

Transfer Plan Review Part 2

Workshop 1 – November 17, 2014



King County

Department of
Natural Resources and Parks
Solid Waste Division

Waste
Prevention

Resource
Recovery

Waste
Disposal

Agenda

- 10:00 Introduction to the Day/Review Objectives
- 10:15 Transfer Plan Review Background
- 10:45 Overview of Concepts
- 11:15 Break
- 11:25 Traffic and Service Time Methodology and Assumptions
- 12:30 Lunch
- 1:00 Environmental Analysis Overview
- 1:20 Equity and Social Justice
- 1:45 Self-haul and Transfer Station Recycling/Resource Recovery
- 2:15 Wrap up
- 2:30 Adjourn



Objectives for Today

- Provide update on transfer system planning analysis that is underway
- Review background information and concepts
- Review methodology and assumptions related to traffic analysis
- Hear questions and preliminary feedback before we are done with analysis



Background: Solid Waste Transfer and Waste Management Plan

- The Transfer Plan was developed collaboratively with a wide-range of stakeholders
- The urban transfer stations were evaluated using criteria developed with stakeholders
- Recommended 4 new stations – Bow Lake, Factoria, South County (to replace Algona), and Northeast (to replace Houghton) – and closure of 3 stations – Algona, Houghton, and Renton
- The Transfer Plan was approved by the King County Council on December 10, 2007

Background: Transfer Plan Review Part 1

- Evaluated [alternatives](#) to the approved Transfer System Plan
- Workshops in [July, Aug., Sept. 2013](#) open to MSWMAC, SWAC, city representatives, business partners, and interested citizens
- Updates to MSWMAC and SWAC and briefings to the Regional Policy Committee and Sound Cities Association
- [Draft Transfer Plan Review Report](#) released Oct. 9, 2013
- [Comment](#) period on the draft report closed Feb. 3, 2014
- [Transfer Plan Review Final Report](#) submitted to Council Mar. 3, 2014
- SWAC and MSWMAC approved motions supporting the review
 - [SWAC Adopted Motion](#) Mar. 21, 2014
 - [MSWMAC Adopted Motion](#) May 9, 2014
- [Transfer Plan Review Final Report revised and amended](#) by Council May 2014
- [County Council Adopted Motion](#) June 10, 2014

Purpose of this Review

- Address [Council Motion 14145](#)
 - By March 31, 2015, the division shall transmit a draft report to the Council, followed by a final report by June 30, 2015, prepared in collaboration with stakeholders, on strategies to manage transactions at transfer stations, as well as other operational and capital strategies such as increased use of underutilized transfer stations
 - Address the management of transfer station transactions through the use of strategies intended to avoid excessive user wait times resulting from overutilization of individual stations
 - Analyze options E1 and E2 of the *Transfer Plan Review Report* (Part 1)
 - Analyze the effect of the potential closure of the Renton Transfer Station on the self-haul service needs of residents currently served by the station and options for self-haul service

Purpose of this Review

- Address recommendations of the *Transfer Plan Review Final Report* (Revised and Amended June 2014)
 - In collaboration with stakeholders, continue to evaluate a mix of capital facilities and operational approaches to address system needs over time, including implementation of operational approaches such as transaction demand management strategies that would provide service for the northeast county without building an additional transfer station
 - Compare trade-offs and benefits with the adopted Transfer Plan
- Address questions and concerns expressed by cities and other stakeholders
- Inform revision of the approved Transfer Plan and the pending update to the comprehensive solid waste management plan

Schedule for this Review

- Aug.-Dec. 2014 – Collect information, perform studies and analysis
- Aug. 15, Sept. 26, Oct. 31, Dec. 19 – Transfer Plan Advisory Committee meetings
- Ø Nov. 17, 2014 – Workshop 1
- Jan.-Feb. 2015 – Prepare draft report
- Jan. 15, 2015 (tentative) – Workshop 2
- Mar. 31, 2015 – Transmit draft report to Council
- Apr.-May 2015 – Review of draft report
- May-June 2015 – Prepare final report
- June 30, 2015 – Transmit final report to Council



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Background for Analysis

- Tonnage forecast and assumptions
- Population growth forecasts
 - 2010 baseline, 2025, 2035
- Capacity
 - Definition
 - Capacity strategies
 - Demand management strategies

Tonnage Forecast Assumptions

Increases in population, employment, and per capita income, and decreases in household size typically lead to more consumption so that more waste is generated

- Population growth is directly correlated with the amount of waste generated – population is expected to grow at a steady rate of about 1 percent per year
- Employment is expected to increase at an annual rate of about 1.8 percent – increased employment typically leads to an increase in consumption and waste generation
- Household size is expected to decrease from an average of about 2.6 persons per household to 2.4 persons per household – a decrease in household size tends to increase waste generation per capita
- Per capita income is expected to grow by about 2 percent per year (adjusted for inflation) – increases in income typically lead to an increase in consumption and waste generation

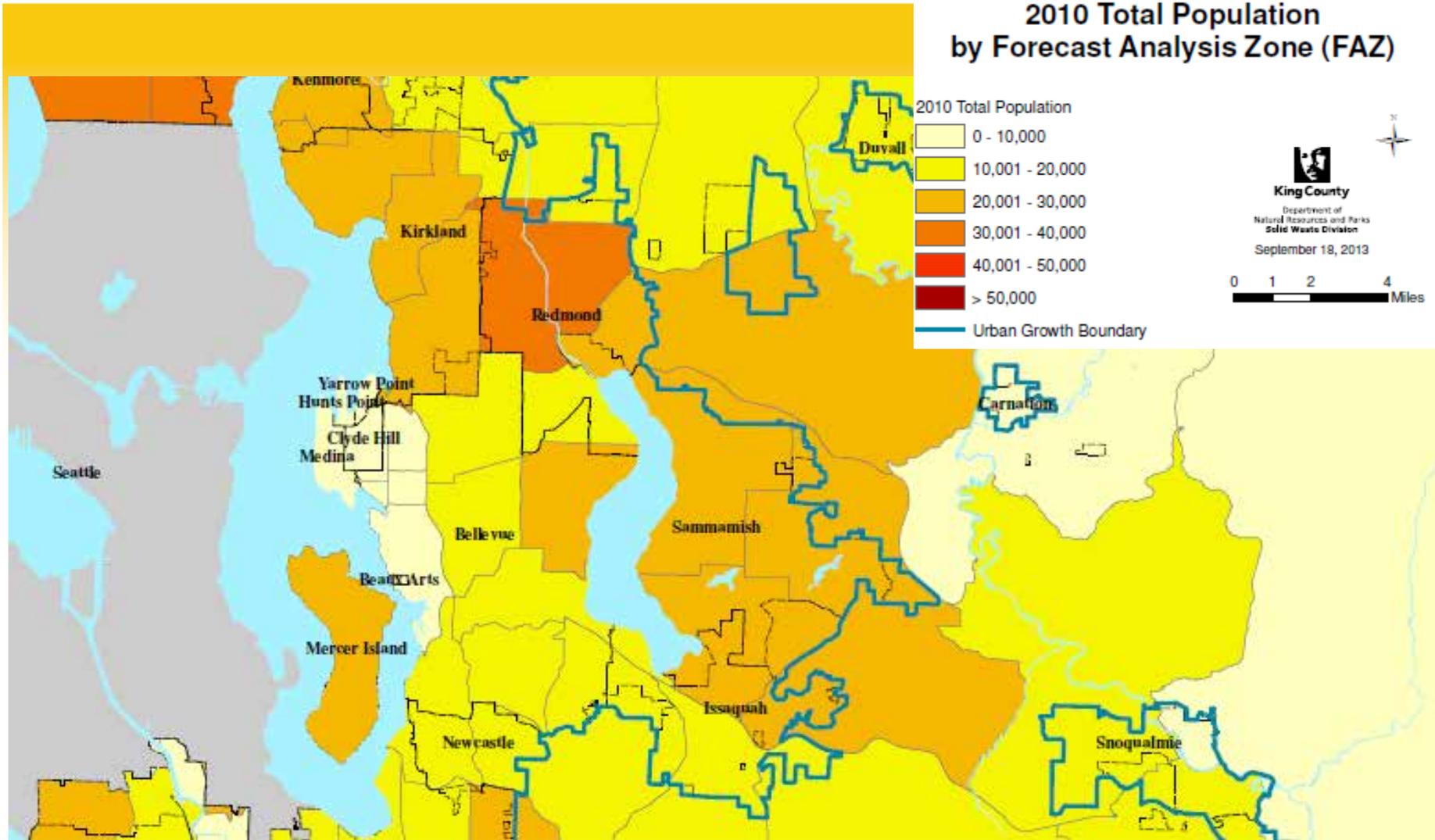
Data Sources: Puget Sound Regional Council and local economic forecasting firm of Dick Conway and Associates

Population Growth

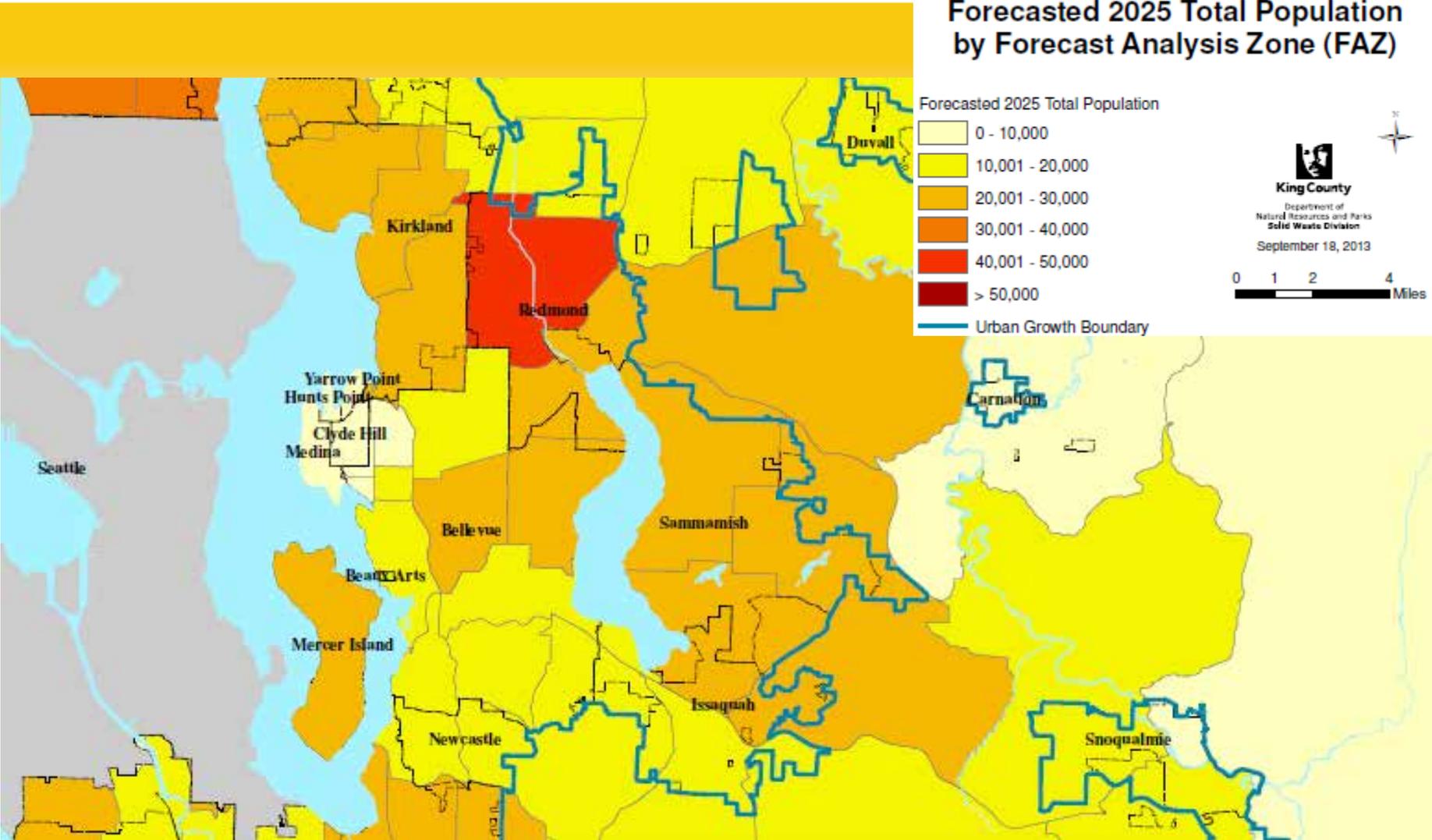
- Population growth forecasts for 2025 and 2035 use 2010 population as baseline
- Population is forecast by forecast analysis zone (FAZ)
 - FAZs are the units used by the Puget Sound Regional Council to model and report forecasts of population, households, and employment
 - FAZs are built from traffic analysis zones (TAZs), with each FAZ containing 1 to 20 TAZs
 - FAZ boundaries generally line up with census tract boundaries



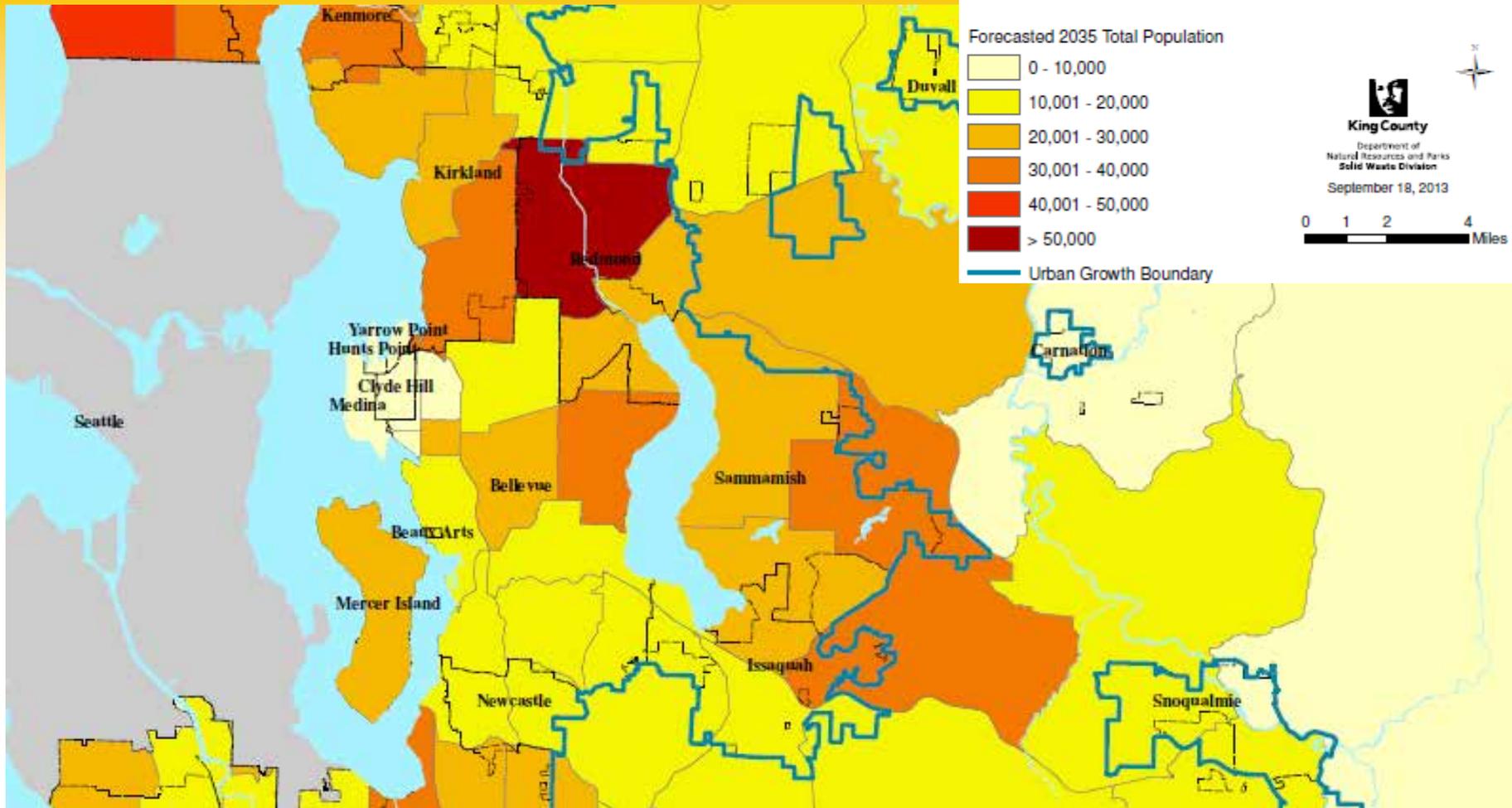
2010 Total Population by Forecast Analysis Zone (FAZ)



Forecasted 2025 Total Population by Forecast Analysis Zone (FAZ)



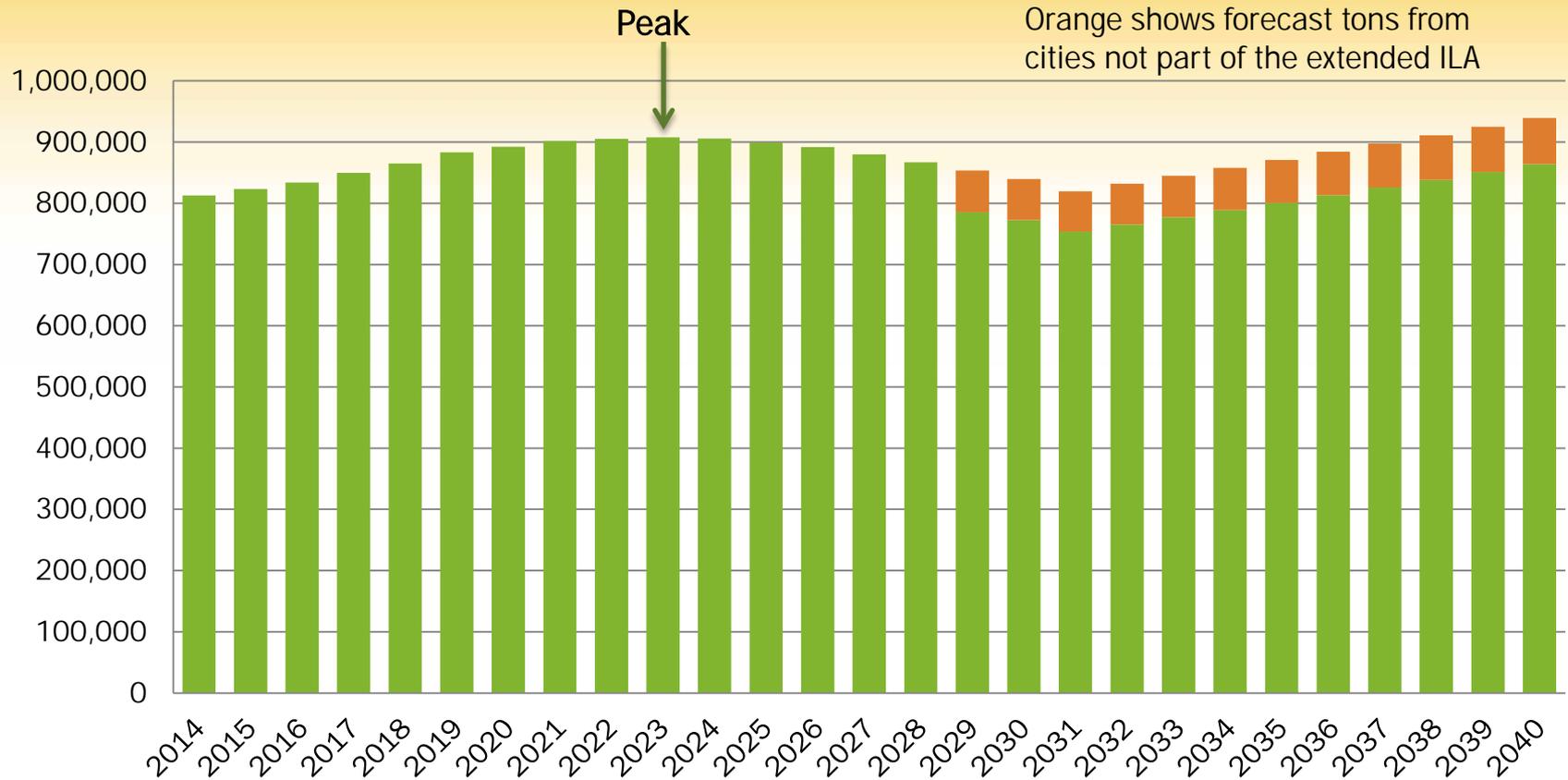
Forecasted 2035 Total Population by Forecast Analysis Zone (FAZ)



Additional Tonnage Forecast Assumptions

- Bellevue, Clyde Hill, Hunts Point, Medina, and Yarrow Point will leave the system in July 2028
 - Commercial tons and transactions will go elsewhere
 - Self-haul customers will continue to use Factoria
- In 2031, 70 percent of all waste generated will be recycled
 - Gains in recycling will be gradual
 - Gains in curbside collection – single- and multi-family and non-residential – will reduce commercial tons and transactions at transfer stations
 - Self-haul will recycle about 35 percent of waste, reducing total disposed, but with little or no affect on transactions as waste moves from one part of the station to another

Forecast of Garbage Disposed 2014 - 2040



Capacity Definition

- *Tonnage capacity* refers to the ability of a particular transfer station to process the amount of waste being delivered in a given period of time
- *Transactional capacity* (also called trip, customer, or vehicle capacity) refers to the ability of a particular transfer station to process the number of customers using the station at a given time
- Analysis is focused on transactional capacity

Factors that Affect Capacity

- Property size and layout, e.g., distance from gate to scalehouse and from scalehouse to tipping building
- Station size and layout, e.g., number of stalls and flexibility to reconfigure
- Operating method, e.g., direct dump vs. pit or flat floor
- Peak demand times, e.g., Saturday in July vs. Wednesday in February
- Hours of operation
- Time it takes customers to use the site, e.g., time spent on the scale, time spent unloading waste or recycling, and time spent moving from one point to another



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Concepts

- Concept 0 – No Northeast, does not direct commercial haulers, no self-haul restrictions
- Concept 1 – Direct commercial haulers, no Northeast (E1 *)
- Concept 2 – Restrict self-haul, no Northeast (E2*)
- Concept 3 – Build Northeast

Ø *All assume Houghton closed*

Ø *All analyzed with and without Renton*

**As referenced in Council Motion 14145*

Concept 0

- Houghton closes, no Northeast
- Baseline – provides basis to identify issues
- Assumes transactions move based on geography and current customer use patterns
- Does not direct commercial haulers
- No self-haul restrictions
- Assumes operating hours similar to current
- HHW and recycling would be available at Factoria
- Two scenarios – with and without Renton Transfer Station

Concept 1

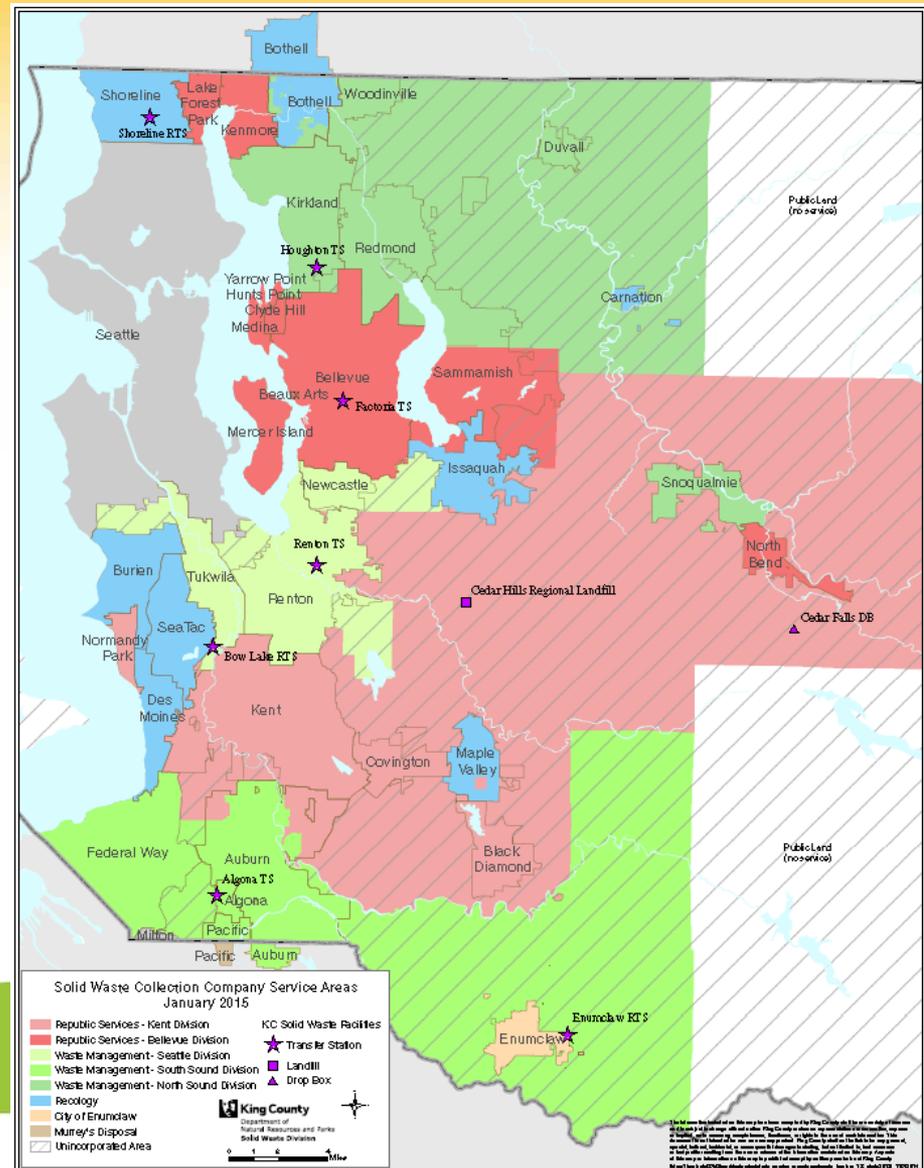
- Houghton closes, no Northeast
- Directs commercial haulers to specific station to balance use across the system more evenly
- Would require Council approval of a motion to direct commercial haulers
- Restrictions could change when commercial hauler vehicles serving Bellevue and other cities that are not party to the new ILA are no longer using Factoria
- Assumes operating hours similar to current
- HHW and recycling would be available at Factoria
- Two scenarios – with and without Renton

Concept 1: Direct Commercial

cities/surrounding areas directed to Factoria	cities/surrounding areas directed to Shoreline	cities/surrounding areas directed to Renton	cities/surrounding areas directed to Bow Lake
Beaux Arts, Bellevue, Carnation, Clyde Hill, Hunts Point, Issaquah, Medina, Newcastle, North Bend, Redmond, Sammamish, Snoqualmie, Yarrow Point	Bothell, Duvall, Kenmore, Kirkland, Lake Forest Park, Shoreline, Woodinville	n/a – Renton closed or not accepting commercial	Mercer Island, Renton
Beaux Arts, Bellevue, Carnation, Clyde Hill, Hunts Point, Medina, Mercer Island, Redmond, Sammamish, Yarrow Point	Bothell, Duvall, Kenmore, Kirkland, Lake Forest Park, Shoreline, Woodinville	Issaquah, Newcastle, North Bend, Renton, Snoqualmie	

Collection Company Service Areas

- Some areas would be affected more than others by station closures
- Costs are difficult to predict



Concept 2

- Houghton closes, no Northeast
- Restricts self-haul use during peak commercial hours— 6 a.m. to 4 p.m.
- Would require Council approval of a motion to restrict self-haul
- Assumes extended Factoria hours of 6 a.m. to 10 p.m. weekdays and 8 a.m. to 8 p.m. weekends
- Redistributes self-haul transactions
 - Use of extended hours
 - More weekend use
 - Use of Shoreline and Renton during restricted hours
- HHW and recycling would be available at Factoria
- Two scenarios – with and without Renton Transfer Station

Concept 3

- Sites and builds a Northeast Recycling and Transfer Station to serve area currently served by Houghton
- For analysis purposes, considered locations at the end of 520 and in the Totem Lake area
- Assumes Northeast of similar size, design, and operation as new Factoria
- Assumes similar operating hours as current Houghton
- Two scenarios – with and without Renton Transfer Station

Capacity Analysis Overview

- Analyze baseline (Concept 0) in peak year (2023) to identify worst case capacity issues
- Compare to other concepts and years to identify significant differences
- Apply strategies that increase capacity and/or decrease demand as appropriate depending on identified issues
- Sensitivity analysis
- Reassess and change or add strategies as needed

Capacity Increase Strategies

Capacity strategies increase the number of customers that can be served at a transfer station

- Add scales – inbound and/or outbound
- Weigh fewer customers/more flat fee (less time on scales)
- Provide unloading assistance
- Additional fee for spending an extended amount of time on-site
- Add operating hours
- Site/construct drop boxes to serve rural areas

Demand Management Strategies

Demand management strategies decrease the number of transactions received at a transfer station

- Collect more curbside
 - Mandatory garbage collection
 - Lower-cost bulky waste collection
- Raise the fee
- Incentive or peak pricing that encourages customers to use a less busy station or off-peak hours
- Lower regional direct fee to encourage haulers to use their own transfer stations
- Ban some materials from transfer stations
- Provide online information about wait times to encourage use during off-peak hours



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TRANSFER PLAN REVIEW WORKSHOP

PREPARED FOR:
KING COUNTY SOLID WASTE DIVISION

NOVEMBER 17, 2014

PRESENTATION OUTLINE

- Transportation Study Objectives
- Work program overview
- Trip generation methodology and summary
- On-site circulation and capacity analysis
- Off-site impact analysis
- Customer origin/destination survey
- Review of the environmental studies and process



Evaluate

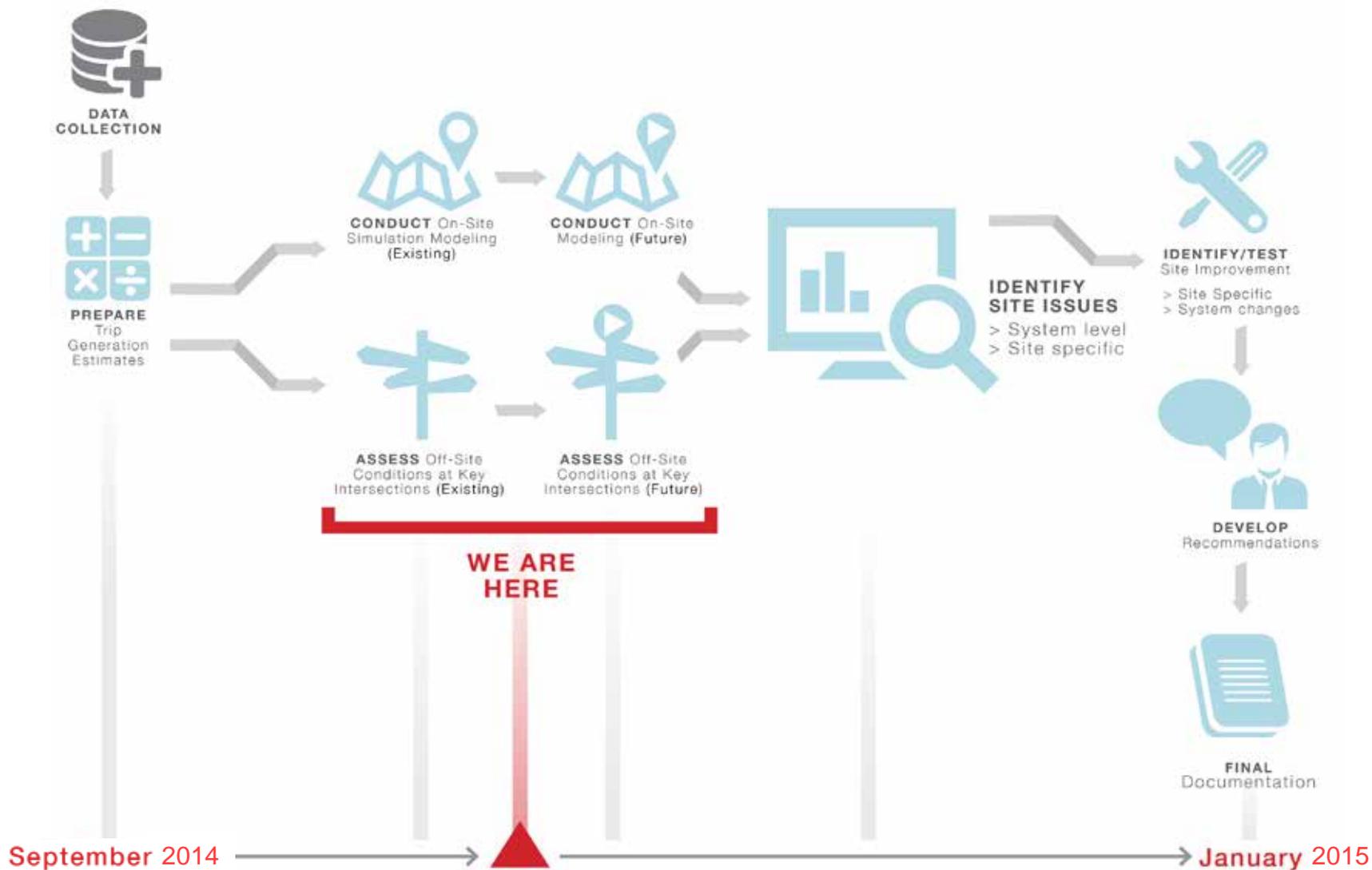
on-site circulation and capacity of existing stations given forecasted tonnage associated with multiple operational concepts

Identify potential impacts to **off-site intersections** related to the implementation of multiple operational concepts

Capacity defined based on the following:

- Customer experience (i.e., on-site travel times)
- Internal wait times and operations at key areas (i.e., tipping floor, scale house, recycling, etc.)

TRANSPORTATION ANALYSIS WORK PROGRAM



TRIP GENERATION SUMMARY

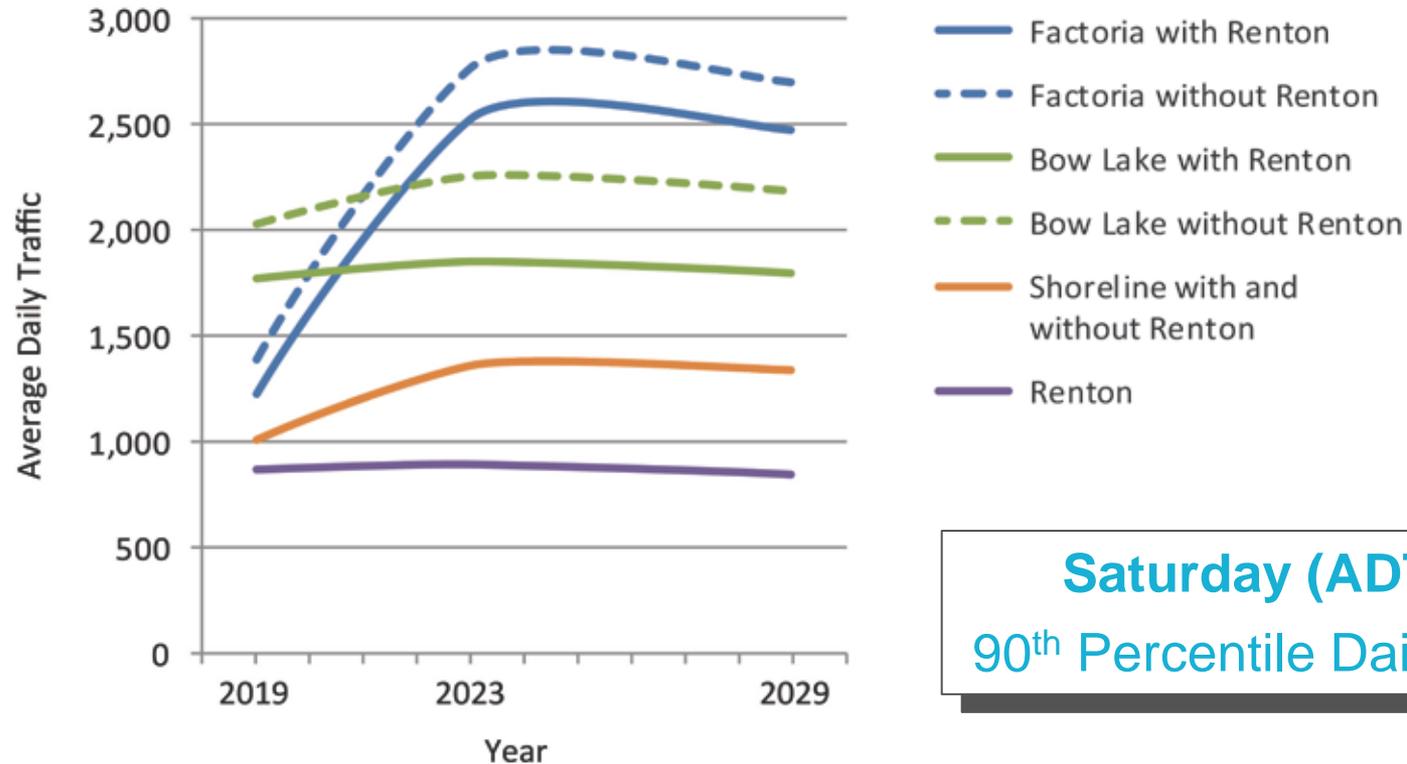


TRIP GENERATION SUMMARY

Trip Generation Estimates Developed for Numerous Scenarios

- Weekday and Weekend time periods
- With and without Renton Station
- 2019, 2023, 2029 Horizon Years
- Forecasted Annual trips
- Forecasted Daily trips
- Forecasted Peak period/hour trips

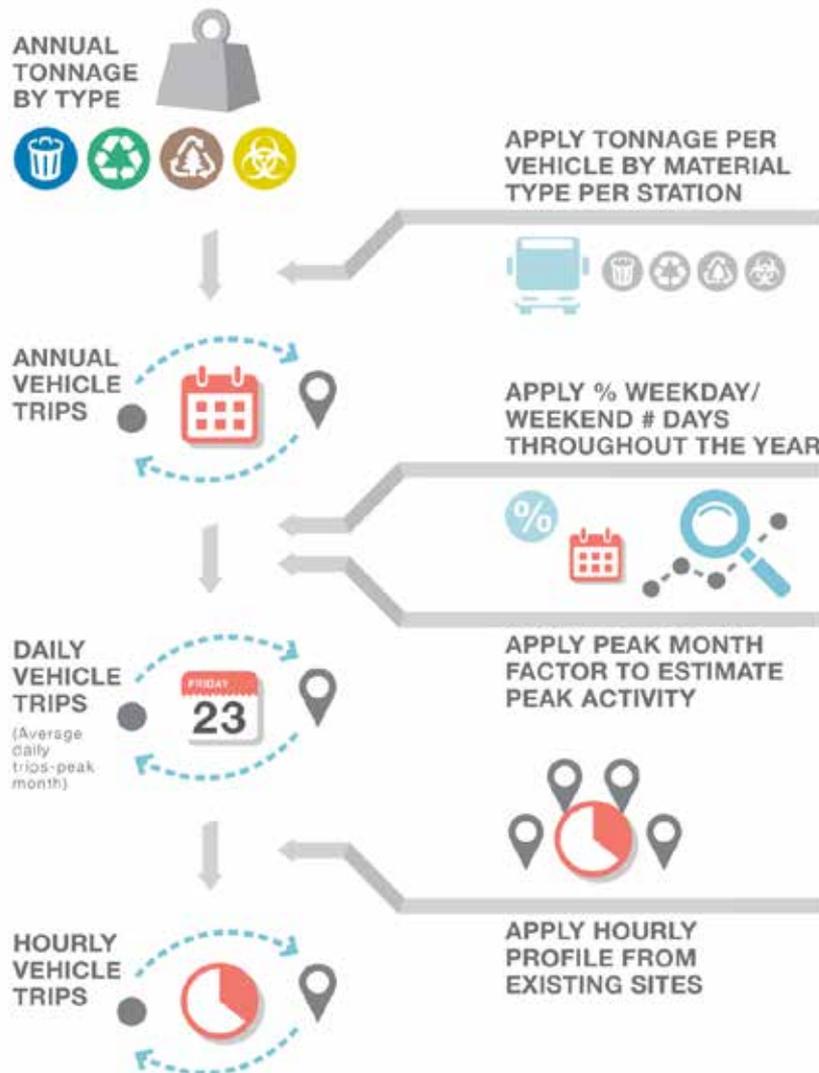
AVERAGE DAILY TRAFFIC (ADT) FORECAST TRENDS (CONCEPT 0)



**Saturday (ADT) –
90th Percentile Daily Peak**

- Peak traffic occurs in 2023
- Factoria most affected by the closure of the Houghton Station
- No impact to Shoreline traffic with the closure of the Renton Station

TRIP GENERATION METHODOLOGY



- Tonnage forecasts by material type provided by King County staff
- Where possible, unique factors (i.e., tonnage per vehicle) were used for each station



TRIP GENERATION COMPARISON – 2023 AVERAGE DAILY TRAFFIC (ADT)

- Concept 1 – Direct commercial haulers
- Concept 2 – Restrict self-haul
- Concept 3 – Build NERTS

Saturday – With Renton

Station	ADT	Percent Change		
	Concept 0	Concept 1	Concept 2	Concept 3
Bow Lake	1,855	-1%	0%	0%
Factoria	2,522	0%	-22%	-51%
Shoreline	1,361	1%	23%	-20%
Renton	897	4%	37%	0%

Saturday – Without Renton

Station	ADT	Percent Change		
	Concept 0	Concept 1	Concept 2	Concept 3
Bow Lake	2,259	0%	7%	0%
Factoria	2,760	-2%	-28%	-47%
Shoreline	1,361	14%	46%	-20%
Renton	-	-	-	-

* Percent Change relative to Concept 0 forecasts

ON-SITE VEHICLE CIRCULATION AND CAPACITY ANALYSIS

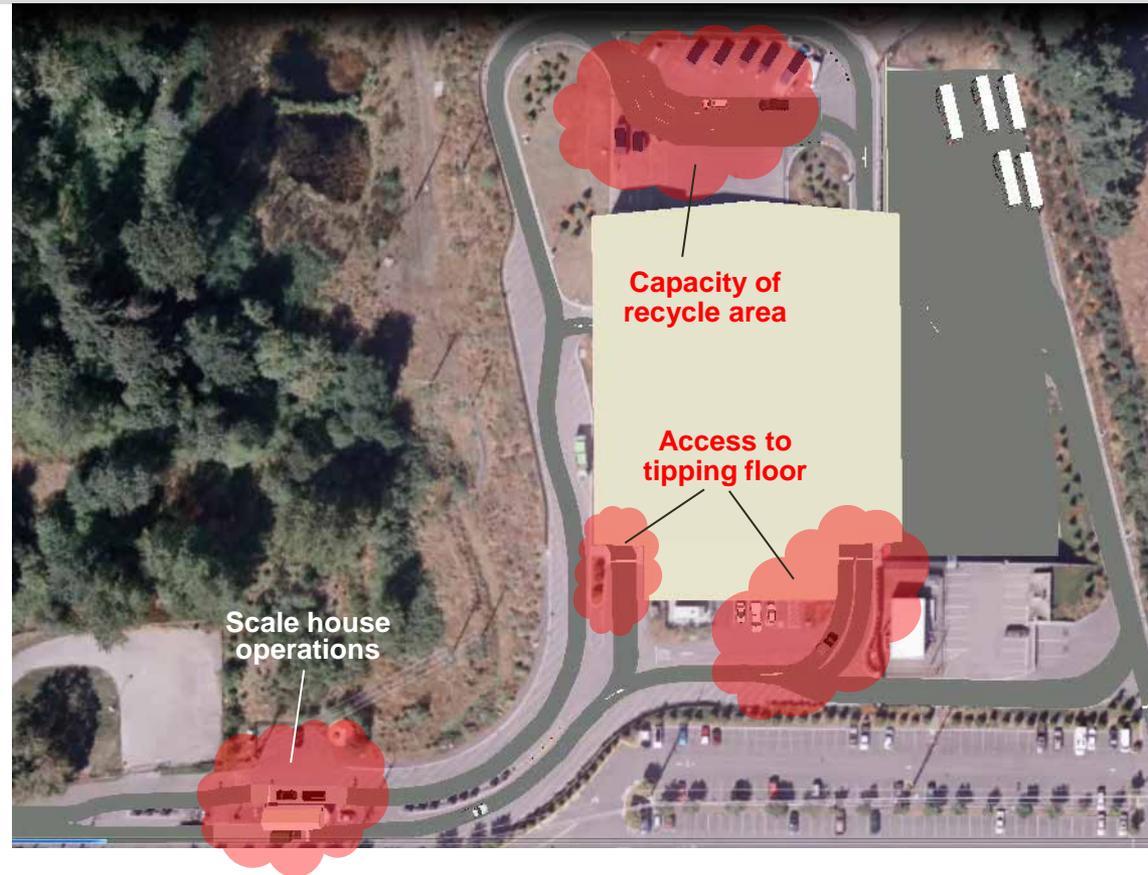
ON-SITE CIRCULATION AND CAPACITY ANALYSIS

Analysis Scope

- Extensive on-site data collection
 - Traffic volumes
 - Travel time studies
 - Processing rate studies
 - Access queuing studies
 - Customer origin/destination surveys
- VISSIM analysis
 - Microsimulation Analysis
- Two time periods, weekday and Saturday 3 hour peak period

Operational/Capacity Considerations

- Customer experience (i.e., on-site travel times)
- Internal wait times and operations at key areas (i.e., tipping floor, scale house, etc.)



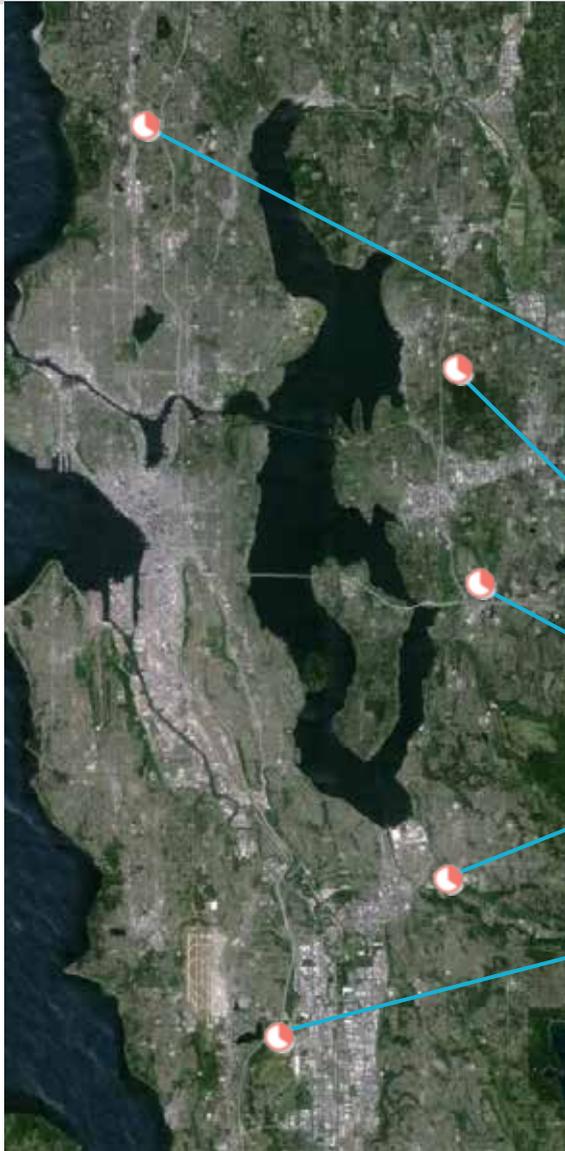


DATA COLLECTION SUMMARY

Data Collection Element	Description	Applicable Sites
Site Access Volumes	24-hour volumes at the site ingress and egress points. Collected via video or tubes – focus on daily counts and peak hour volumes for a 2-week period.	Renton, Factoria, Shoreline, Houghton
Site ingress/Egress Queuing	Record inbound/outbound queuing levels for 2-week period - video.	Renton, Factoria, Shoreline, Houghton
Internal Queuing	Record queuing levels at internal material transfer points – Video or observations	Renton, Factoria, Shoreline, Houghton, Bow Lake
Internal trip patterns	Document the number and percentage of shared trips between multiple material transfers (i.e. garbage only vs. garbage and recycling).	Renton, Factoria, Shoreline, Houghton, Bow Lake
Vehicle Duration/ Travel Time Onsite	Recording of entry and exit times of vehicles onsite via observation	Renton, Factoria, Shoreline, Houghton
Customer Trip Origin/Destination	Identify customer origins via intercept surveys – recorded on paper or electronic format at the point of intercept.	Renton, Factoria, Shoreline, Houghton
Offsite Turning Movement Counts	Peak-hour traffic volumes collected at offsite study intersection locations.	Renton, Factoria, Shoreline, Houghton
Customer Processing Rates	Identify processing rates at key points. Including entry, exit, tipping floor, and HHW or recycling areas.	Renton, Factoria, Shoreline, Houghton, Bow Lake
Haul Weight per Vehicle	Average haul weights per vehicle for the different uses will be observed at noted.	Renton, Factoria, Shoreline, Houghton
Waste Stream Forecasts	Waste stream forecasts to be provided reflecting with and without the Renton facility. This would include information for garbage, recycling, and household hazardous waste.	Renton, Factoria, Shoreline, Houghton



TRAFFIC VOLUME PEAK 3 HOUR PERIODS

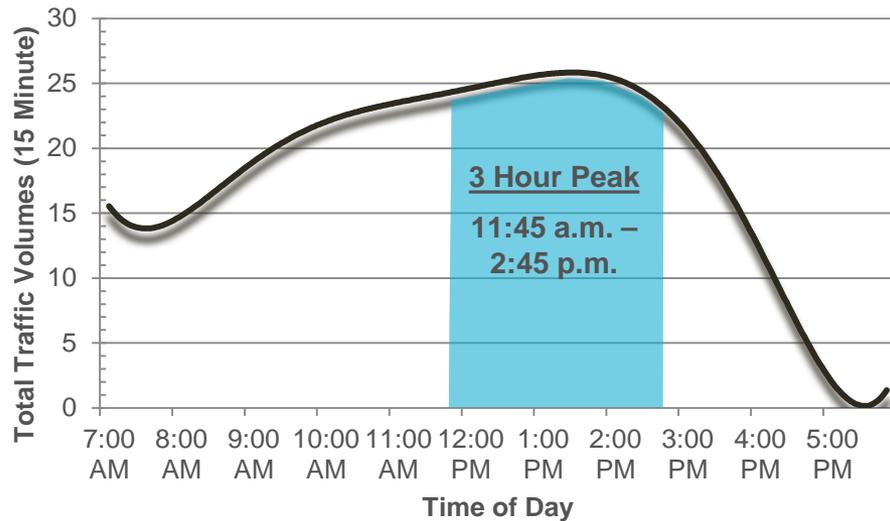


Station	Weekday	Saturday
Shoreline	11:45 a.m. – 2:45 p.m.	1:15 – 4:15 p.m.
Houghton	11:30 a.m. – 2:30 p.m.	1:00 – 4:00 p.m.
Factoria	11:45 a.m. – 2:45 p.m.	1:15 – 4:15 p.m.
Renton	11:15 a.m. – 2:15 p.m.	10:45 a.m. – 1:45 p.m.
Bow Lake	11:30 a.m. – 2:30 p.m.	10:45 a.m. – 1:45 p.m.

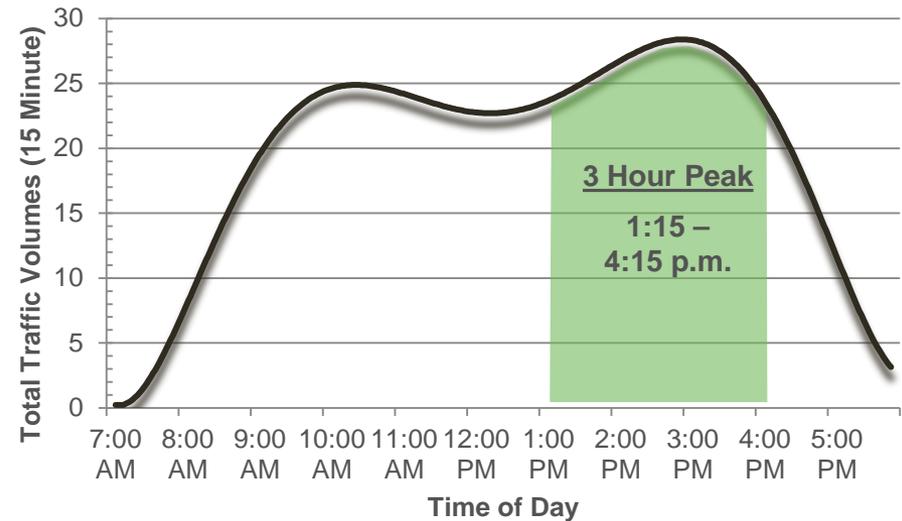


DAILY TRAFFIC VOLUME PROFILE – FACTORIA (EXAMPLE)

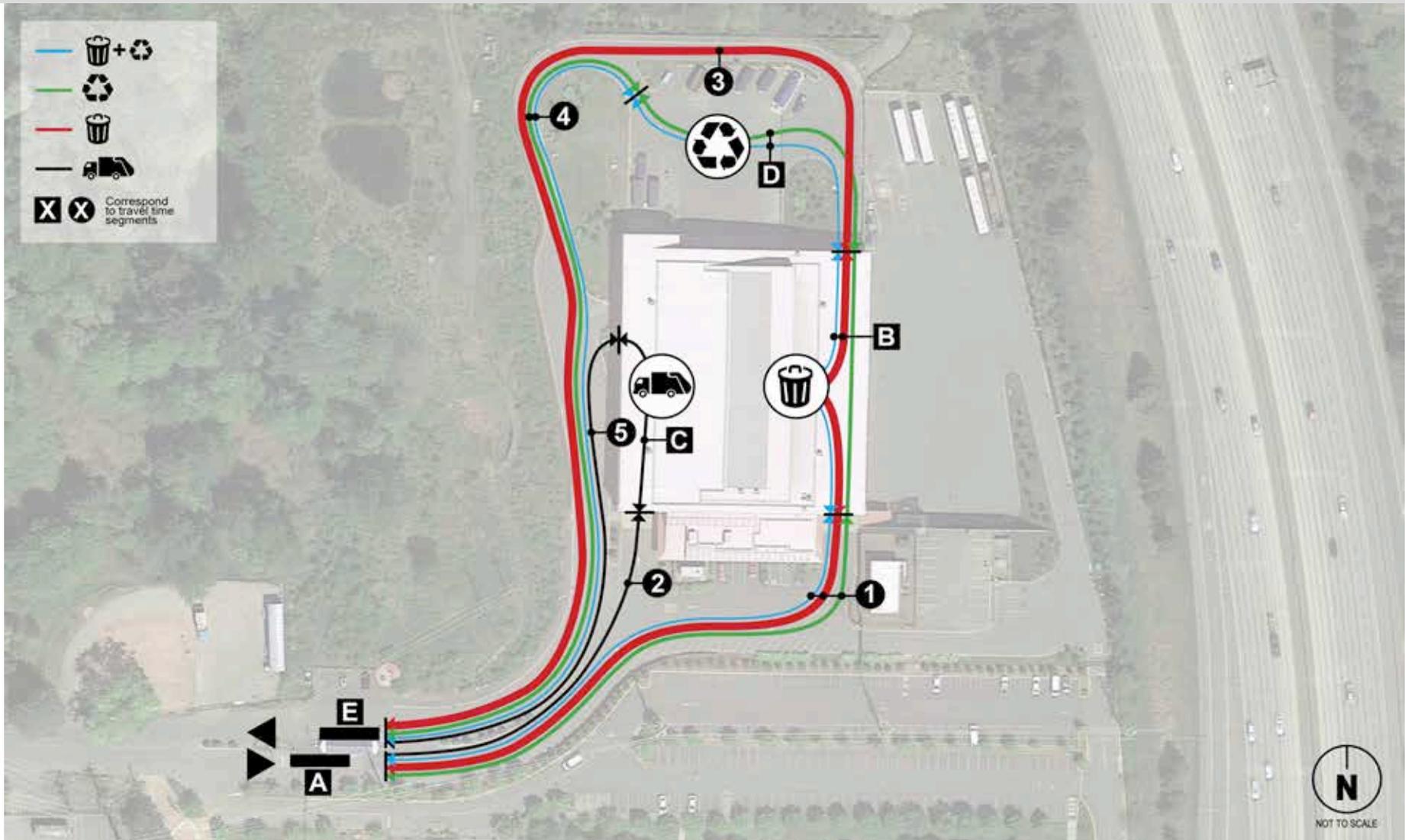
Weekday



Saturday



TRAVEL TIME STUDIES SHORELINE (EXAMPLE)



VISSIM ANALYSIS AND EXAMPLE

VISSIM micro-simulation analysis

- Existing conditions model constructed for calibration purposes
- Calibration reflects travel time studies, processing rates, and queuing observations for each site
- Future modeling focusing primarily on 2023 – Concept 0.
- Additional concepts to be tested based on the outcome of Concept 0 modeling



OFF-SITE TRAFFIC IMPACT ANALYSIS

Traffic Analysis Methodology (Off-site)

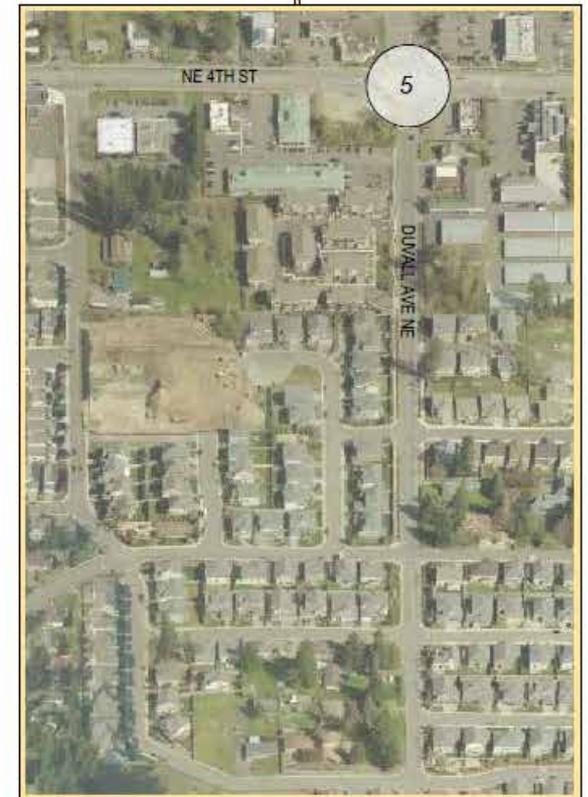
- Methodology/objectives consistent with a “typical traffic impact analysis”
- Review of key performance measures (i.e., intersection delay)
- Review of existing conditions
- Forecast future conditions including background growth on adjacent streets and known development projects (**baseline conditions**)
- Traffic associated with anticipated growth in station traffic (Concepts 0, 1, 2, 3)
- Evaluate intersection operations (baseline vs. Concepts 0, 1, 2, and 3) and compare to agency standards

OFF-SITE TRAFFIC ANALYSIS INTERSECTIONS – SHORELINE



– Study area intersection

OFF-SITE TRAFFIC ANALYSIS INTERSECTIONS – RENTON



– Study area intersection

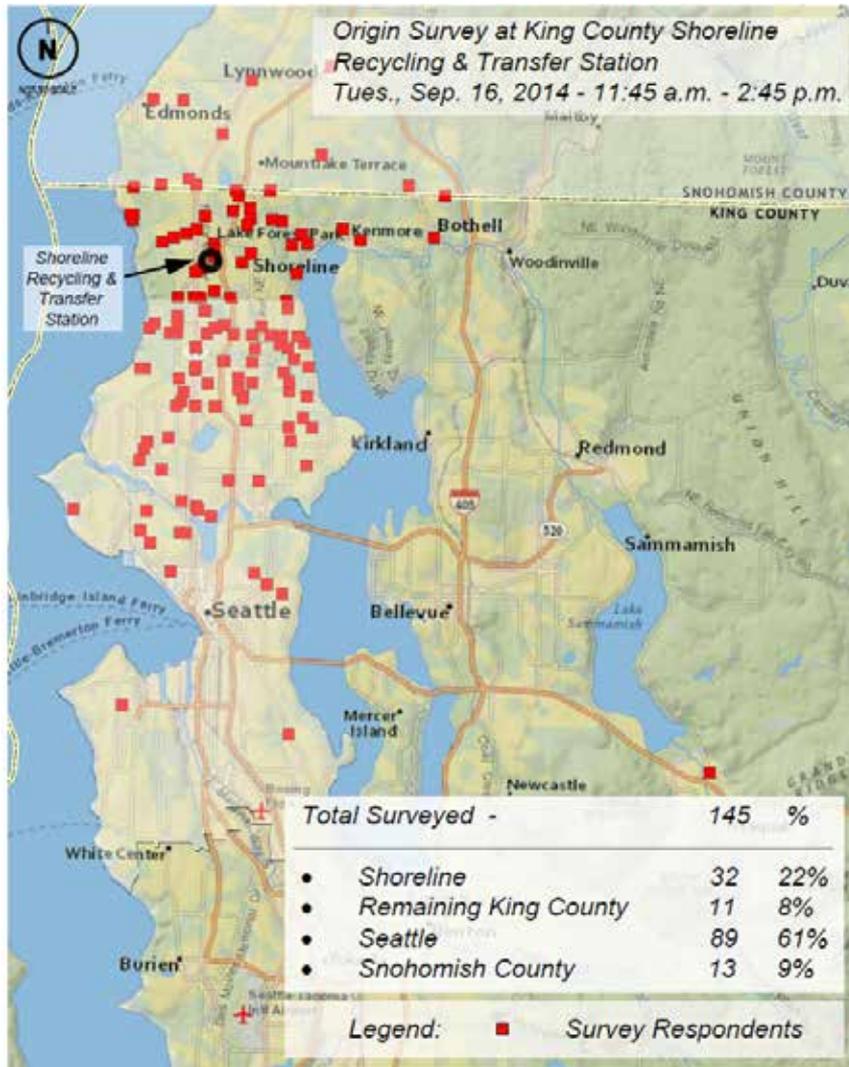
OFF-SITE TRAFFIC ANALYSIS INTERSECTIONS – BOW LAKE



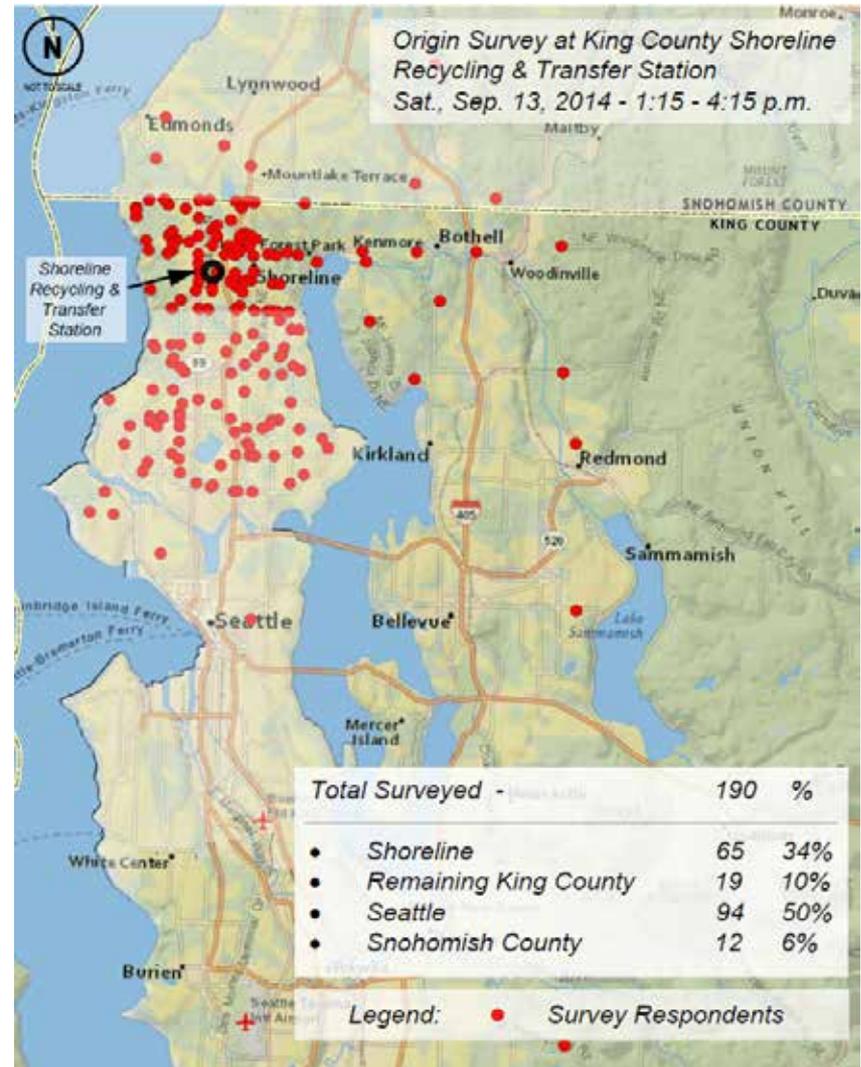
– Study area intersection

CUSTOMER ORIGIN/DESTINATION SURVEY – SHORELINE (SELF-HAUL)

Weekday

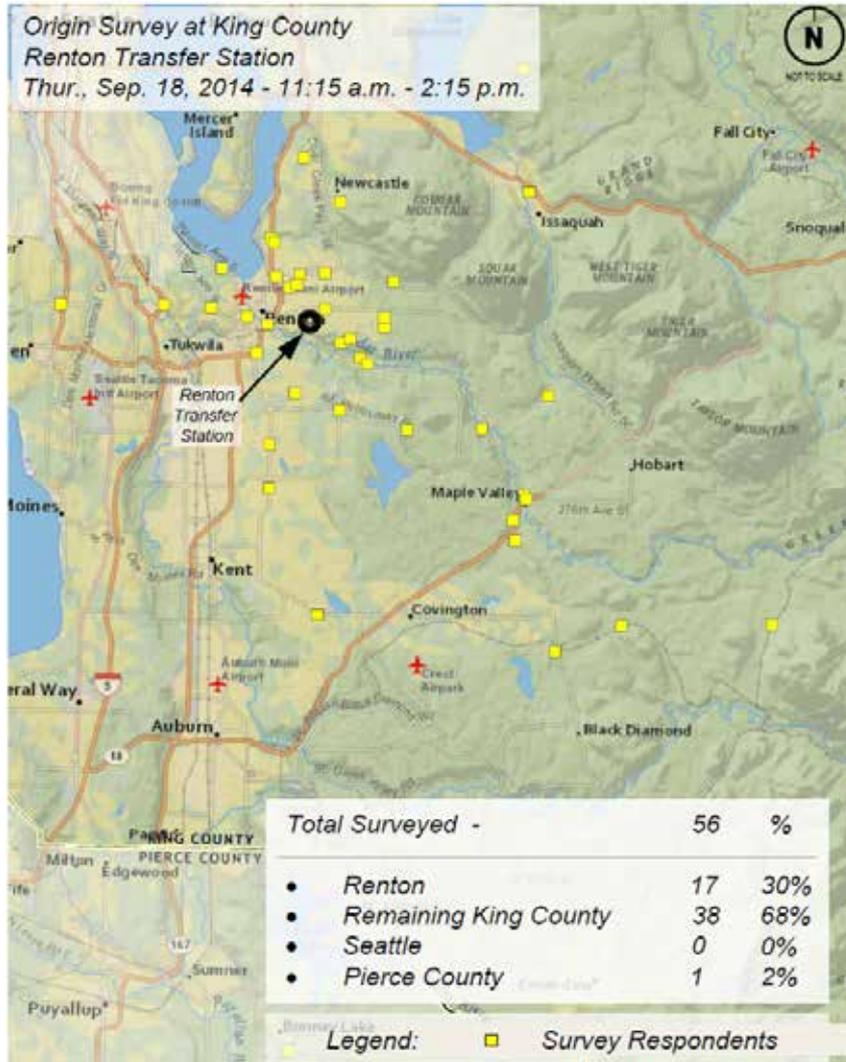


Saturday

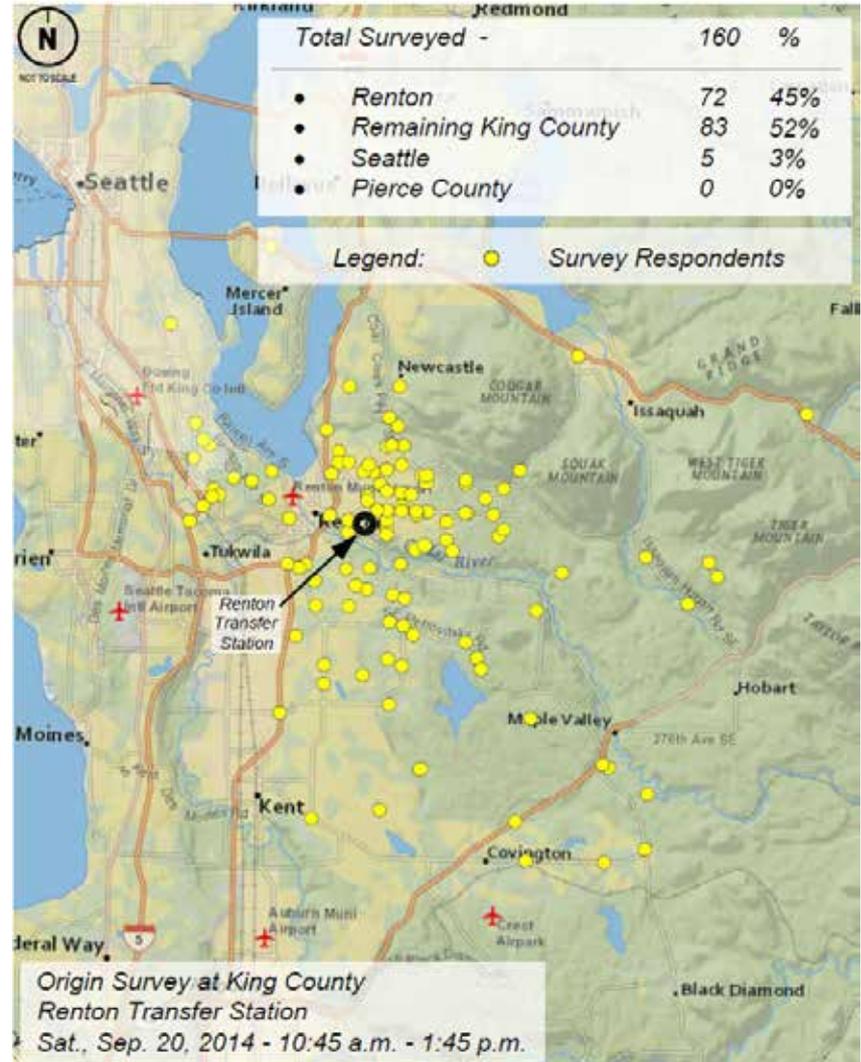


CUSTOMER ORIGIN/DESTINATION SURVEY – RENTON (SELF-HAUL)

Weekday

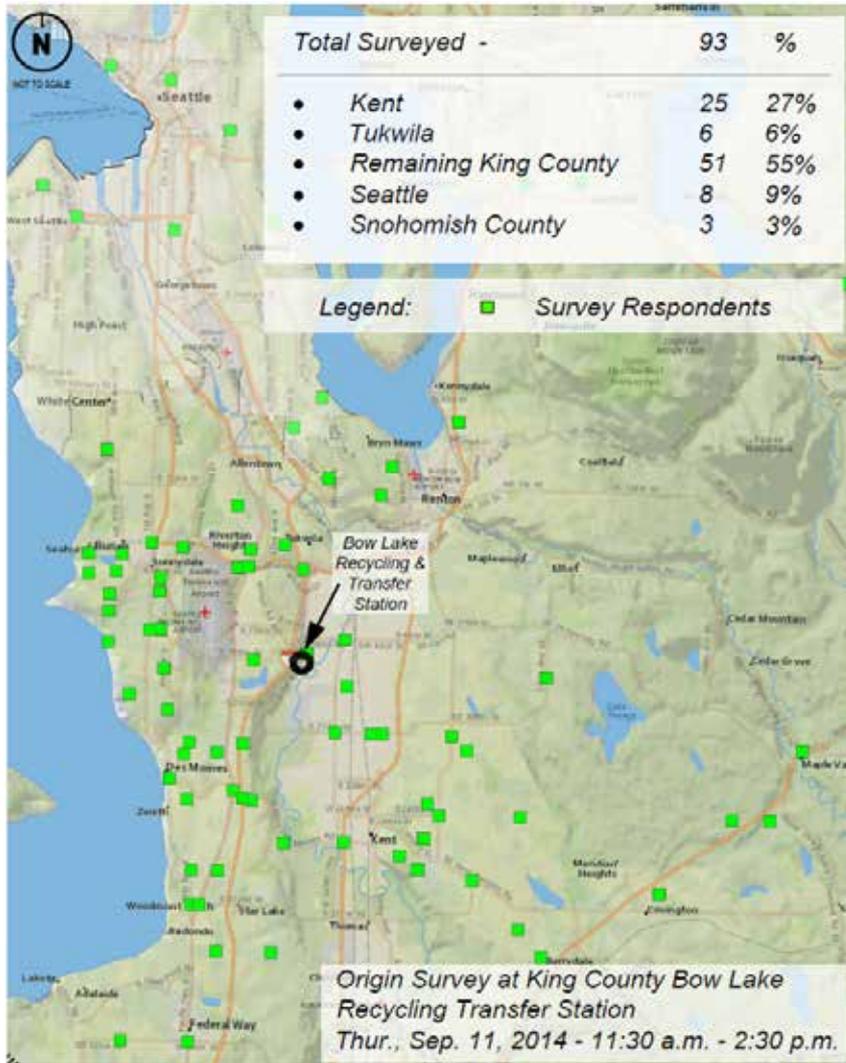


Saturday

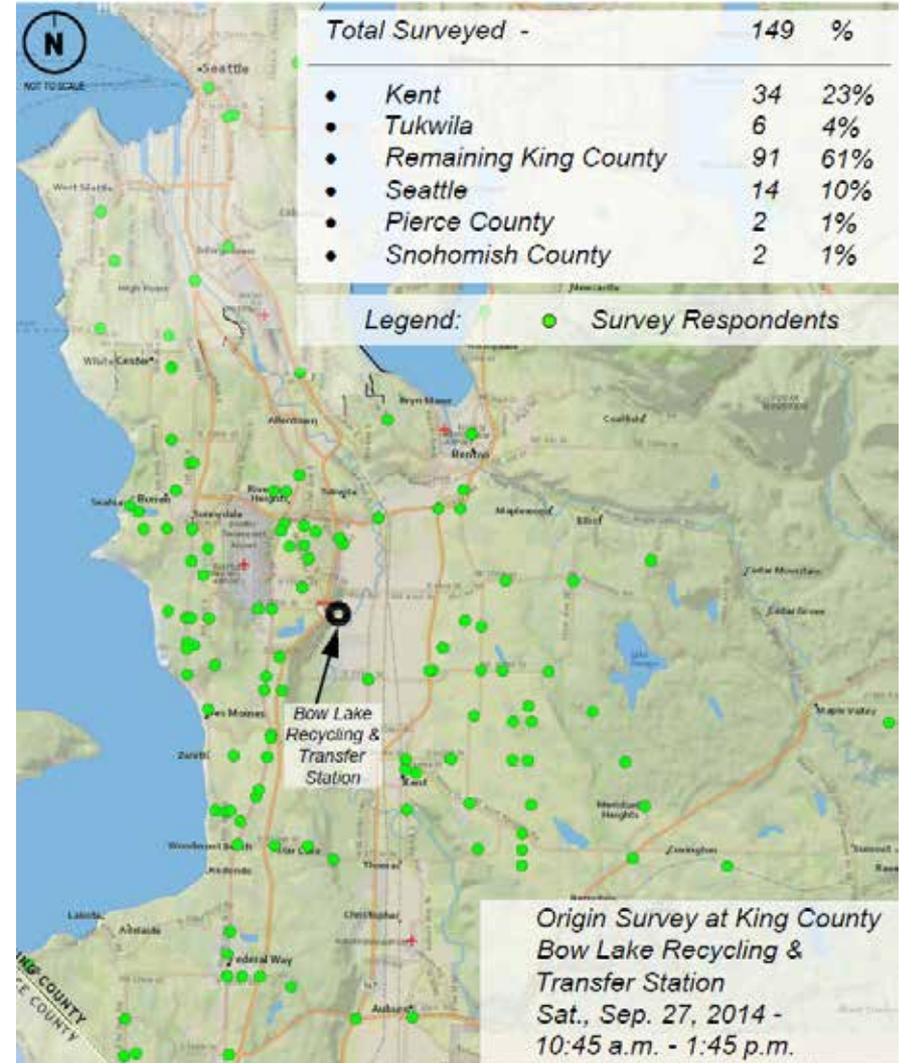


CUSTOMER ORIGIN/DESTINATION SURVEY – BOW LAKE (SELF-HAUL)

Weekday

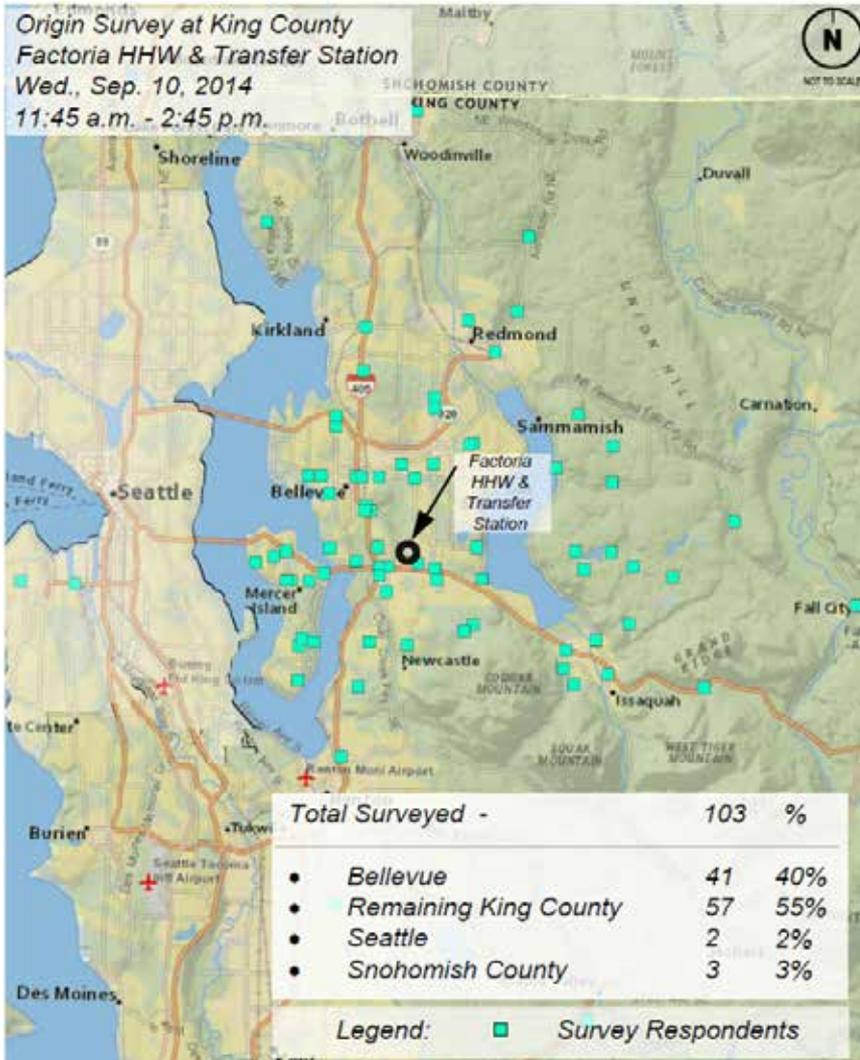


Saturday

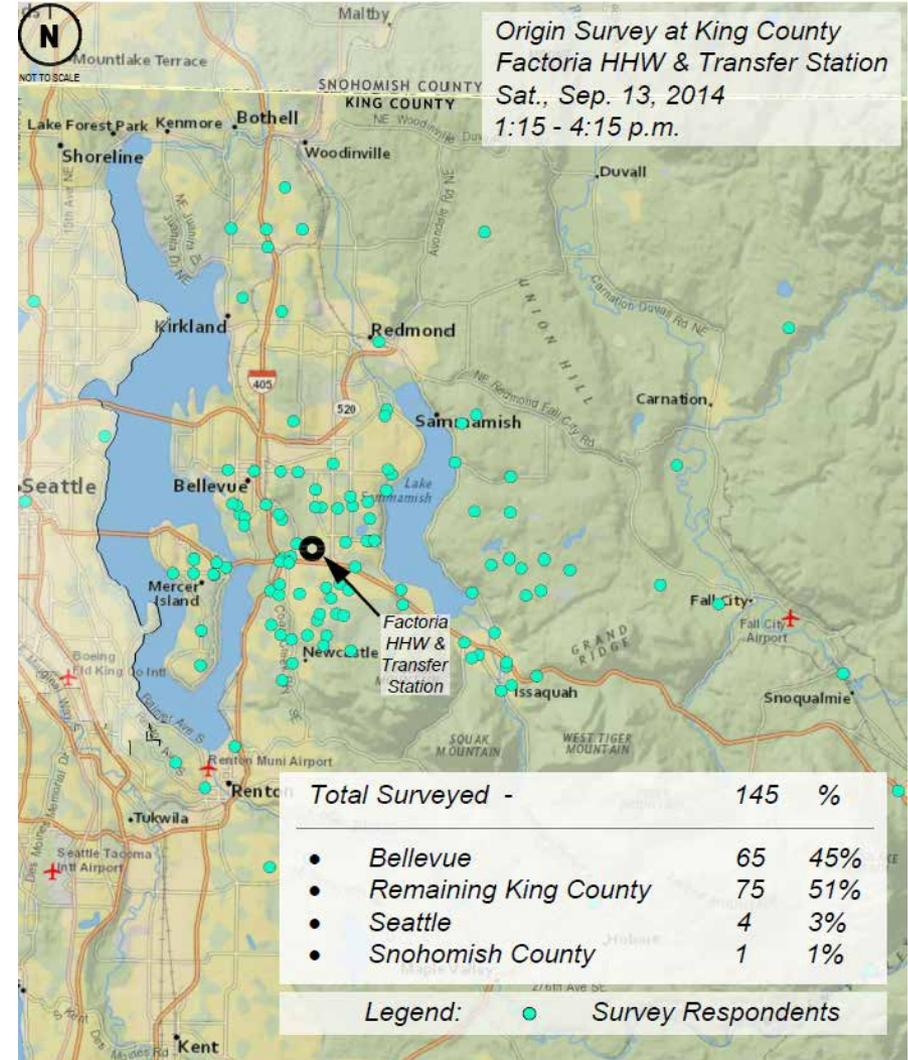


CUSTOMER ORIGIN/DESTINATION SURVEY – FACTORIA (SELF-HAUL)

Weekday

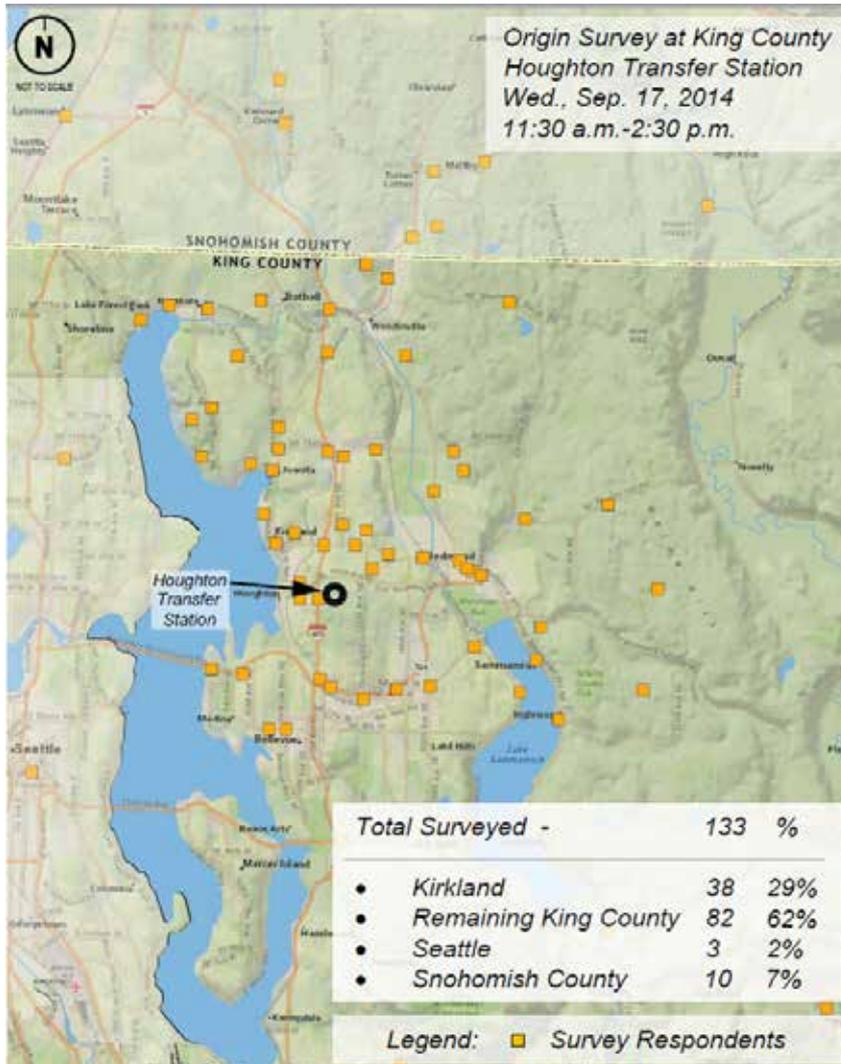


Saturday

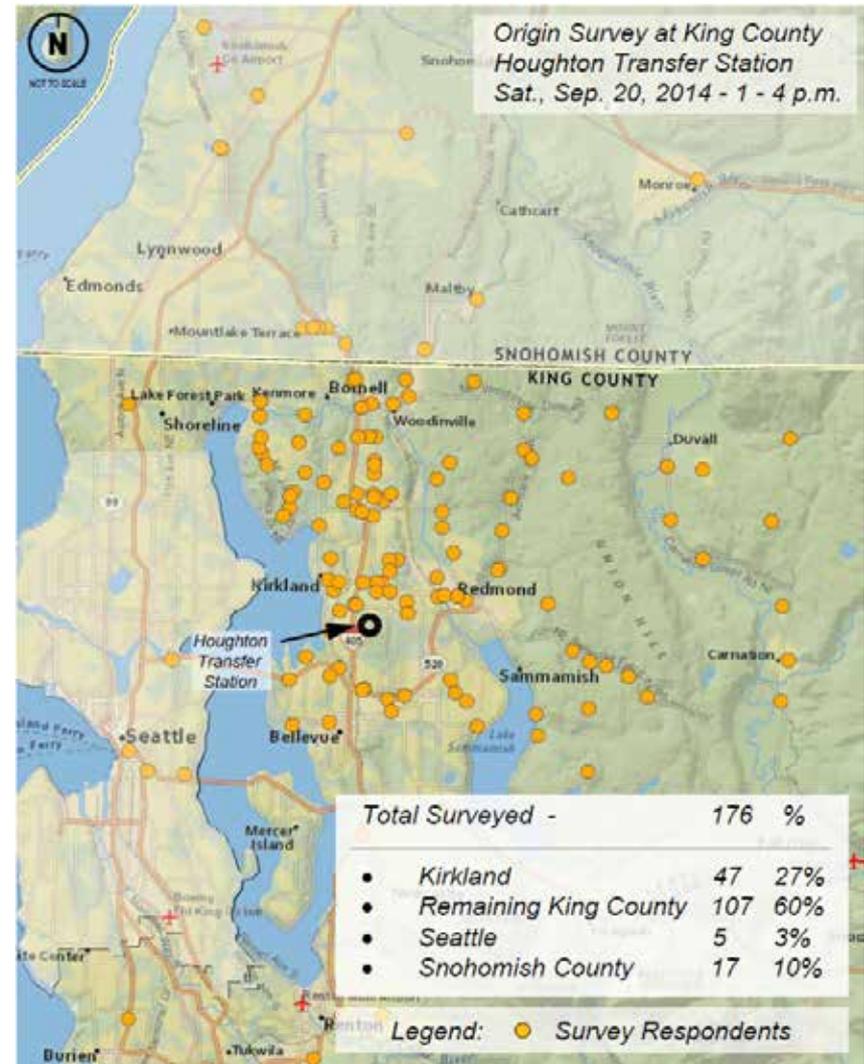


CUSTOMER ORIGIN/DESTINATION SURVEY – HOUGHTON (SELF-HAUL)

Weekday



Saturday



REVIEW OF ENVIRONMENTAL STUDY



REVIEW OF ENVIRONMENTAL STUDY

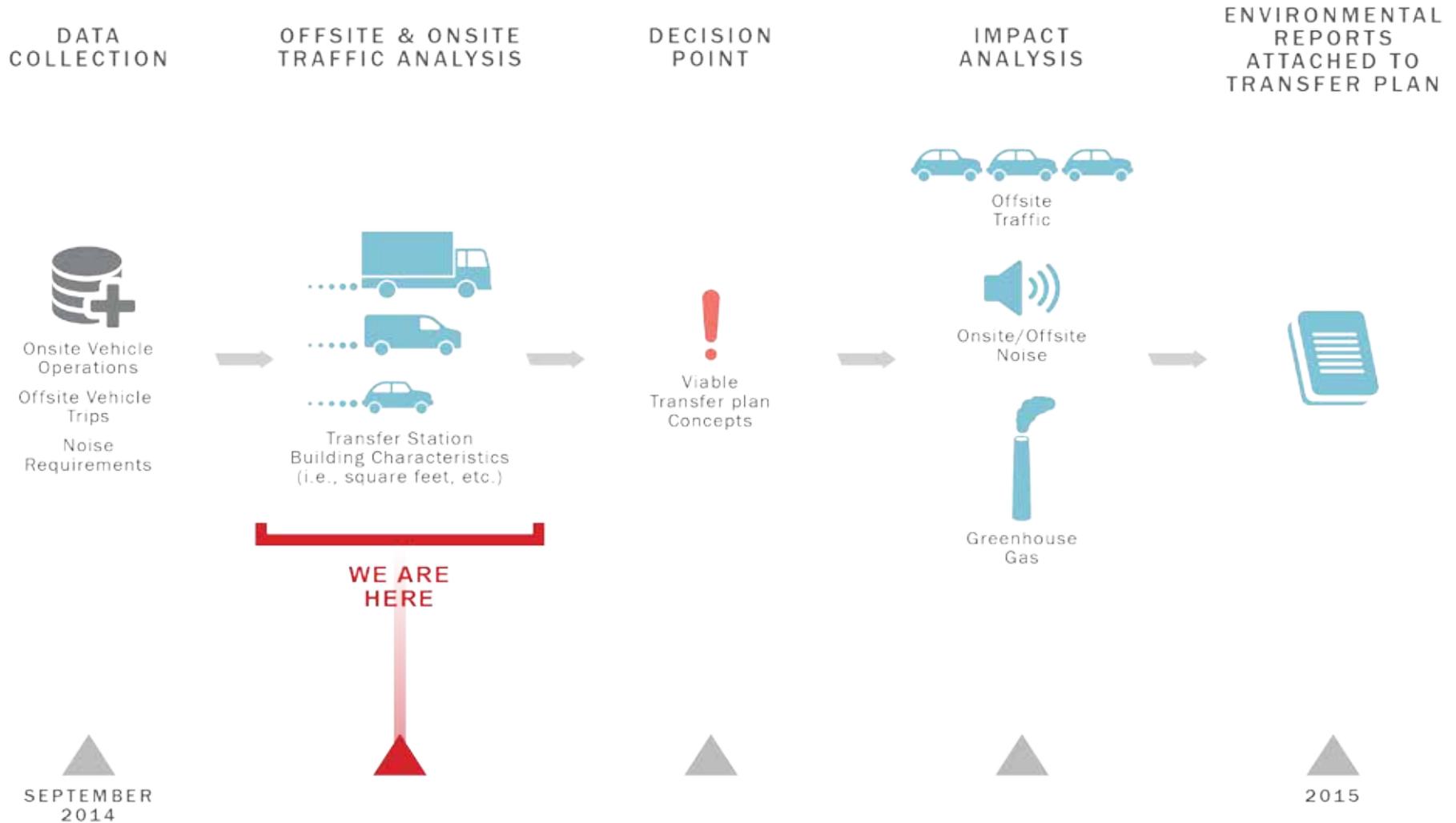
Greenhouse Gas Emissions (for construction and operation):

- Vehicles miles traveled
- Truck fuel (i.e., diesel, CNG)
- Facility square footage
- Building materials

Noise

- Background ambient noise
- Noise sources
- Regulatory compliance assessment
- Noise impact assessment
 - Short-term (construction)
 - Long-term (operations)

ENVIRONMENTAL PROCESS





King County

Department of
Natural Resources and Parks
Solid Waste Division

King County's Equity and Social Justice Initiative

- Principle of “fair and just” – intentionally consider equity and integrate it into decisions and policies
- Distributional equity – is there a fair and just distribution of benefits and burdens?
- Prioritizes consideration of impacts on people of color, low-income communities, and people with limited English proficiency
- Targets programs and investments that benefit the people and places most left behind

<http://www.kingcounty.gov/exec/equity.aspx>

Equity and Social Justice Maps

- Income
 - *Median household income*
 - *Below poverty level*
- Languages spoken
 - *Speak English less than very well*
 - African languages, Chinese, Korean, Russian, Spanish, Vietnamese
- Ethnicity
 - *People of color*
 - American Indian, Asian, Black, foreign born, Hispanic, multiple races, Native Hawaiian, White



King County

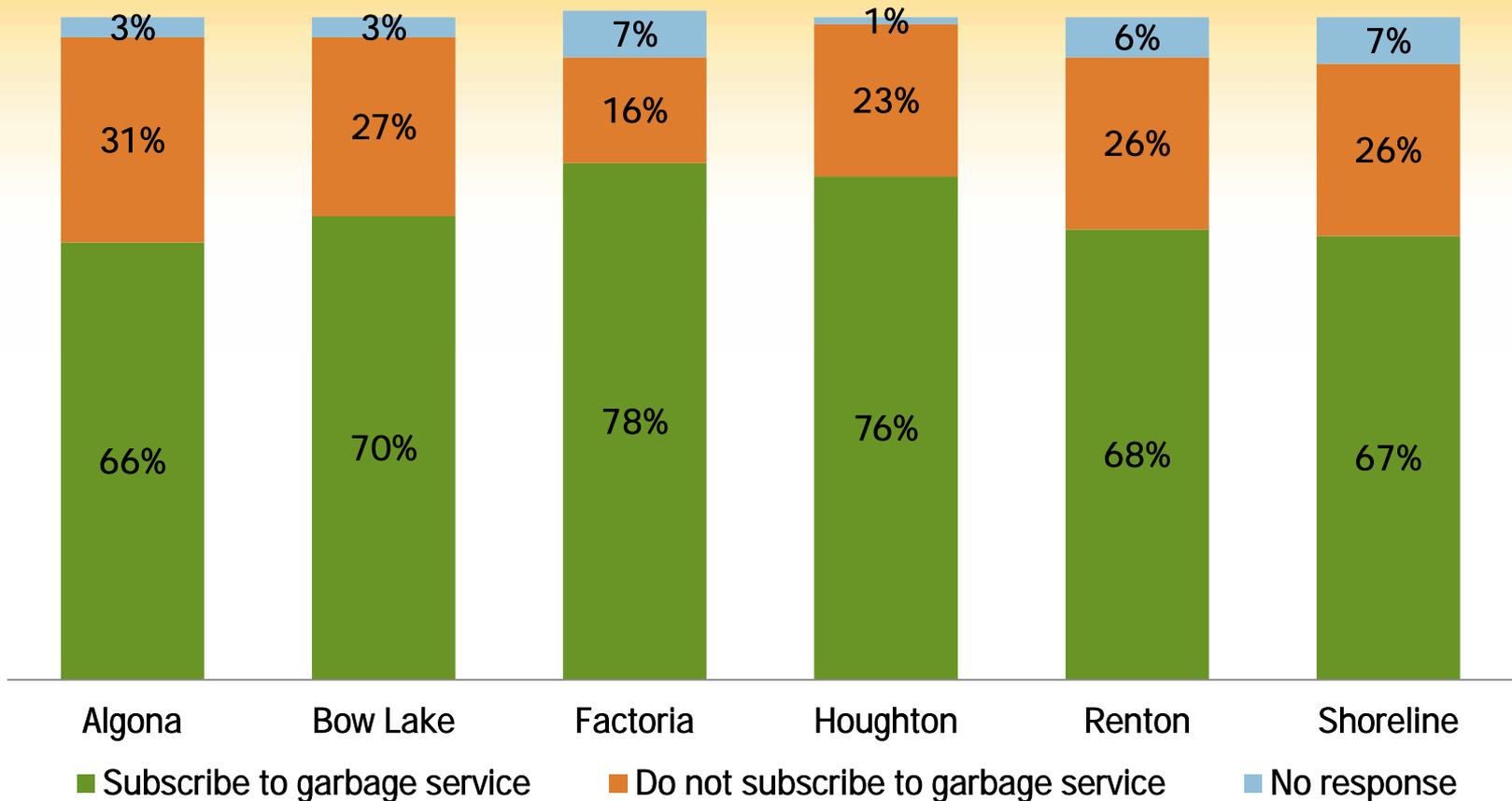
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Self-Haul Customer Profile

- Self-haulers bring garbage and recyclables that are not collected at the curb to the transfer stations
- Self-haulers can be residents or from a wide-range of businesses
- About 90 percent of self-haulers are single-family residents
- Most self-haulers use the transfer stations on weekends
- Most self-haulers are bringing large amounts of waste, e.g., from remodeling or cleaning up their home or yard, or items that are too large to fit in their curbside can
- About 40 percent of urban system self-haulers pay the per load minimum fee of \$22
- Most self-haulers subscribe to curbside collection

Most Self-haulers Subscribe to Curbside



Garbage Collection Not Mandatory Everywhere

- Everyone in King County has access to garbage collection
- Garbage collection is not mandatory throughout King County
- The City of Seattle mandates garbage collection and recycling and provides self-haul service at its transfer stations
- Garbage collection is mandatory in 13 King County cities:
 - Algona
 - Auburn
 - Bothell
 - Carnation
 - Duvall
 - Enumclaw
 - Kent
 - Kirkland
 - North Bend
 - Pacific
 - Renton
 - Skykomish
 - Snoqualmie

Self-Haul Trips Per Year

According to surveys* of transfer station customers, residential self-haul customers who do not subscribe to curbside garbage service make more visits per year to transfer stations than customers who do subscribe to curbside garbage

	Algona	Bow Lake	Factoria	Houghton	Renton	Shoreline
Subscribe to garbage service	12.4	12.7	8.9	12.1	7.7	9.9
Do not subscribe to garbage service	18.8	28.3	15	12.9	13.9	27.5
Additional trips per year by customers who do not subscribe to garbage service	6.4	15.6	6.1	0.8	6.2	17.6
Percentage more trips	34%	55%	41%	6%	45%	64%

* <http://your.kingcounty.gov/solidwaste/about/documents/waste-characterization-study-2011.pdf>

On-line Self-Haul Customer Survey

- Links on website and fliers at transfer stations
- Focus on Factoria, Houghton, Renton customers

WE WANT TO HEAR FROM YOU!

Do you use the Houghton Transfer Station to dispose of garbage, yard waste or recyclables? How frequently? If the facility were to permanently close, how would you be affected?

We need your feedback to make decisions about changes to King County transfer station system.

Take 5 to 7 minutes to complete our Transfer Station User Survey:

<https://www.surveymonkey.com/s/HoughtonTS>

Questions?
Please contact the King County Solid Waste Division at 206-477-4466
M-F, 8:30 a.m. - 4:30 p.m.
TTY Relay: 711

Alternative Formats On Request

206-477-4466
TTY Relay: 711
1-800-325-6165 ext. 7-4466



QUEREMOS SABER DE USTED

¿Utiliza la Estación de Transferencia de Houghton para desechar su basura, desechos de jardín y artículos reciclables? ¿Con qué frecuencia? Si esta estación de transferencia fuera cerrada permanentemente ¿cómo lo afectaría a usted?

Ayúdenos a transformar el sistema de la estación de transferencia de King County participando en nuestra encuesta que le tomara 10 minutos.

Para participar en la encuesta, favor de llamar a la División de Desechos Sólidos de King County at 206-477-4466 de lunes a viernes 8:30 a.m. a 4:30 p.m.
TTY Relay: 711

Formatos alternativos en aplicación

206-477-4466
TTY Relay: 711
1-800-325-6165 ext. 7-4466

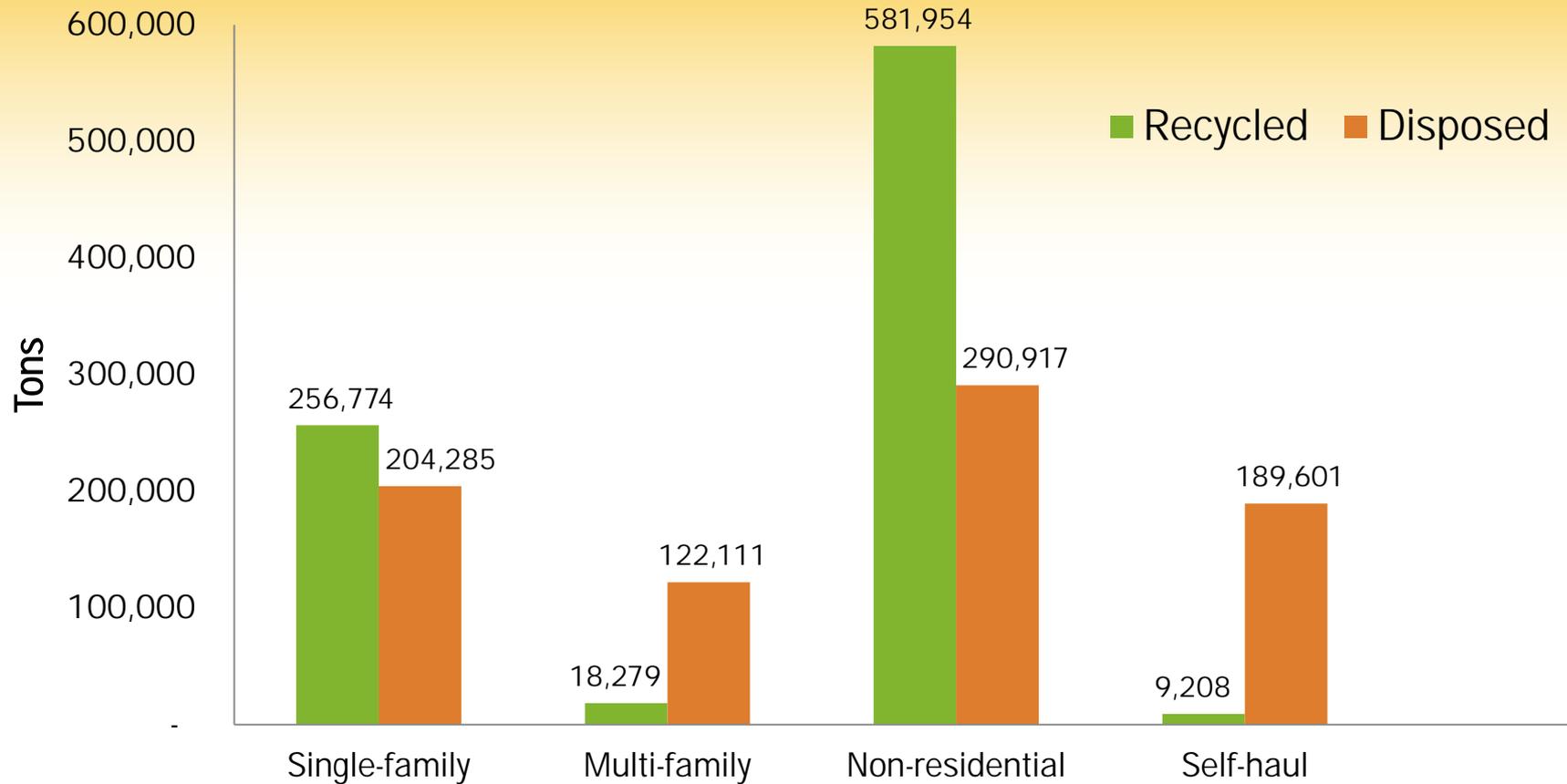




King County

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2012 Recycling and Disposal by Generator Type

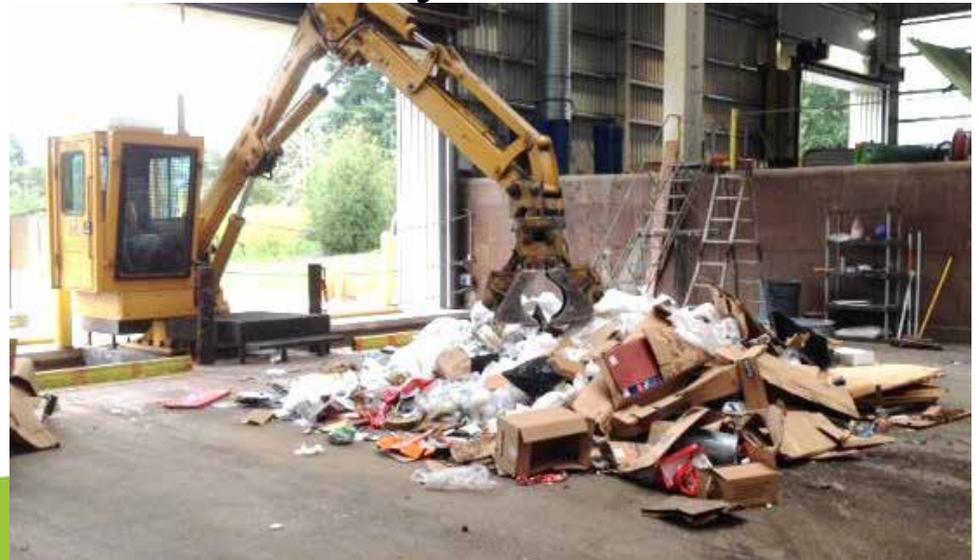


Materials for Transfer Station Recycling

- Highest priority – high diversion potential due to amount in waste stream, markets are available
 - Yard waste (and potentially other organics)
 - Clean wood
 - Scrap metal and appliances
 - Cardboard
- Secondary priority – medium diversion potential, markets are currently limited
 - Carpet
 - Mattresses
 - Plastic film
 - Styrofoam
 - Tires
- Not a priority – low diversion potential, more effectively recycled curbside
 - Tin and aluminum cans
 - Plastic bottles, jugs, tubs
 - Glass containers and bottles
 - Paper (other than cardboard)

Resource Recovery at Transfer Stations

- Remove metal, clean wood, and cardboard from self-haul and commercial loads
- Potential to remove high-quality, high-value materials from waste stream
- Began at Shoreline and Enumclaw this year; add to Bow Lake next year
- Requires floor space





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Comments and Questions

- Comment form
 - Any thoughts about this review that you would like to share before we complete the analysis?
- Questions?
 - Contact Diane Yates
diane.yates@kingcounty.gov



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