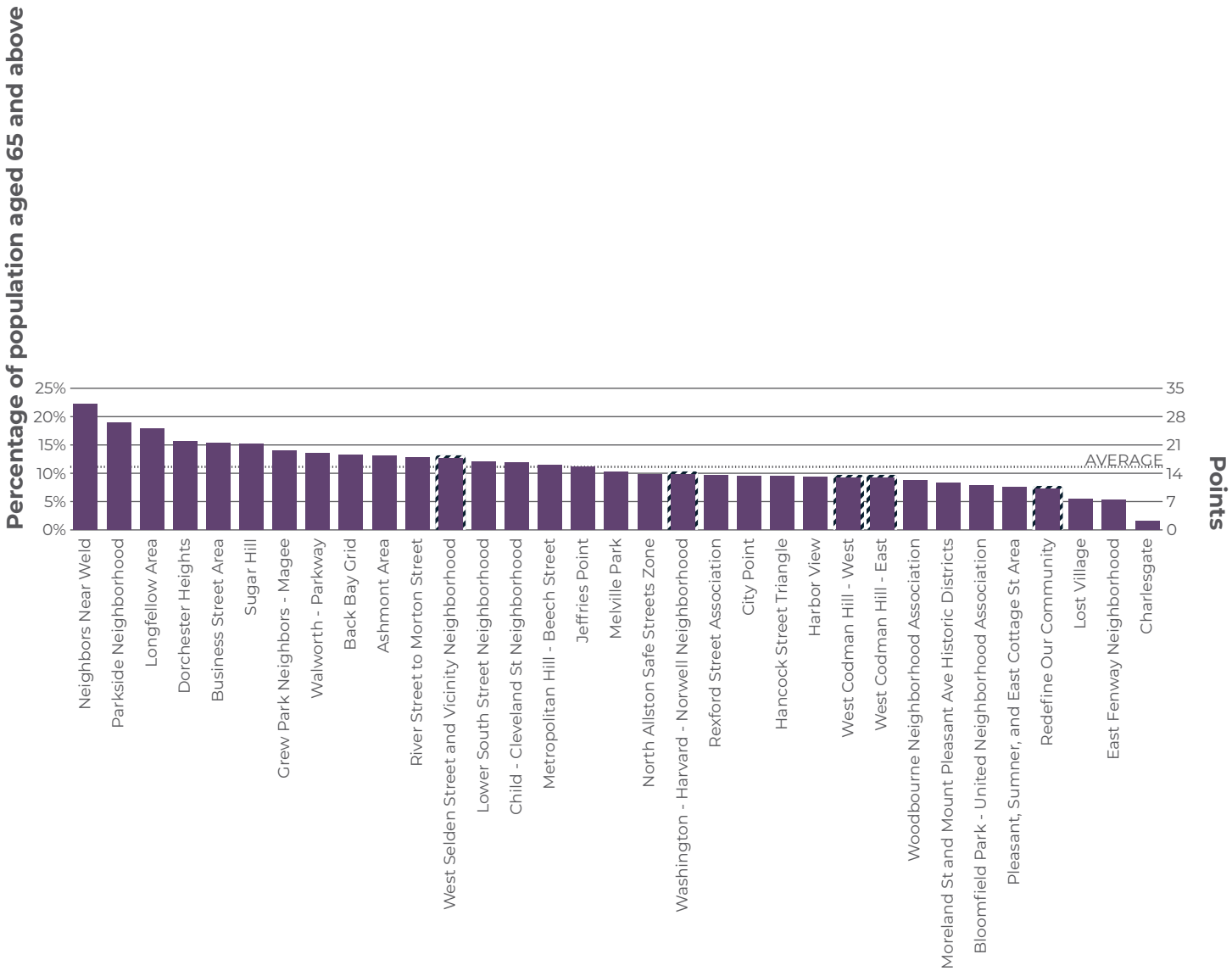
# VULNERABLE USERS

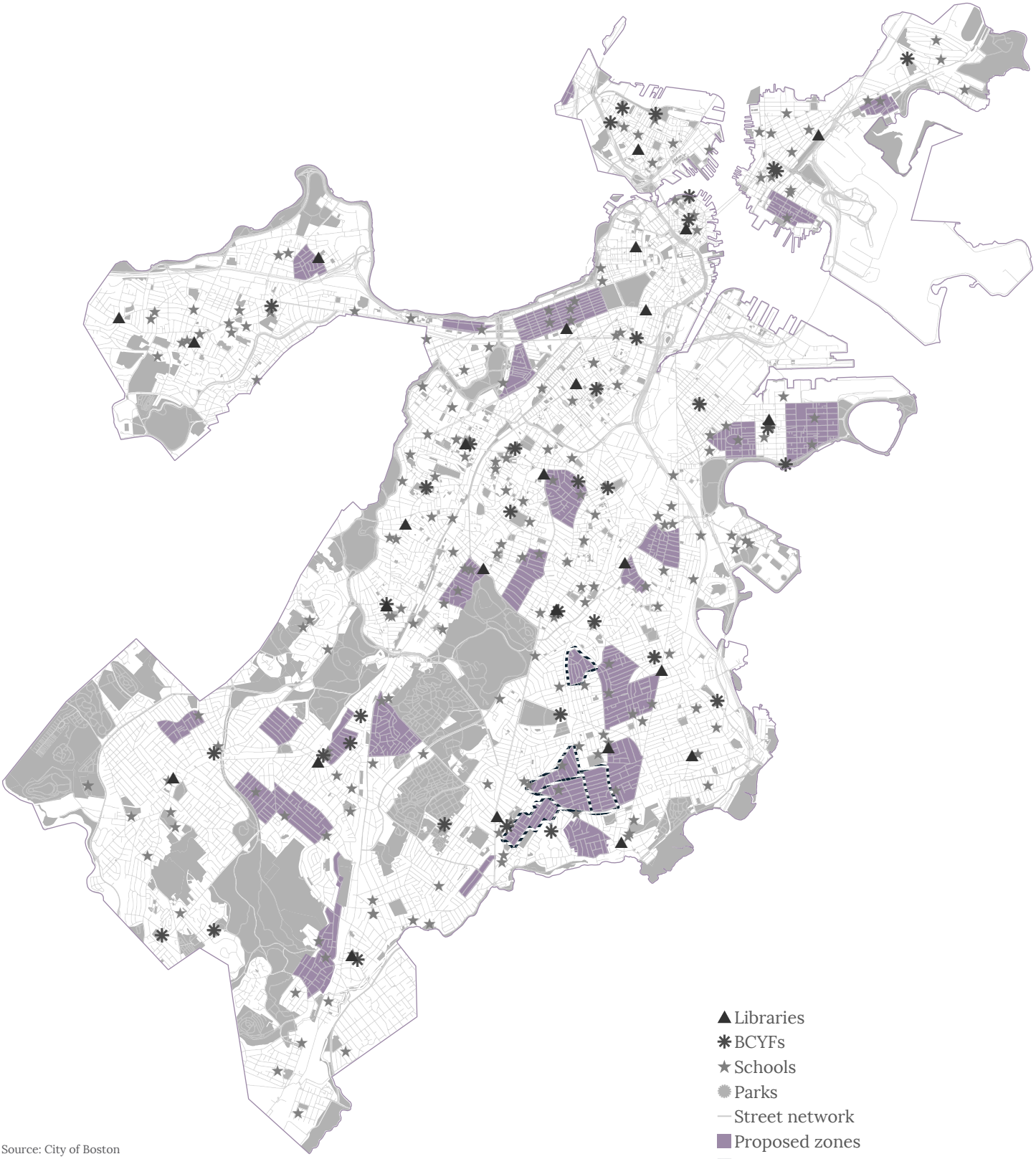
## POPULATION AGED 65 AND ABOVE

**POINTS:** 1.4 * [percentage of the population aged 65 and above]

We determined the percentage of the population aged 65 and above by using the 2012-2016 American Community Survey 5-year estimates. For block groups that intersect each zone, the number of people aged 65 and above was summed, then divided by the total number of people in those block groups. While block groups do not perfectly align with all of the zones, this is the most complete, accurate, and recent data available.

**CHANGES FROM 2017:** The ACS data was updated to the most recent year available.






Source: City of Boston

# VULNERABLE USERS

## COMMUNITY PLACES

**POINTS:** 10 * [the number of community place types]

We used GIS layers, maintained by the City of Boston's GIS team within the Department of Innovation and Technology, to identify the locations of the following types of facilities:

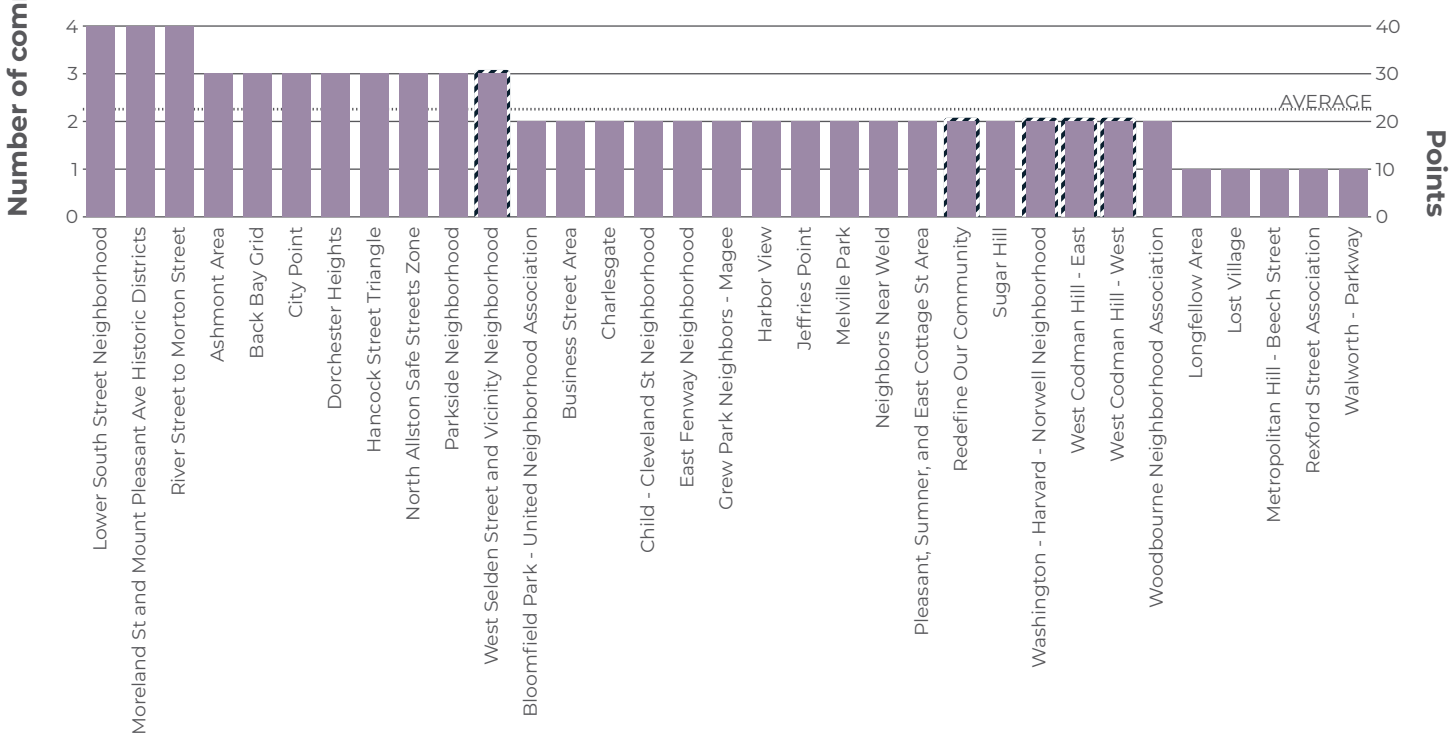
- public and private grade schools
- parks
- Boston Centers for Youth and Families
- Boston Public Libraries

A facility counted if it was located on a street within the zone or if there is a route from a street within the zone to the facility that only requires a person to cross one leg of a non-zone street. We did not include facilities that are kitty-corner to the zones as this would generally require two crossings. Two examples are included below.

**EXAMPLE ROUTES.** *The library on the left can be accessed by crossing one leg of a street and counted towards the zone's score. The library on the right can only be accessed by crossing two legs of streets and did not count towards the zone's score.*


**CHANGES FROM 2017:** Recognizing that sidewalks are one of the most effective measures to prevent crashes involving pedestrians, we updated the method for determining if a place counted towards a zone's evaluation. This year we implemented the "one crossing" rule described above.

Public housing communities were removed from the list of community places. Due to the complexities of assistance in public housing, we only included a small number of communities in our criteria last year. This change also allows us to focus more on the places that make free or relatively low-cost services available to all Bostonians.

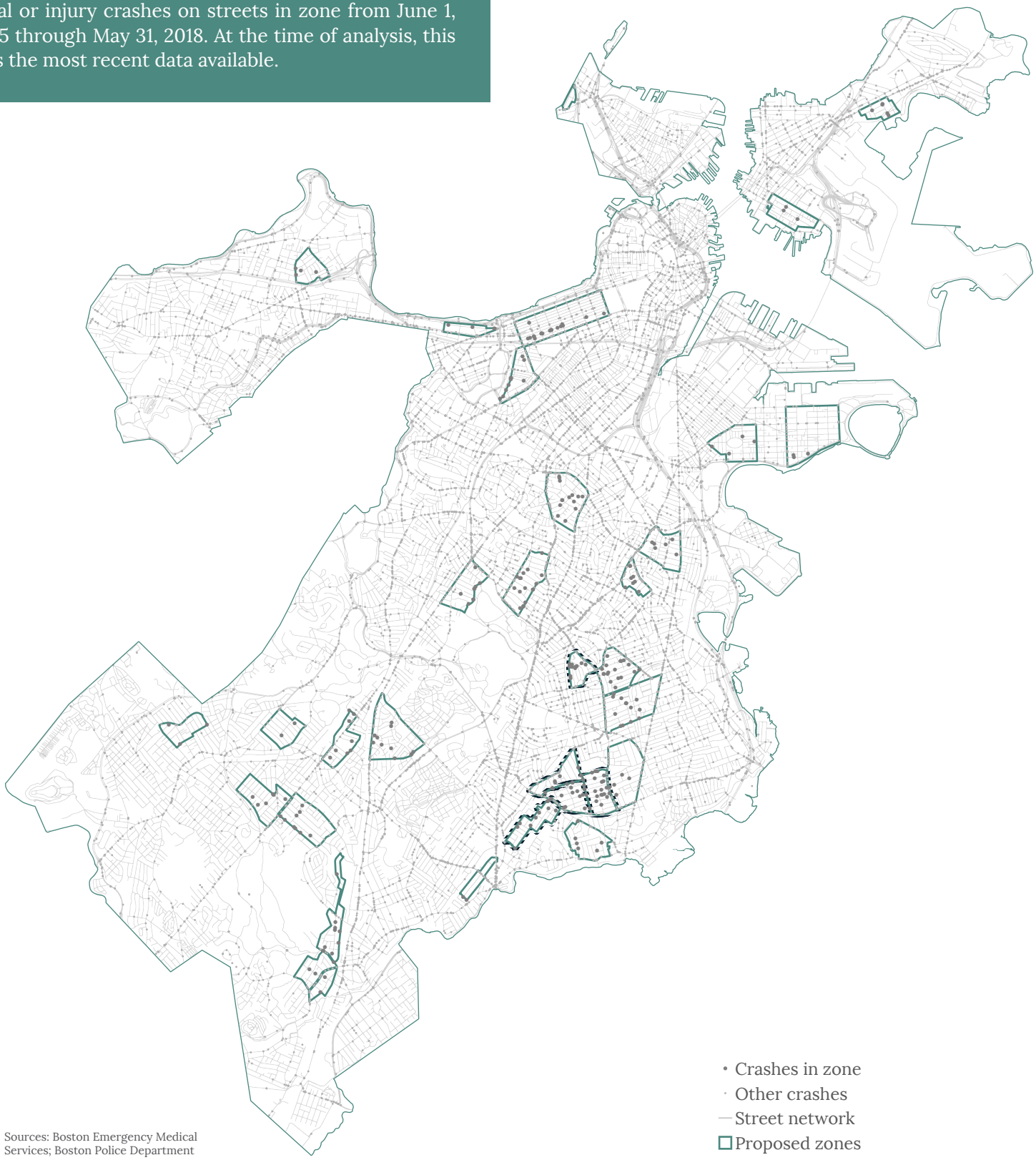


# CRASH HISTORY

Our commitment to Vision Zero means proactively working to reduce the number and severity of traffic-related crashes on our streets. Neighborhood Slow Streets applies this commitment to our local, mostly residential streets. We looked at data provided by Boston Emergency Medical Services (EMS) and the Boston Police Department (BPD) to prioritize higher-crash areas in our overall evaluation.

EMS and BPD provided the locations of crashes that resulted in injuries or fatalities and occurred between June 1, 2015, and May 31, 2018. Thanks to the work of our Vision Zero Task Force, there have been significant improvements in the way that the crash data is shared. In addition to an X/Y coordinate, we now get the name of the street(s) where the crash occurred and the location type (intersection, street, or other).

Fatal or injury crashes on streets in zone from June 1, 2015 through May 31, 2018. At the time of analysis, this was the most recent data available.




Sources: Boston Emergency Medical Services; Boston Police Department

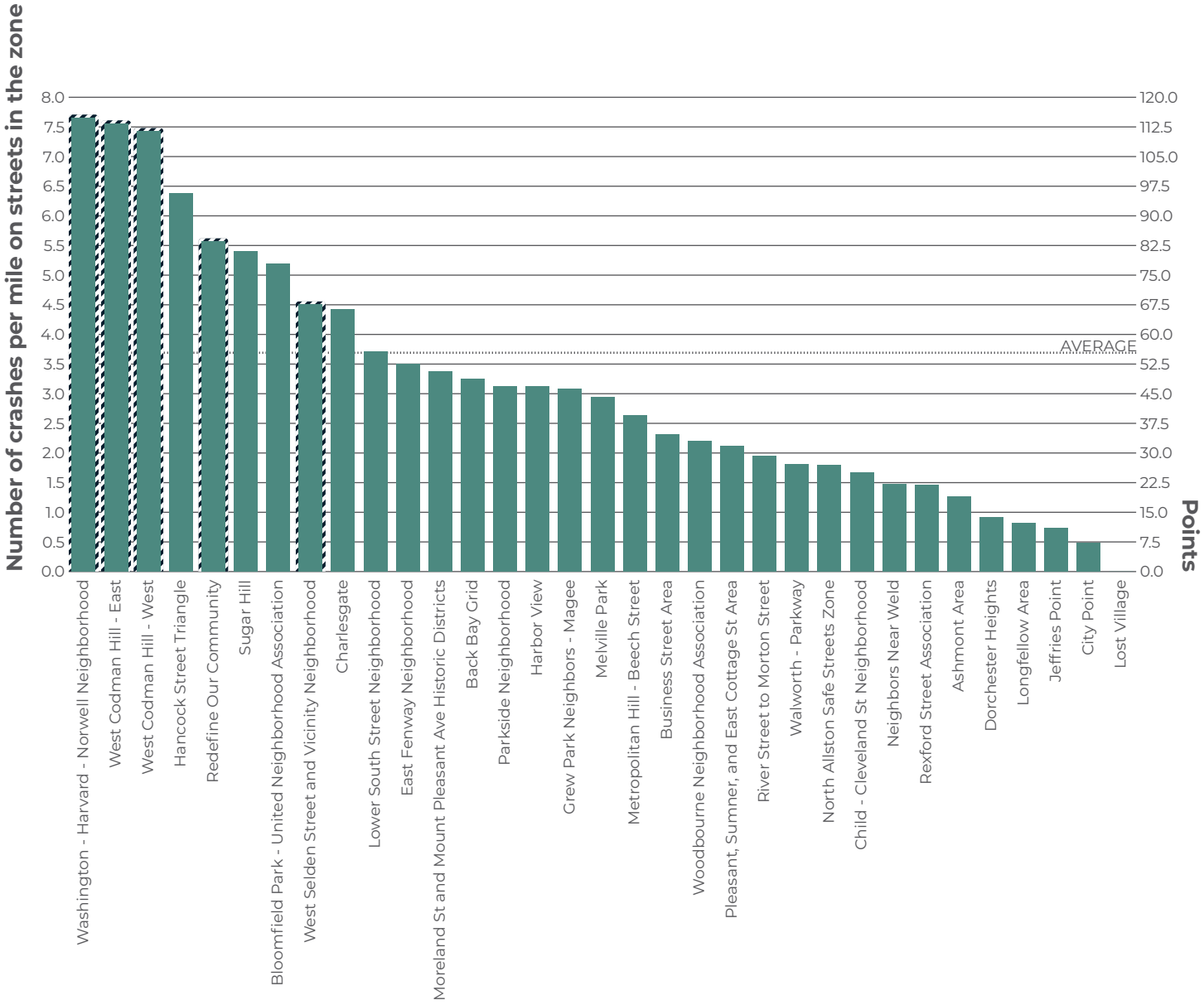
# CRASH HISTORY

## FATAL OR INJURY CRASHES ON STREETS IN THE ZONE

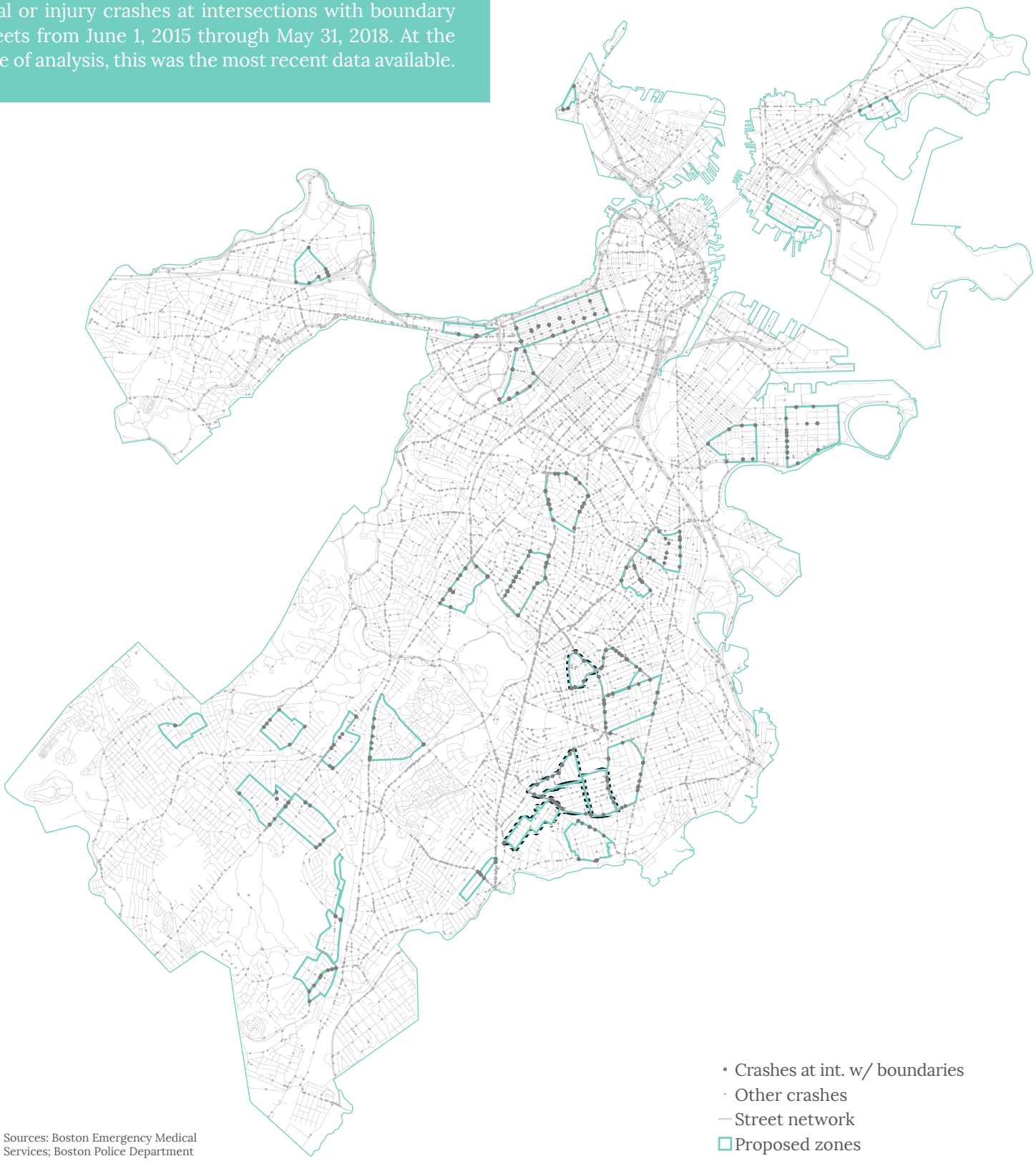
**POINTS:** 15 * [crashes on streets in the zone] / [miles of streets in the zone]

The Neighborhood Slow Streets program targets local streets, not major ones. In our weighting, we emphasized fatal and injury crashes that occurred on streets within the zone. Crashes that occurred at the intersections of zone streets and other small, residential streets on the edge of zones were counted as being in the zone.

**CHANGES FROM 2017:** Crash data from June 1, 2015, to May 31, 2018, were used for this year's analysis.



Fatal or injury crashes at intersections with boundary streets from June 1, 2015 through May 31, 2018. At the time of analysis, this was the most recent data available.




Sources: Boston Emergency Medical Services; Boston Police Department

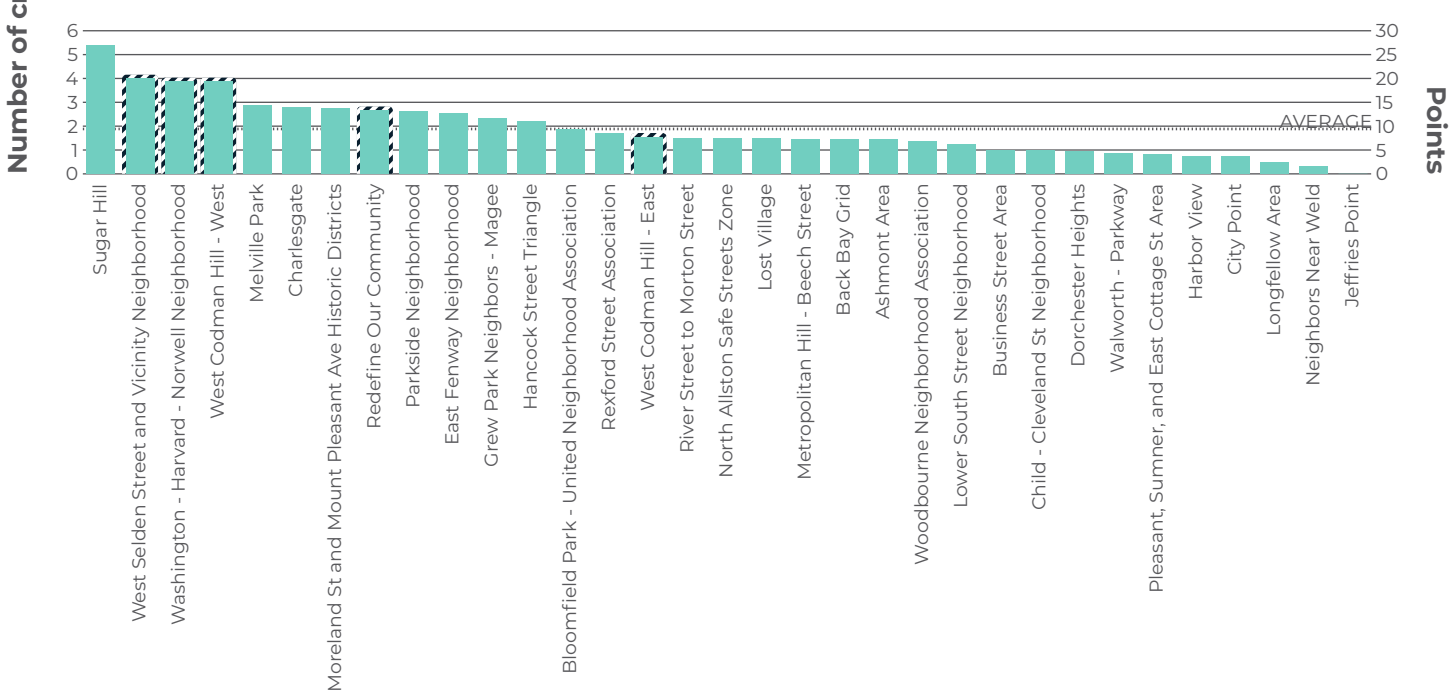
# CRASH HISTORY

## FATAL OR INJURY CRASHES AT INTERSECTIONS WITH BOUNDARY STREETS

**POINTS:** 5 * [crashes at the intersections of zone streets and boundary streets] / [number of intersections of zone streets and boundary streets]

The changes made on zone streets may influence behaviors at intersections with boundary streets. However, this program is not intended to make changes to boundary streets, and large streets experience a higher number of crashes than local streets. Therefore, while we want to consider crashes at these intersections, we are giving them significantly less weight than crashes that happen within the zone.

**CHANGES FROM 2017:** Crash data from June 1, 2015, to May 31, 2018, were used for this year's analysis. We removed crashes that happened on boundary streets. Instead, we determined the number of crashes that happened at the intersections between zone streets and boundary streets and divided that number by the total number of intersections between zone streets and boundary streets.



# PROXIMITY TO ACTIVE TRANSPORTATION NETWORK

Making our residential streets more people-friendly by discouraging fast-moving drivers could mean that more people will choose to walk or bike to and from their destinations, including nearby bus stops and transit stations. Helping more people choose to walk or bicycle aligns with our *Go Boston* 2030 goals.


Sources: City of Boston; MassGIS - MBTA Bus Routes and Stops, MBTA Rapid Transit, Trains (and MBTA Commuter Rail)

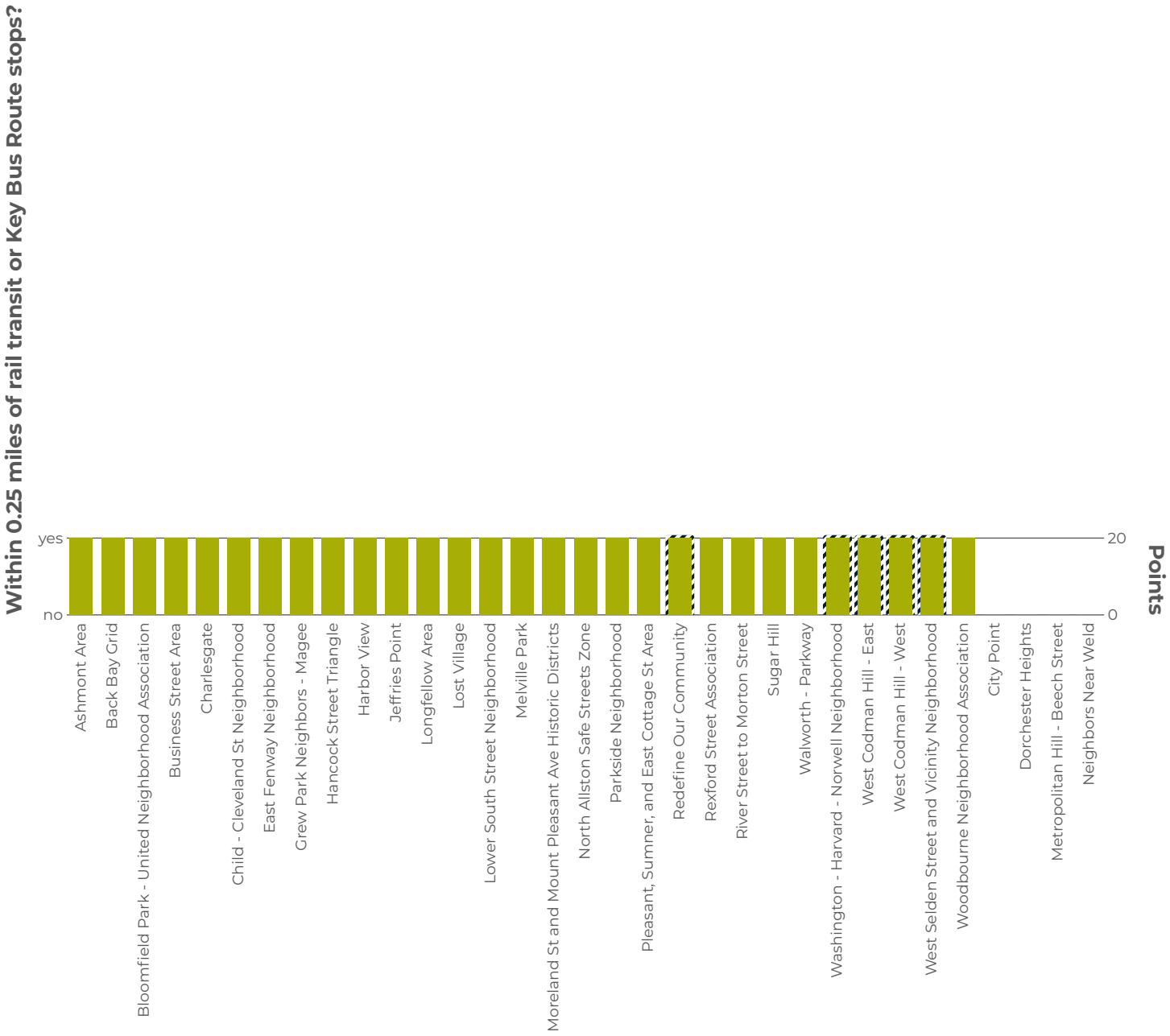
# PROXIMITY TO ACTIVE TRANSPORTATION NETWORK

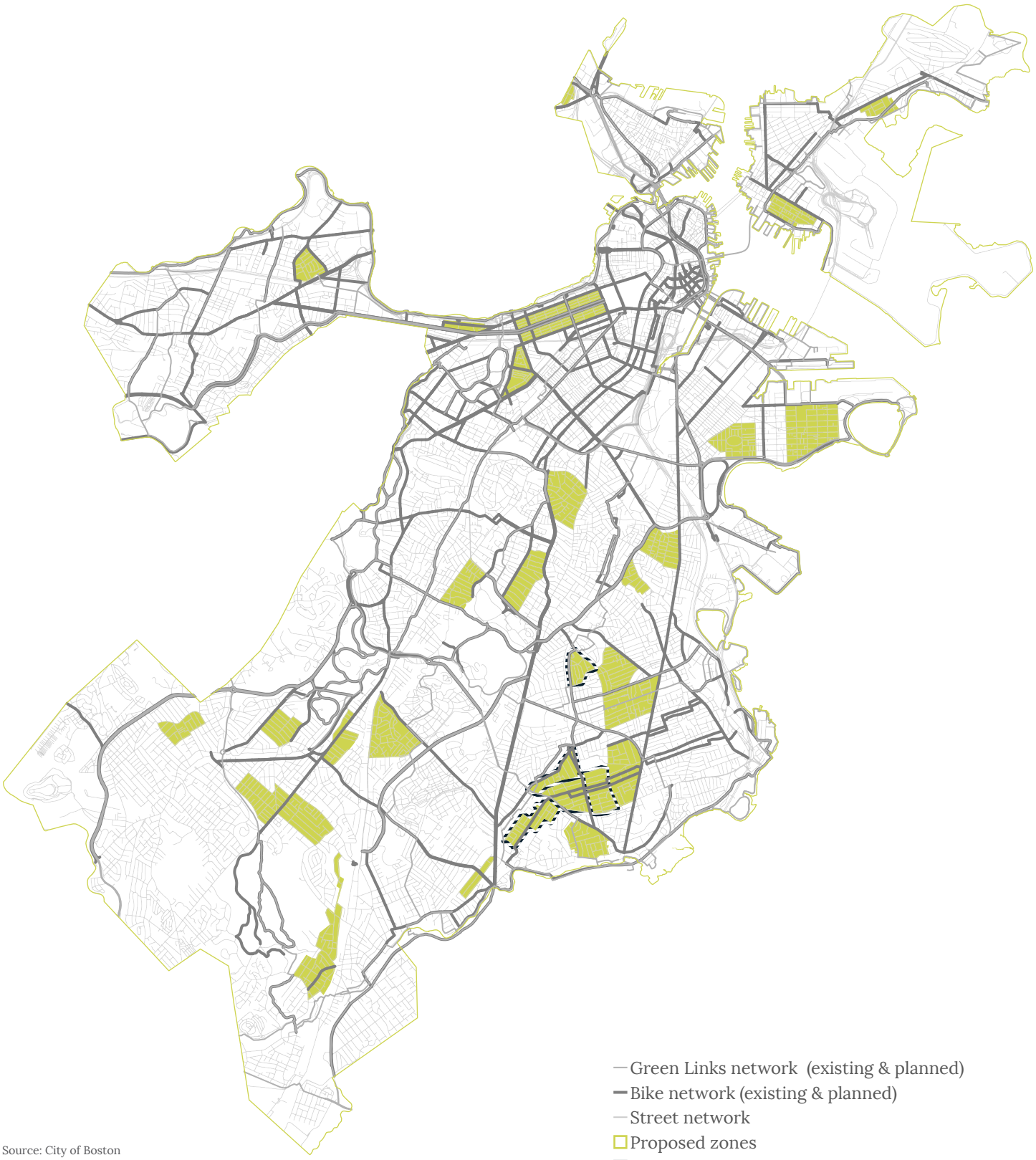
## MBTA RAIL TRANSIT OR KEY BUS ROUTE NETWORK WITHIN 0.25 MILES

**POINTS:** 20 if rail transit or Key Bus Routes stop within 0.25 miles of the zone, 0 if not

The MBTA's rail transit and Key Bus Routes provide frequent service along major corridors in Boston and neighboring municipalities. We used GIS data provided by MassGIS to determine where rail transit (Blue, Green, Orange, Red, Silver, and commuter) lines and Key Bus Routes stop. We then created .25 mile buffers around each stop and identified zones that overlap with the buffer area.

**CHANGES FROM 2017:** Rather than counting the number of routes that stop within 0.5 miles, we reduced the radius to 0.25 miles (a 5- to 7-minute walk) and made this a "yes/no" category. This new method still allows us to understand which communities have access to our transit network without giving an additional advantage to those communities that are located close to transit centers.






Source: City of Boston

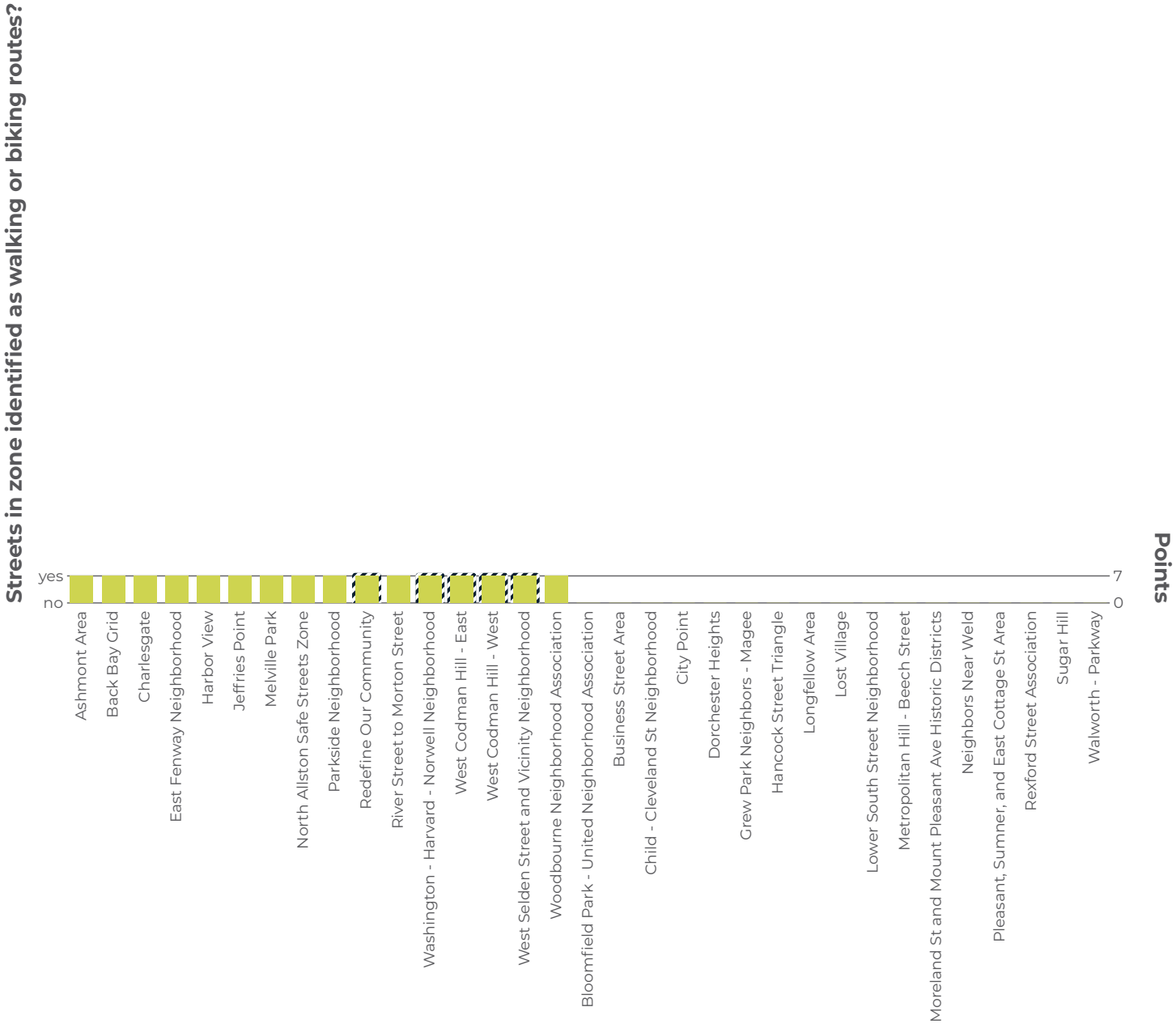
# PROXIMITY TO ACTIVE TRANSPORTATION NETWORK

## STREETS IN ZONE IDENTIFIED AS WALKING & BIKING ROUTES

**POINTS:** 7 if streets in zones are part of existing or planned walking and biking routes, 0 if not

We used our Better Bike Corridors Network and Green Links Network maps, which were included in the *Go Boston 2030 Action Plan*, to identify zones with streets that are included in current or planned walking or biking networks.

**CHANGES FROM 2017:** Last year, we only counted streets that are a part of future plans. This year, we included streets that are part of existing networks. Through Neighborhood Slow Streets, we may have the opportunity to refresh markings or make improvements to existing facilities.



# FULL SCORE TABLE

In the following table, we've summarized the data and score information for each of the 33 zones. We've also included the average score for each category and the overall average score.

| CATEGORY → | | | VULNERABLE USERS | | | | | | | | | | | CRASH HISTORY | | | | | | PROXIMITY | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CRITERIA → | | | % HH WITH CHILDREN | | % HH WITH PEOPLE WITH DISABILITIES | | % OLDER ADULTS | | COMMUNITY PLACES | | | | | CRASHES PER MILE IN ZONE | | | CRASHES PER INTERSECTION ON BOUNDARY | | | RAIL TRANSIT / KEY BUS | | WALKING & BIKING | | TOTAL SCORE |
| ↓ COMMUNITY NAMES | MAP KEY | RANK | % | POINTS | % | POINTS | % | POINTS | SCHOOLS | PARKS | BCYFs | LIBRARIES | POINTS | # ZONE CRASHES | CRASHES / MILE | POINTS | # CRASHES BOUNDARY | CRASHES / INTERSECTION | POINTS | IN TRANSIT BUFFER? | POINTS | ROUTES IN ZONE? | POINTS | |
| AVERAGE | -- | -- | 27.80% | **27.80** | 26.14% | **26.14** | 11.18% | **15.65** | -- | -- | -- | -- | **23** | 9 | 3.15 | **47.21** | 23 | 1.86 | **9.30** | -- | **18** | -- | **3** | **169.80** |
| ASHMONT AREA | AA | 19 | 20.50% | **20.50** | 23.74% | **23.74** | 13.03% | **18.25** | yes | yes | no | yes | **30** | 5 | 1.26 | **18.97** | 26 | 1.44 | **7.22** | yes | **20** | yes | **7** | **145.69** |
| BACK BAY GRID | AB | 20 | 7.07% | **7.07** | 5.85% | **5.85** | 13.22% | **18.51** | yes | yes | no | yes | **30** | 21 | 3.25 | **48.82** | 60 | 1.46 | **7.32** | yes | **20** | yes | **7** | **144.57** |
| BLOOMFIELD PARK - UNITED NEIGH... | AC | 8 | 50.14% | **50.14** | 38.39% | **38.39** | 7.83% | **10.96** | yes | yes | no | no | **20** | 18 | 5.20 | **77.94** | 37 | 1.85 | **9.25** | yes | **20** | no | **0** | **226.67** |
| BUSINESS STREET AREA | AD | 16 | 30.68% | **30.68** | 25.89% | **25.89** | 15.33% | **21.46** | yes | yes | no | no | **20** | 2 | 2.31 | **34.60** | 6 | 1.00 | **5.00** | yes | **20** | no | **0** | **157.64** |
| CHARLESGATE | AE | 24 | 2.58% | **2.58** | 2.26% | **2.26** | 1.52% | **2.13** | yes | yes | no | no | **20** | 4 | 4.43 | **66.39** | 14 | 2.80 | **14.00** | yes | **20** | yes | **7** | **134.36** |
| CHILD - CLEVELAND ST NEIGHBOR... | AF | 23 | 26.59% | **26.59** | 23.51% | **23.51** | 11.93% | **16.70** | yes | yes | no | no | **20** | 3 | 1.67 | **25.11** | 5 | 1.00 | **5.00** | yes | **20** | no | **0** | **136.91** |
| CITY POINT | AG | 32 | 13.83% | **13.83** | 15.19% | **15.19** | 9.45% | **13.23** | yes | yes | yes | no | **30** | 3 | 0.48 | **7.15** | 22 | 0.73 | **3.67** | no | **0** | no | **0** | **83.07** |
| DORCHESTER HEIGHTS | AH | 31 | 7.56% | **7.56** | 23.43% | **23.43** | 15.66% | **21.92** | yes | yes | yes | no | **30** | 4 | 0.91 | **13.63** | 14 | 0.93 | **4.67** | no | **0** | no | **0** | **101.21** |
| EAST FENWAY NEIGHBORHOOD | AI | 22 | 3.06% | **3.06** | 16.49% | **16.49** | 5.26% | **7.37** | yes | yes | no | no | **20** | 10 | 3.50 | **52.50** | 28 | 2.55 | **12.73** | yes | **20** | yes | **7** | **139.14** |
| GREW PARK NEIGHBORS - MAGEE | AJ | 15 | 28.57% | **28.57** | 26.86% | **26.86** | 14.04% | **19.65** | yes | yes | no | no | **20** | 10 | 3.08 | **46.18** | 7 | 2.33 | **11.67** | yes | **20** | no | **0** | **172.93** |
| HANCOCK STREET TRIANGLE | AK | 6 | 35.16% | **35.16** | 28.97% | **28.97** | 9.45% | **13.23** | yes | yes | no | yes | **30** | 8 | 6.38 | **95.69** | 24 | 2.18 | **10.91** | yes | **20** | no | **0** | **233.96** |
| HARBOR VIEW | AL | 14 | 37.40% | **37.40** | 25.93% | **25.93** | 9.37% | **13.12** | yes | yes | no | no | **20** | 5 | 3.12 | **46.79** | 3 | 0.75 | **3.75** | yes | **20** | yes | **7** | **173.98** |
| JEFFRIES POINT | AM | 30 | 22.91% | **22.91** | 19.61% | **19.61** | 11.09% | **15.52** | yes | yes | no | no | **20** | 3 | 0.74 | **11.08** | 0 | 0.00 | **0.00** | yes | **20** | yes | **7** | **116.12** |
| LONGFELLOW AREA | AN | 28 | 28.94% | **28.94** | 19.29% | **19.29** | 17.90% | **25.06** | no | yes | no | no | **10** | 2 | 0.81 | **12.17** | 7 | 0.50 | **2.50** | yes | **20** | no | **0** | **117.96** |
| LOST VILLAGE | AO | 33 | 23.31% | **23.31** | 8.48% | **8.48** | 5.41% | **7.57** | no | yes | no | no | **10** | 0 | 0.00 | **0.00** | 6 | 1.50 | **7.50** | yes | **20** | no | **0** | **76.86** |
| LOWER SOUTH STREET NEIGHBORH... | AP | 9 | 28.44% | **28.44** | 35.36% | **35.36** | 12.11% | **16.95** | yes | yes | yes | yes | **40** | 8 | 3.70 | **55.57** | 15 | 1.25 | **6.25** | yes | **20** | no | **0** | **202.57** |
| MELVILLE PARK | AQ | 12 | 33.10% | **33.10** | 43.07% | **43.07** | 10.32% | **14.45** | yes | yes | no | no | **20** | 14 | 2.94 | **44.15** | 46 | 2.88 | **14.38** | yes | **20** | yes | **7** | **196.15** |
| METROPOLITAN HILL - BEECH STREET | AR | 27 | 31.55% | **31.55** | 19.27% | **19.27** | 11.40% | **15.96** | yes | no | no | no | **10** | 9 | 2.64 | **39.53** | 22 | 1.47 | **7.33** | no | **0** | no | **0** | **123.64** |
| MORELAND ST AND MOUNT PLEAS... | AS | 10 | 35.39% | **35.39** | 27.92% | **27.92** | 8.27% | **11.58** | yes | yes | yes | yes | **40** | 14 | 3.37 | **50.53** | 55 | 2.75 | **13.75** | yes | **20** | no | **0** | **199.17** |
| NEIGHBORS NEAR WELD | AT | 29 | 22.41% | **22.41** | 20.71% | **20.71** | 22.25% | **31.15** | yes | yes | no | no | **20** | 3 | 1.48 | **22.17** | 3 | 0.30 | **1.50** | no | **0** | no | **0** | **117.94** |
| NORTH ALLSTON SAFE STREETS ZONE | AU | 21 | 18.43% | **18.43** | 19.80% | **19.80** | 9.78% | **13.70** | yes | yes | no | yes | **30** | 4 | 1.79 | **26.88** | 15 | 1.50 | **7.50** | yes | **20** | yes | **7** | **143.30** |
| PARKSIDE NEIGHBORHOOD | AV | 11 | 21.31% | **21.31** | 31.88% | **31.88** | 19.01% | **26.62** | yes | yes | no | yes | **30** | 9 | 3.13 | **46.92** | 47 | 2.61 | **13.06** | yes | **20** | yes | **7** | **196.78** |
| PLEASANT, SUMNER, AND EAST COT... | AW | 25 | 27.59% | **27.59** | 19.78% | **19.78** | 7.55% | **10.57** | yes | yes | no | no | **20** | 6 | 2.12 | **31.86** | 22 | 0.81 | **4.07** | yes | **20** | no | **0** | **133.86** |
| REDEFINE OUR COMMUNITY | AX | 5 | 43.66% | **43.66** | 37.47% | **37.47** | 7.19% | **10.07** | yes | yes | no | no | **20** | 11 | 5.57 | **83.53** | 24 | 2.67 | **13.33** | yes | **20** | yes | **7** | **235.07** |
| REXFORD STREET ASSOCIATION | AY | 18 | 38.52% | **38.52** | 38.32% | **38.32** | 9.62% | **13.46** | yes | no | no | no | **10** | 2 | 1.47 | **22.01** | 12 | 1.71 | **8.57** | yes | **20** | no | **0** | **150.88** |
| RIVER STREET TO MORTON STREET | AZ | 13 | 35.13% | **35.13** | 30.85% | **30.85** | 12.82% | **17.95** | yes | yes | yes | yes | **40** | 6 | 1.95 | **29.20** | 18 | 1.50 | **7.50** | yes | **20** | yes | **7** | **187.63** |
| SUGAR HILL | BA | 7 | 26.56% | **26.56** | 36.28% | **36.28** | 15.21% | **21.30** | yes | yes | no | no | **20** | 17 | 5.41 | **81.09** | 86 | 5.38 | **26.88** | yes | **20** | no | **0** | **232.09** |
| WALWORTH - PARKWAY | BB | 26 | 28.02% | **28.02** | 20.49% | **20.49** | 13.58% | **19.01** | yes | no | no | no | **10** | 7 | 1.81 | **27.18** | 18 | 0.86 | **4.29** | yes | **20** | no | **0** | **128.98** |
| WASHINGTON - HARVARD - NORWEL... | BC | 2 | 38.02% | **38.02** | 34.65% | **34.65** | 9.75% | **13.66** | yes | yes | no | no | **20** | 13 | 7.65 | **114.81** | 31 | 3.88 | **19.38** | yes | **20** | yes | **7** | **267.52** |
| WEST CODMAN HILL - EAST | BD | 1 | 48.51% | **48.51** | 42.33% | **42.33** | 9.15% | **12.81** | yes | yes | no | no | **20** | 20 | 7.56 | **113.35** | 17 | 1.55 | **7.73** | yes | **20** | yes | **7** | **271.71** |
| WEST CODMAN HILL - WEST | BE | 3 | 37.81% | **37.81** | 38.56% | **38.56** | 9.15% | **12.81** | yes | yes | no | no | **20** | 21 | 7.43 | **111.43** | 31 | 3.88 | **19.38** | yes | **20** | yes | **7** | **266.98** |
| WEST SELDEN STREET AND VICINITY... | BF | 4 | 35.31% | **35.31** | 39.31% | **39.31** | 12.61% | **17.65** | yes | yes | yes | no | **30** | 12 | 4.50 | **67.56** | 16 | 4.00 | **20.00** | yes | **20** | yes | **7** | **236.83** |
| WOODBOURNE NEIGHBORHOOD AS... | BG | 17 | 29.32% | **29.32** | 22.67% | **22.67** | 8.74% | **12.23** | yes | yes | no | no | **20** | 11 | 2.20 | **33.02** | 15 | 1.36 | **6.82** | yes | **20** | yes | **7** | **151.06** |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