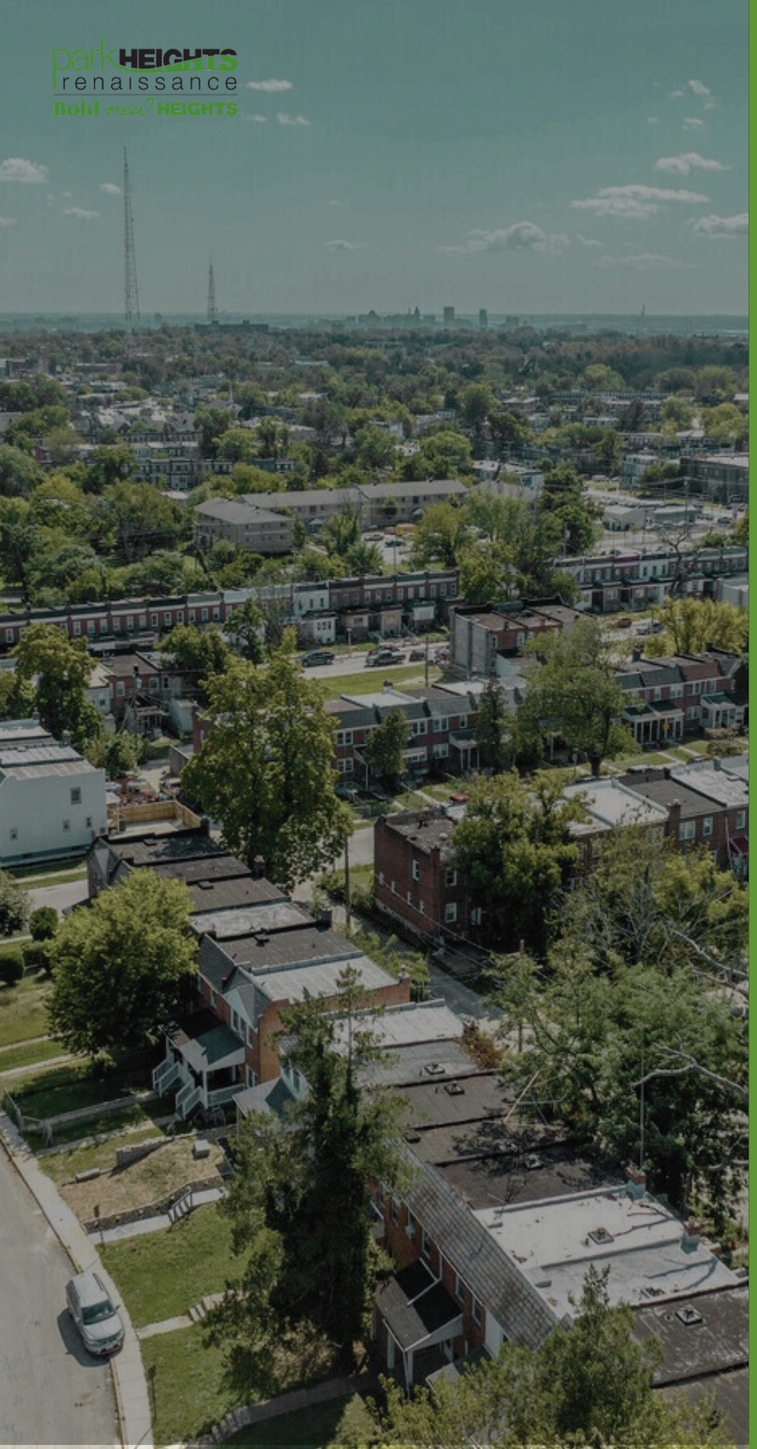


DATA → COMMUNITY → ACCESS

CLEAN & GREEN DATA REPORT:

TRASH DISPOSAL TRENDS & SITE ACCESS ANALYSIS

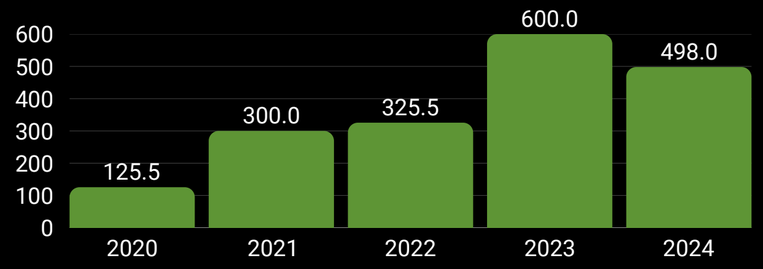
Prepared for:
The Baltimore City Department of Public Works (DPW)

Prepared by:
Park Heights Renaissance's Office of Performance and Innovation

Trash Disposal Trends & Operational Efficiency Analysis

Trash Removed by the Clean & Green Team (Tons)

1 Ton = 2,000 pounds

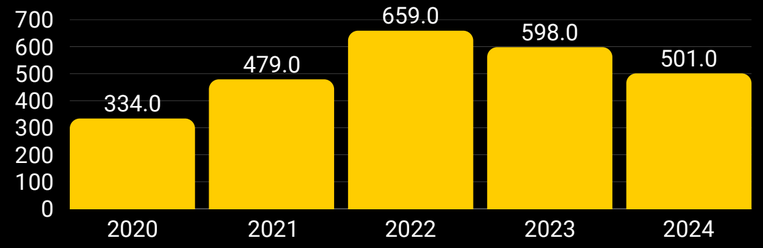


1,849

Total Tons of Trashed Removed by C&G Team
(Since 2020)

Community Beautification Projects

of lots cleaned or maintained



2,571

Total # of Lots of Cleaned or Maintained by C&G Team
(Since 2020)

Transfer Station Access Economic Analysis

NW Transfer Station (5030 Reisterstown Rd) vs. Sisson Street NW Transfer Station (2840 Sisson St)

Labor Costs

- **Extra time per trip: 30 minutes = 0.5 hr**
- **Extra labor cost per trip (per employee): 0.5 hr × $20 (hr rate) = $10.00**
- **Trips per week per employee: 10 trips**
- **Weekly extra labor cost per employee: $10 × 10 = $100.00**
- **Extra annual labor cost per employee: $100 × 52 = $5,200.00**

Fuel Costs

- **Fuel per extra trip (10 miles / 18 mpg @ $3.10/gal): ≈ $1.72**
- **Weekly trips per vehicle: 10 trips**
- **Weekly extra fuel cost per vehicle: $1.72 × 10 = $17.20**
- **Annual extra fuel cost per vehicle: $17.20 × 52 = $894.40**
- **Annual extra fuel cost (4 vehicles): $894.40 × 4 = $3,577.60**

	Per Trip	Per Week (@ 10 trips)	Annual
Extra Fuel Cost (per vehicle)	$1.72	$17.20	$894.40
Extra Fuel Cost (4 vehicles)	-	$68.80	$3,577.60
Extra Labor Cost (per employee)	$10	$100	$5,200
Extra Labor Cost (10 employees)	-	$17.20	$52,000

Extra Economic Cost
(Annually)

$55,578

Summary & Key Findings

The analysis strongly suggests that redirecting operations from the Northwest Transfer Station (5030 Reisterstown Rd) to the Sisson Street Transfer Station (2840 Sisson St) would create significant and avoidable inefficiencies. For example, the Sisson Street site lies outside the community blueprint, adding 15–18 minutes of travel each way, which would increase our organization's labor costs, reduce productivity, and limit service capacity. Additionally, longer disposal routes would also mean fewer collection cycles, slower response on high-volume "trigger days" such as Mondays and post-holiday periods, and create a greater risk of trash overflow in the community. In contrast, our current Northwest Transfer Station, located within the blueprint, is the most logical, cost-effective, and community-aligned option. Granting PHR's Clean and Green Team continued access to this transfer station will ensure that our team's resources are fully directed toward community benefit rather than wasted on unnecessary travel and labor costs.