



June 6, 2013

Olympia City Council
PO Box 1967
Olympia, WA 98507-1967

Dear Council Members:

SUBJECT: Support for One Side of the Road Collections

The Utility Advisory Committee's January meeting included a presentation by Ron Jones, Senior Program Specialist, on the results of a pilot program in which the Waste ReSources Utility explored expanding one side of the street pickup of carts to a neighborhood with grid street layouts between Carlyon Avenue and North Street. (This program built on last year's pilot of one side of the street collection in five Westside neighborhoods with loop roads, like Goldcrest). Both were generally successful, and as a result, Waste ReSources intends to propose significant expansion of this approach to collection - a move that the UAC members in attendance unanimously supported.

In fact, the City has used this approach on a limited basis for almost ten years; in 2003 our transition to fully-automated collection required over 400 households on dead-end roads without a turnaround spot to shift to one-sided collection and we have also used it for quite a while on a few streets with limited space for carts. In these recent pilots Waste ReSources shifted roughly another 500 customers to this approach; about 35% of them had questions about the details of the new arrangement, or some concerns which the City satisfactorily resolved. In particular, customers with concerns about not being able to get their carts to the designated pick-up location can apply for the City's ***extended distance service***, which provides collection at the door for a small monthly fee. Customers must meet criteria related to their physical or site constraints to receive the ***extended distance service***.

Although one side of the street collection makes routing and keeping track of which cart belongs to which customer more complex, the change offers quite impressive additional gains in efficiency, building on those the utility has already realized through every-other-week collection, fully automated cart handling, and ongoing route balancing. With one side of the street collection trucks drive 40% to 50% less, reducing driving time and fuel use by approximately 20%, and increasing safety by eliminating a lot of backing up.

The utility proposes to expand this approach to neighborhoods in which there is space for carts on one side of the street, it is easy to communicate with residents, and the street layout is somewhat isolated rather than being linked with a lot of interconnecting streets, which make planning and driving routes more complex and make it likelier that customers

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may end up being shifted to different routes as the utility adjusts them over time. (In the interest of customer and worker safety, the utility expects to avoid major roadways/arterials, and to focus on areas in which routes can be planned with mostly right-hand turns.)

Given these criteria, the utility would expect to shift another 1,500 to 2,000 customers to one side of the street collection. The UAC was impressed by the increased safety and significant savings in time and fuel this change offers. The pilots seem to have shown that staff can work successfully with customers to resolve any concerns they may have about issues, such as getting their carts across the street and back, or having the carts from across the street sitting on their parking strip. In fact, our only suggestion was that the utility work to evolve and expand this approach to include more of the City than staff currently plans to, perhaps by developing better ways to communicate easily with customers, or using GPS technology to assist drivers in navigating more complicated routes.

Sincerely,

A handwritten signature in black ink that reads "Thad Curtz". The signature is written in a cursive, slightly slanted style.

THAD CURTZ

Chair

Utility Advisory Committee