



City of Bellingham

Public Works and Natural Resources Committee Agenda

November 4, 2024, 1:55 PM

Mayor: Kimberley Lund
Council Members: Hannah Stone, Chair
Lisa Anderson, Michael Lilliquist
Legislative Assistant: Jackie Weller

Contact: (360) 778-8100, mayorsoffice@cob.org
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<https://cob.org/council>

The City Council meeting will be conducted in a hybrid setting: both in-person and remote access will be available.

Members of the public wishing to view the meeting in person may do so at Council Chambers on the second floor of City Hall, 210 Lottie Street, Bellingham, WA, unless otherwise noted. Council meetings are streamed live via the City's website at <https://cob.org/meetings> and on the City's YouTube channel at <https://cob.org/btv>. Meetings are also broadcast in high definition on BTV on Comcast channel 321, and in standard definition on Comcast channel 10. Members of the public who do not have cable or Internet access may listen to the meeting via telephone by using any of the following phone numbers:

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Meeting ID: **859 4278 3098**
Password: **9**

Call to Order

Council Standing Committee Meeting

Open to the public to attend. Note: there is generally no public comment period for Committee sessions. Standing Committee Members receive reports and information, ask questions and, when appropriate, vote on a recommended action for consideration by the full Council at the Regular Meeting. The notice of Committee Meetings identified below also serves as notice of Special Meetings of the City Council at the times identified as Council Members who are not members of the committee routinely attend and participate in the Committee Meetings. Committee Chairs give a report of the Committee Meeting at the Regular Meeting in the evening prior to deliberation and formal vote in the order shown below:

Public Works and Natural Resources

Hannah Stone, Chair
Lisa Anderson, Michael Lilliquist

- | | | | |
|--------------|-----------|---|--------------|
| 24315 | 1. | Eldridge Avenue Non-Motorized Pilot Project Update | p. 3 |
| 24295 | 2. | Recycling and Single-Use Plastics Update | p. 20 |

Adjournment

Agenda Information

Council Committee and Regular Meeting agendas and agenda packets, which contain the supporting documentation for agenda items, are available to the public Wednesday afternoon prior to the meeting. They are posted at <https://cob.org/meetings>. Meetings are streamed live at <https://cob.org/btv> on the internet as they occur

Accessibility

The Council Chambers is fully accessible. Elevator access to the second floor is available at City Hall's west entrance. Hearing assistance is available, and a receiver may be checked out through the Deputy City Clerk prior to the evening session. For additional accommodations, contact the Legislative Assistant at 778-8200 in advance of the meeting. Thank you.

Next City Council Committee Meetings: Monday, November 18, 2024

Deadline to submit material for any public hearing for inclusion in the published agenda packet is 10:00 a.m. on Wednesday prior to the meeting.



City Council Agenda Bill

24315

Bill Number

Subject: **Eldridge Avenue Non-Motorized Pilot Project Update**

Summary Statement: On October 3, 2022, Bellingham City Council held a public hearing to consider removal of on-street parking to install bike lanes on several arterial streets, including Eldridge Avenue, in accordance with the adopted Bicycle Master Plan. Council subsequently voted to approve parking removal on October 24, 2022. Eldridge Avenue parking removal was subject to a one-year pilot. Project construction was completed in April 2024. Although the one-year pilot is still ongoing, staff will brief Council and the public on the results of the data collected to date and provide an update on the expected timeline for final results and recommendations from the pilot study.

Previous Council Action: **Approval of parking removal on Eldridge Avenue for pilot project; Adoption of Six-Year (2023-2028) Transportation Improvement Program (TIP); Adoption of the 2023-2024 Budget; and construction contract award**

Fiscal Impact: **None**

Funding Source: **N/A**

Attachments:

1. STAFF MEMO
2. PRESENTATION SLIDES
3. DRAFT TRAFFIC COUNTS
4. DRAFT TRAFFIC SPEED DATA SUMMARY MAP
5. DRAFT BIKE AND PEDESTRIAN COUNTS

Meeting Activity	Meeting Date	Recommendation	Presented By	Time
Committee Briefing - Information Only	11/04/2024	Information/Discussion	Joel Pfundt, Interim Public Works Co-Director	10 minutes

Recommended Motion:

Council Committee:
Public Works and Natural Resources Committee

Agenda Bill Contact:
Jessica Bennett, PE, Project Engineer

Reviewed By	Department	Date
<i>Joel F. Pfundt</i>	Public Works	10/11/2024
<i>Matthew T. Stamps</i>	Legal	10/14/2024
<i>Kimberley J. Lund</i>	Executive	10/30/2024

Council Action:



City of Bellingham
210 Lottie Street
Bellingham, WA 98225

STAFF REPORT

TO: CITY COUNCIL
FROM: JOEL PFUNDT, INTERIM PUBLIC WORKS CO-DIRECTOR
MIKE WILSON, ASSISTANT PUBLIC WORKS CO-DIRECTOR –
ENGINEERING
CC: MAYOR KIM LUND
SUBJECT: ELDRIDGE NON-MOTORIZED PILOT PROJECT UPDATE
DATE: NOVEMBER 4, 2024

BACKGROUND:

The City of Bellingham Public Works Engineering Division designs and constructs projects to improve streets for non-motorized users, implementing the [Pedestrian](#) and [Bicycle](#) Master plans. The [Westside Non-Motorized Improvements Project](#) (ES563) added and improved bicycle and pedestrian infrastructure in 15 locations throughout Bellingham, primarily on the west side of town. Included in that project was Eldridge Avenue, between Broadway Ave and Nequalicum Ave, where parking removal allowed for installation of buffer-protected bike lanes. Additionally, crossings at four locations (Victor, West, Lafayette, and Nequalicum) were improved with marked crosswalks, [rectangular rapid flashing beacons](#) (RRFBs), and ADA curb ramp improvements. Crossings on all other side streets in the project limits were marked. The Henry St crossing, near the west side entrance of Carl Lobe Park, had ADA curb ramp improvements installed. Planned connecting bike boulevards along Lafayette, Monroe, West, and North Streets were marked with shared lane markings. The pedestrian and bicycle connections provided by the project are shown in Figure 1.

This project was initially identified in the [2023-2028 Transportation Improvement Program](#) (TIP). On October 3, 2022, Bellingham City Council held a [public hearing](#) to consider removal of on-street parking to install bike lanes on several arterial streets, including Eldridge Avenue, in accordance with the adopted Bicycle Master Plan, and City Council subsequently [voted to approve](#) parking removal on October 24, 2022. Eldridge Avenue parking removal was subject to a one-year pilot. City staff held a well-attended open house to discuss all aspects of the project on February 16, 2023. The construction contract for ES563 was authorized by Council on July 10, 2023 and the Eldridge Avenue

improvements were completed in April 2024. For context, a project timeline is provided below in Table 1. This report serves as an update to the pilot project and related traffic data collection.

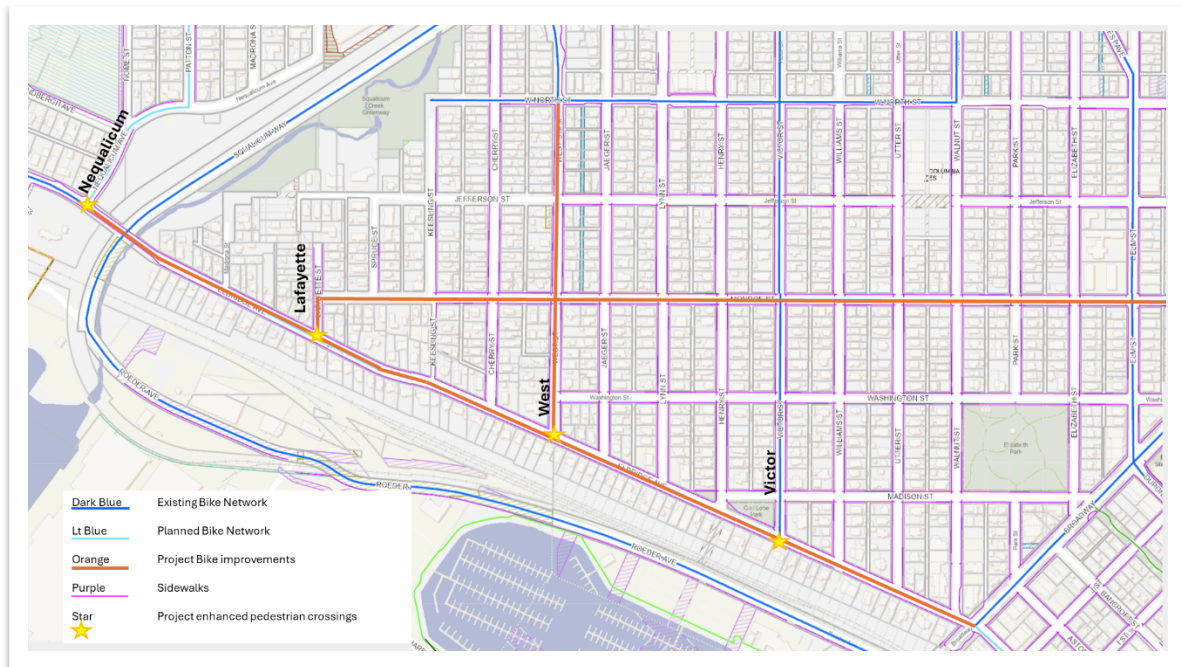


Figure 1 Eldridge Pilot Project connections.

Table 1: Timeline

October	2014	City Council approved Bellingham Bicycle Master Plan
June	2022	Projects identified in 6-Year TIP (2023-2028)
September	2022	13 th : Transportation Commission recommends parking removal from a group of several arterials related to multiple projects, including on Eldridge Avenue. (Transportation Commission Resolution 2022-02)
October	2022	3 rd : Public Hearing on parking removal (Agenda Bill 23465) 24 th : Parking removal was approved by City Council with Eldridge Avenue as a one-year pilot (Agenda Bill 23489 / Minutes From Regular Council)
Feb	2023	16 th : Open house
Jan-May	2023	Westside Non-motorized Improvements ES563 project is designed. Includes Eldridge Corridor
June	2023	Pre-construction traffic data collection
July	2023	10 th : Bid Award by Council

September	2023	Westside Non-motorized Improvements ES563 project is under construction.
April	2024	All Eldridge Avenue related improvements are complete. Post-construction traffic data collection 1
June	2024	Post-construction traffic data collection 2
August	2024	Post-construction traffic data collection 3
October	2024	Post-construction traffic data collection 4 - Planned

EVALUATION:

As part of the pilot project Public Works performed a safety analysis to the existing pre-project conditions and a summary is provided below. Further Public Works, through a consultant, has collected traffic data, including bike and ped counts, in four collection efforts (one pre-project and three post-project), and a summary is provided below. Below is also a brief summary of public input that has been provided to date.

Safety Analysis

A safety analysis for the subject Eldridge Avenue corridor was completed using crash data from the Washington State Patrol (WSP) online database for a 5-year study period between 4/1/2019 to 3/31/2024. This period is immediately prior to the construction of the project.

The existing safety performance was calculated using the most current version of the Highway Safety Manual (HSM) Urban and Suburban Arterials Spreadsheet tool available through Association of State Highway and Transportation Officials (AASHTO).

The results show that the corridor is expected to average approximately 5.13 crashes per year, based on current observed crashes and roadway characteristics. This rate is lower than the predicted 7.36 crashes per year for roadways with similar characteristics, indicating a better-than-average roadway safety performance.

While these results do not preclude implementation of safety improvement strategies, they are not a stand-alone indication that improvements are necessary to correct a documented safety performance gap.

We will continue to monitor any collisions post project however, an updated safety analysis won't be able to be completed until there is three years of collision history post project.

Traffic Data - Speeds

Historical data showed the average speed on Eldridge within and around the subject area to be between 28-33 mph, with an 85th percentile speed of 33-38 mph. The City is working with a consultant who collects data on volume, speed, and classification of vehicles. Each data collection effort tracks traffic volume and speeds for seven days, 24 hours a day at four locations along the corridor. Our pre-project data collection effort in June 2023 showed an average daily volume of traffic of 6,362 vehicles over the four study locations with an average speed of 29 mph and an 85th percentile average speed

of 33 mph. The percent of drivers speeding averaged at 91%, with 7% speeding more than 10 mph over the posted 25 mph speed limit.

Across the three post project data collection efforts the average daily volume of traffic was 6,247 vehicles over the four study locations with an average speed ranging from 28-30 mph, with the average at 29 mph. The 85th percentile average speed ranged from 31-34 mph, with the average at 32 mph. The percent of drivers speeding averaged 87%, with 5% speeding more than 10 mph over the posted speed limit.

Based on the data collected so far, it does not appear speeds have significantly increased or decreased post project.

Traffic Data – Pedestrians/ Bicyclists

The same consultant also collects pedestrian and bicyclist volume using low resolution cameras. At the four enhanced intersections, data for bike and pedestrians were collected for 6 hours on four days for each collection effort. On Tuesday-Thursday the data was collected from 7-10 am and 3:30-6:30 pm and on Saturday from 9 am - 3 pm.

During the pre-project data collection of **June 2023**, the total bicycles counted across the four intersections was between a low of 196 at Victor to a high of 316 at Nequalicum, with the average at 265 bicycles. For pedestrians the intersections ranged between a low of 138 at Victor to a high of 200 at Lafayette, with the average of 155 pedestrians. This is equivalent to an average of 70 bicyclists and pedestrians at each intersection per hour measured.

Pedestrian and bicycle use is often affected by time of year. For the post-construction data collection effort in **June 2024** the total bicycles counted across the four intersections had a low of 286 at Victor to a high of 412 at Lafayette, with an average of 347 bicycles. For pedestrians the intersections ranged between a low of 157 at Nequalicum to a high of 268 at Lafayette, with the average of 199 pedestrians. This is equivalent to an average of 91 bicyclists and pedestrians at each intersection per hour measured. Comparing the pre-project data collection effort in June 2023 to the post project data collection of June 2024 we saw a 31% increase in bicycle usage and a 28% increase in pedestrian usage.

Post-project, across **all three data collection efforts**, the average number of bicycles was 276 and pedestrians at 187. This is equivalent to an average of 77 bicyclist and pedestrians at each intersection per hour measured.

Based on the data collected so far, it appears the bike and pedestrian use has increased. The stress level for bicycles and pedestrians is expected to be reduced with the buffered bicycle lanes providing separation and the enhanced crossings providing additional visibility.

Public Input

Public input around the proposed improvements and post construction has been mixed. During project initiation we heard concerns from residents and public support for bike and pedestrian improvements. Neighbors' concerns included that removing the parking would result in an increase in speeds and concern of the lack of place to park for visitors, deliveries, and service vehicles. They also requested traffic calming and improved street crossings.

Based on the data collected, speeds have largely remained unchanged and we have not seen an increase. The City has heard from some residents post project that the removal of parking has negatively impacted them. At least one comment was provided on the negative visual impact of the physically separated bicycle buffer. Many positive comments have been received on the enhanced street crossings.

The project makes many bicycle network connections and improves pedestrian crossing on Eldridge Avenue and the City has received many comments of positive nature from the community for the bicycle and pedestrian improvements.

We will continue to collect comments and public input during the pilot period.

RECOMMENDATION ACTION:

The City continues to collect traffic data and public input related to the Eldridge Pilot improvements. We have one more planned traffic data collection this year with the same consultant. This data and input will be used to evaluate the success of the pilot project and identify if modifications are needed. City staff will present their findings and make a recommendation to Council in spring of 2025 after the project has been in operation for one year.

Eldridge Avenue Non-Motorized Pilot Project Update

November 4, 2024



Project Development Timeline

Date	Activity
Oct 2014	City Council approved Bellingham Bicycle Master Plan
June 2022	Projects identified in 6-Year TIP (2023-2028)
Sept 13, 2022	Transportation Commission recommends parking removal
Oct 3, 2022	Public Hearing on parking removal
Oct 24, 2022	Parking removal approved by City Council as one-year pilot
Feb 16, 2023	Open house
Jan 2023 – April 2024	Project Implementation

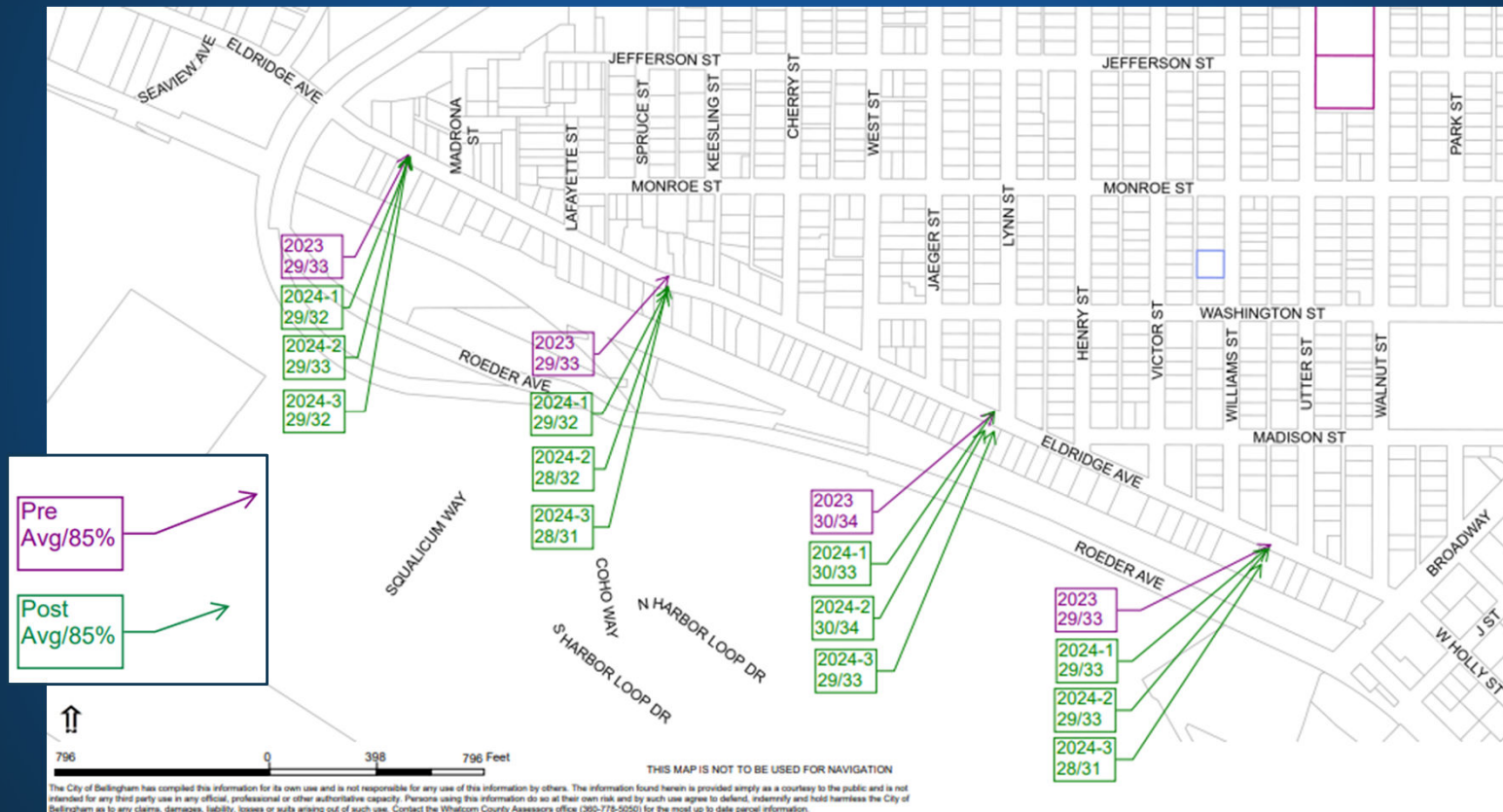
Traffic Data Collection Timeline

Date	Activity
June 2023	Pre-construction traffic data collection
April 2024	All Eldridge Avenue related improvements are complete
April 2024	Post-construction traffic data collection 1
June 2024	Post-construction traffic data collection 2
August 2024	Post-construction traffic data collection 3
October 2024	Post-construction traffic data collection 4 - PLANNED

Safety Analysis

- 5-year study period between 4/1/2019 to 3/31/2024
- Expected average – 5.13 crashes per year (approximately)
- Predicted – 7.36 crashes per year
- Note: Updated safety analysis requires three years collision history post project

Draft Traffic Speed Data Summary



Draft Traffic Counts

Class	June 2023	April 2024	June 2024	Aug 2024	Post Project Average	June-June Increase	June-June % Inc
Total Bike	1059	1095	1387	825	1102	328	31%
Total Ped	620	758	795	688	747	175	28%
TOTAL	1679	1853	2182	1513	1849	503	30%
Average Bike	265	274	347	206	276	82	31%
Average Ped	155	190	199	172	187	44	28%
AVERAGE	420	463	546	378	462	126	30%

Next Steps

- Complete data collection and analysis
- Present findings and recommendation to City Council spring 2025

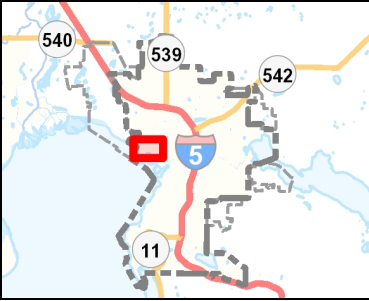
Eldridge Avenue Non-Motorized Pilot Project Update

Presented by: Jessica Bennet, PE
Project Engineer, Public Works
360.778.7923 jjbennett@cob.org



Eldridge Avenue Traffic Counts IDAX-2023/2024 - DRAFT

Street	Location	Direction	Month	Year	Volume	ADT	ADT	Dir.Speed	Avg Speed	Dir 85%	85% Speed	Dir Speeding	Speeding	Dir Speeding >10mph	Speeding >10mph
PRE Project (Before school out)		6/6-6/12 2023													
Eldridge	Btwn Broadway & Victor	East	June	2023	21674	3096	6908	29.2	29	32.8	33	89.5%	90%	5.9%	6%
Eldridge	Btwn Broadway & Victor	West	June	2023	26684	3812		29.5		33.1		90.5%		6.7%	
Eldridge	Btwn Victor & West	East	June	2023	19876	2839	6394	29.4	30	33.2	34	92.4%	92%	7.6%	10%
Eldridge	Btwn Victor & West	West	June	2023	24881	3554		30.3		34.2		90.9%		11.4%	
Eldridge	Btwn West & Lafayette	East	June	2023	18345	2621	5982	30	29	33.6	33	93.4%	91%	8.5%	6%
Eldridge	Btwn West & Lafayette	West	June	2023	23529	3361		28.7		32		89.1%		3.7%	
Eldridge	Btween Lafayette & Nequalicum	East	June	2023	19151	2736	6162	29.1	29	32.8	33	88.8%	90%	6.0%	6%
Eldridge	Btween Lafayette & Nequalicum	West	June	2023	23982	3426		29.3		32.7		92.0%		5.4%	
POST 1 (Immediate / Spring)		4/9-4/15 2024													
Eldridge	Btwn Broadway & Victor	East	April	2024	22448	3207	7041	28.9	29	32.7	33	87.5%	90%	5.8%	7%
Eldridge	Btwn Broadway & Victor	West	April	2024	26839	3834		30		33.4		92.8%		7.7%	
Eldridge	Btwn Victor & West	East	April	2024	19708	2815	6303	29.5	30	33.2	33	91.1%	91%	7.5%	8%
Eldridge	Btwn Victor & West	West	April	2024	24413	3488		29.7		33.4		91.4%		7.7%	
Eldridge	Btwn West & Lafayette	East	April	2024	18459	2637	5956	28.5	29	31.9	32	87.7%	90%	3.5%	4%
Eldridge	Btwn West & Lafayette	West	April	2024	23234	3319		29.4		32.8		91.6%		5.4%	
Eldridge	Btween Lafayette & Nequalicum	East	April	2024	18496	2642	6024	28.4	29	31.8	32	86.1%	88%	3.4%	3%
Eldridge	Btween Lafayette & Nequalicum	West	April	2024	23672	3382		28.8		32		89.5%		3.5%	
POST 2 (Same as Pre-project)		6/4-6/10 2024													
Eldridge	Btwn Broadway & Victor	East	June	2024	24005	3429	7279	29.3	29	33	33	89.6%	90%	6.7%	7%
Eldridge	Btwn Broadway & Victor	West	June	2024	26947	3850		29.6		33.3		90.2%		7.7%	
Eldridge	Btwn Victor & West	East	June	2024	21875	3125	6725	29.4	30	33.3	34	89.4%	91%	8.1%	10%
Eldridge	Btwn Victor & West	West	June	2024	25197	3600		30.4		34.3		92.2%		11.7%	
Eldridge	Btwn West & Lafayette	East	June	2024	20461	2923	6294	27.7	28	31.7	32	82.9%	84%	3.5%	4%
Eldridge	Btwn West & Lafayette	West	June	2024	23597	3371		28.4		32.1		85.7%		4.4%	
Eldridge	Btween Lafayette & Nequalicum	East	June	2024	20683	2955	6434	28.4	29	32.3	33	84.6%	87%	4.7%	5%
Eldridge	Btween Lafayette & Nequalicum	West	June	2024	24353	3479		29.1		32.9		88.9%		6.1%	
POST 3 (Summer)		8/20-8/26 2024													
Eldridge	Btwn Broadway & Victor	East	August	2024	20684	2955	6269	27.6	28	31	31	79.7%	81%	2.3%	3%
Eldridge	Btwn Broadway & Victor	West	August	2024	23198	3314		28.1		31.8		82.3%		3.7%	
Eldridge	Btwn Victor & West	East	August	2024	18655	2665	5772	29.1	29	32.9	33	88.0%	89%	6.4%	7%
Eldridge	Btwn Victor & West	West	August	2024	21748	3107		29.4		33.1		89.8%		7.3%	
Eldridge	Btwn West & Lafayette	East	August	2024	17405	2486	5396	26.9	28	30.1	31	74.5%	81%	1.5%	2%
Eldridge	Btwn West & Lafayette	West	August	2024	20365	2909		28.3		31.5		86.6%		3.4%	
Eldridge	Btween Lafayette & Nequalicum	East	August	2024	17758	2537	5472	28.4	29	32	32	84.7%	88%	4.0%	5%
Eldridge	Btween Lafayette & Nequalicum	West	August	2024	20543	2935		29.2		32.7		91.0%		5.4%	
POST 4 (Fall)															



Legend

- Buildings
- Washington Roads Labels
- Bellingham Streets Street View
- Bellingham Streets Detail View
- County Roads Detail
- Tax Parcels
- Care Facility
- Hospital
- Schools
- <all other values>

Pre Avg/85%

Post Avg/85%

Notes

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Eldridge Avenue Traffic Counts IDAX-2023/2024 - **DRAFT**

Bike and Ped

Intersection	Class	Pre-Project		Post-Project		Site Average	Post Project Average	June -	
		June 2023 Total	April 2024 Total	June 2024 Total	Aug 2024 Total			June increase	% Inc
Victor	Bikes	196	249	286	164	224	233	90	46%
Victor	Pedestrian	138	234	173	200	186	202	35	25%
Victor	Total	334	483	459	364	410	435	125	37%
West	Bikes	224	234	304	178	235	239	80	36%
West	Pedestrian	139	167	197	158	165	174	58	42%
West	Total	363	401	501	336	400	413	138	38%
Lafayette	Bikes	323	308	412	249	323	323	89	28%
Lafayette	Pedestrian	200	197	268	183	212	216	68	34%
Lafayette	Total	523	505	680	432	535	539	157	30%
Nequilicum	Bikes	316	304	385	234	310	308	69	22%
Nequilicum	Pedestrian	143	160	157	147	152	155	14	10%
Nequilicum	Total	459	464	542	381	462	462	83	18%
ALL	Total Bike	1059	1095	1387	825	1092	1102	328	31%
ALL	Total Ped	620	758	795	688	715	747	175	28%
ALL	TOTAL	1679	1853	2182	1513	1807	1849	503	30%
ALL	AVERAGE Bike	265	274	347	206		276	82	31%
ALL	AVERAGE Ped	155	190	199	172		187	44	28%
ALL	AVERAGE	420	463	546	378		462	126	30%
AVG Bike/Ped Per Hour		70	77	91	63		77	21	30%



City Council Agenda Bill

24295

Bill Number

Subject: **Recycling and Single-Use Plastics Update**

Summary Statement: In support of the City of Bellingham's Climate Action Plan and House Bill 1799, City Council previously approved modifications to the Sanitary Services Company (SSC) contract requiring the expansion of organics management services (FoodPlus) for all residential customers and the transition to single-stream recycling. Additionally, the Council adopted a Single-Use Plastic Ordinance to align with state laws and reduce plastic waste. These initiatives aim to minimize landfill contributions, enhance recycling participation, and encourage the use of reusable materials. The City of Bellingham is making significant progress. The single-stream recycling system has been adopted by nearly 100% of customers, while preparations for mandatory organics management are well underway. Compliance with the Single-Use Plastic Ordinance has also improved, driven by education and outreach efforts. Staff will provide updates on these initiatives and their contribution to the City's sustainability goals.

Previous Council Action: Agenda Bill 23645 approval for Public Works to amend the City's contract with SSC to require all residential customers be provided organics collection and change the recycling hauling to a single-stream system; approval of the single-use plastic ordinance in May 2021

Fiscal Impact: This item has no direct impact to the City's Budget. Residents pay SSC directly for solid waste services

Funding Source: N/A

Attachments: 1. STAFF MEMO
2. PRESENTATION

Meeting Activity	Meeting Date	Recommendation	Presented By	Time
Committee Briefing - Information Only	11/04/2024	Information/Discussion	Joel Pfundt, Interim Public Works Co-Director	30 minutes

Recommended Motion:

Council Committee:
Public Works and Natural Resources
Committee

Agenda Bill Contact:
Sean O'Neill, Sanitation and Solid Waste Manager

Reviewed By	Department	Date
<i>Joel F. Pfundt</i>	Public Works	10/14/2024

Council Action:

<i>Matthew T. Stamps</i>	Legal	10/15/2024
<i>Kimberley J. Lund</i>	Executive	10/15/2024



MEMORANDUM

TO: BELLINGHAM CITY COUNCIL
FROM: JOEL PFUNDT, INTERIM CO-PUBLIC WORKS DIRECTOR
CC: MAYOR KIM LUND
SUBJECT: RECYCLING AND SINGLE USE PLASTICS UPDATE
DATE: OCTOBER 21, 2024

BACKGROUND

To further our commitment to sustainability, as outlined in the Climate Action Plan and in accordance with Washington State's HB 1799, the City Council previously approved contract modifications with Sanitary Services Company (SSC) to implement organics management services (FoodPlus) for all residential customers and transition to single-stream recycling. In addition, the Council adopted a Single-Use Plastic ordinance, which reinforces state efforts to reduce plastic waste and enhances the City's sustainability objectives.

Since the initiation of these programs, we have made significant progress, thanks to the collaborative efforts of the Public Works Department, SSC, and Sustainable Connections. These partnerships have been crucial in addressing real challenges and ensuring that our sustainability initiatives deliver measurable benefits to the community.

EVALUATION AND ANALYSIS

Single-Stream Recycling:

SSC has made substantial progress in transitioning all customers to single-stream recycling, with a target completion date set for the end of the year. Outreach and educational campaigns by SSC and Sustainable Connections have effectively communicated the advantage of this new system, successfully informed residential waste customers about the benefits of this system, with residents citing convenience as a major improvement.

Notably, approximately 50% of SSC's recycling collection trucking and labor hours have been reduced, resulting in decreased greenhouse gas emissions. A contamination audit by Sustainable Connections is underway to identify common contaminants, which will inform ongoing education efforts to improve recycling quality.

Mandatory Organics Management:

As the single-stream recycling rollout nears completion, the mandatory organics management services for residential customers will begin in January 2025. Public Works, SSC, and Sustainable Connections have been actively collaborating to tackle logistical challenges and prepare for community outreach.

The goal is to enroll all residential customers in the FoodPlus program by May 1, 2025. Currently, 40% of existing customers utilize FoodPlus, and we anticipate enrolling an additional 11,000-12,000 households, which will significantly boost the volume of organic material diverted from landfills.

Single-Use Plastics Ordinance:

In 2022, the City, in partnership with Sustainable Connections, developed a comprehensive database of affected businesses, established procedures for managing exemption and waiver requests, and tracked compliance reports. In 2023, Sustainable Connections made significant progress in providing technical assistance to impacted businesses and increasing public awareness through their website, social media, and public events. They identified compliance barriers and worked with suppliers of compostable alternatives to ease purchasing for businesses.

Currently, out of over 500 affected businesses, 43% have achieved at least partial compliance. Full-service restaurants have the highest level of adoption, with 72% assessed as at least partially compliant, while hotels and motels have the lowest at 36%. Common compliance barriers include franchise continuity issues for chain restaurants, financial constraints, cultural differences, and limited market availability for certified compostable products.

Many businesses have unknowingly purchased "greenwashed" products containing PFAS that do not meet the RCW 70A.222.070 standards, as identified by Solid Waste staff and Sustainable Connections.

Regulatory measures under HB 2301 aim to improve compostable product labeling, which may alleviate greenwashing concerns and increase the availability of certified alternatives. As the market for these products evolves, compliance rates are expected to increase. Sustainable Connections' targeted outreach is essential in improving compliance, and a more focused approach based on sector-specific compliance rates will enable targeted technical assistance for businesses facing the greatest challenges. Discussions are also underway to create incentives for businesses working toward full compliance. By 2025, compliance rates are expected to increase further as the market stabilizes.

RECOMMENDATION

No specific action is required from the Council at this time. Public Works will continue to monitor progress, engage with stakeholders and provide regular updates on these initiatives as they advance.

Reducing Landfill Waste: Recycling and Single-Use Plastics Update

November 4, 2024



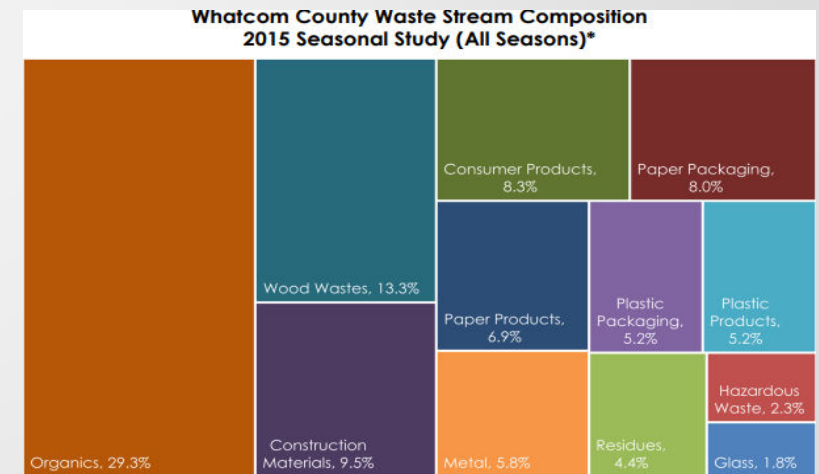
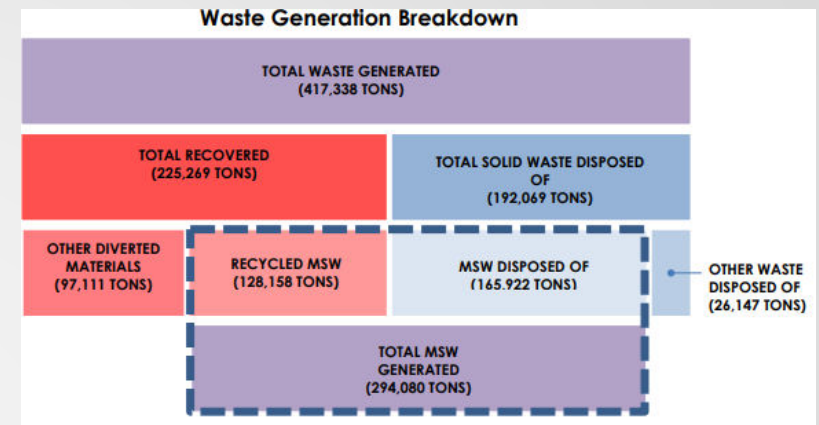
Outline

- Landfill Diversion
- Single Stream Recycling
- Mandatory Organics Management
- Barriers to Plastic Bans and Reuse Ordinances
- Single Use Plastic Ordinance Update



Improving Bellingham's Waste Solutions: Landfill Diversion

- Promoting alternatives to single use plastic products
- Single stream recycling
- Organic material management
- Construction and demolition recycling
- Municipal Solid Waste (MSW) characterization



Single Stream Recycling Update

- 70% of single-family customers have switched to single stream
- Monday customers are fully adopted
- 50% reduction in number of recycling trucks on the street daily
- High level of customer satisfaction
- Minimal contamination levels



Mandatory Organics Management



Supports House Bill (HB) 1799



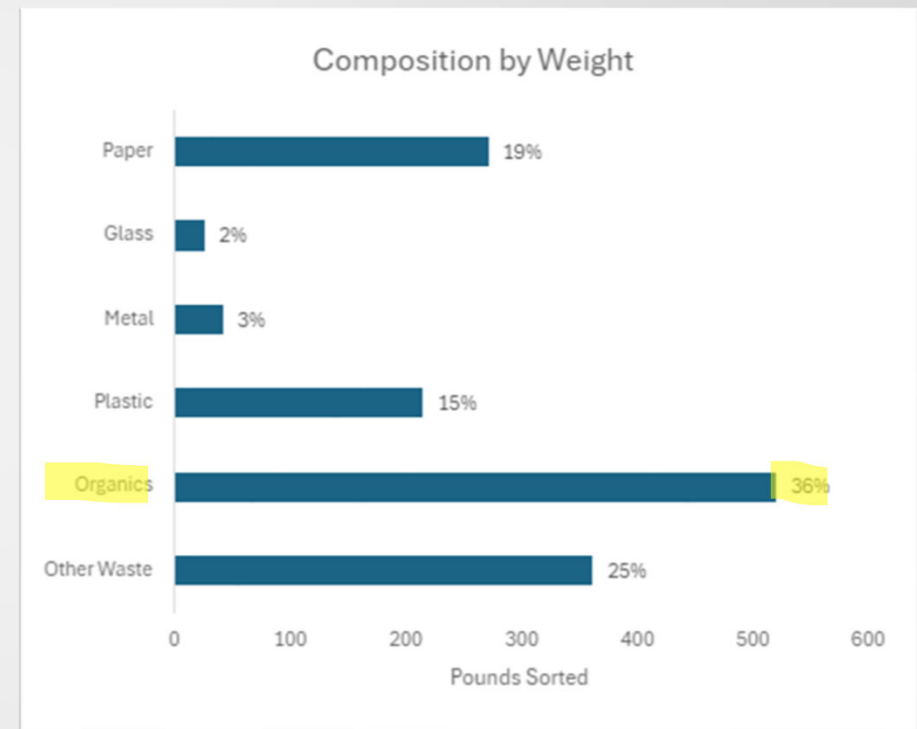
Reduces climate emissions while turning waste into compost



MSW characterization supports need for increased organics recovery



Implementation begins Jan. 2025 with a target of May 2025 for full adoption

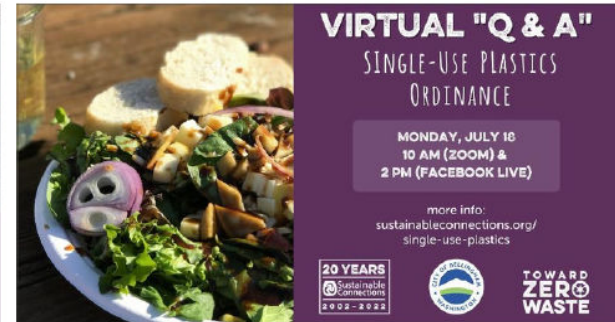
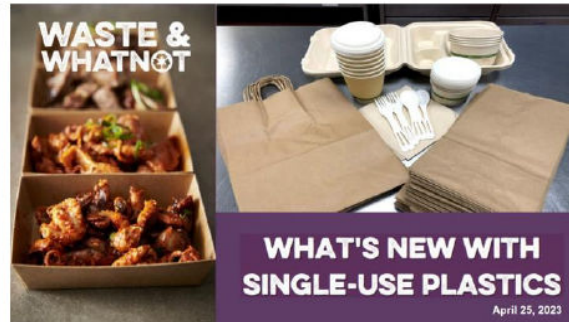


Status of Single-Use Plastic Compliance in Bellingham

- Since March 2022, technical assistance has been provided to businesses affected by the ordinance
- More than 500 businesses are being monitored
- High level of cooperation from businesses
- Increasing data collection to gain a better understanding of successes and opportunities



EDUCATION



Virtual



In person

Social media

OUTREACH

384 instances of in person outreach to date to over 265 businesses.

EFFECTIVE JULY 31, 2022
NEW BAN ON SINGLE-USE PLASTICS
(Ordinance 2021-03-023)

ON-SITE DINING
 Durable food service ware such as plates, utensils and cups must be used instead of single-use plastic items.

TO-GO SERVICE
 Reusable or compostable service ware such as plates, utensils and cups must be used instead of single-use plastic items.

MUST BE COMPOSTABLE Look for these symbols:

UTENSILS & STRAWS **POWERS & CLAMSHELLS** **COLD & HOT CUPS & LIDS**

*Plastic service ware is allowed for use in food service if there are no alternatives available. For example, a plastic cup is allowed for use in food service if there are no alternatives available. For example, a plastic cup is allowed for use in food service if there are no alternatives available.

For more information, visit www.cityofsanrafael.org/ordinances or call 415-455-1234.

EFFECTIVE JULY 31, 2022
NEW BAN ON SINGLE-USE PLASTICS
(Ordinance 2021-03-023)

ALLOWABLE ITEMS

COMPOSTABLE BOWL, UTENSILS, STRAW

RETAIL

- Grocery stores that have in-store dining or takeout facilities must use compostable or durable service ware and utensils.
- Single-use plastics cannot be used to repackaging foods for distribution and sale at retail and are not regulated.

HOTELS/LODGING

- Small plastic bottles less than 8 oz for personal care products (shampoos, lotions, soaps) can no longer be provided in rooms. Refillable dispensers are encouraged.
- Small bottles are to be provided upon customer request for people with disabilities.

REFILLABLE SHAMPOO/LOTION/SAAP DISPENSER

*Plastic service ware is allowed for use in food service if there are no alternatives available. For example, a plastic cup is allowed for use in food service if there are no alternatives available. For example, a plastic cup is allowed for use in food service if there are no alternatives available.

ATTENTION GROCERS & CATERERS!
(Ordinance 2021-03-023)
CHANGES TO SINGLE-USE PLASTICS ORDINANCE
Exempt items will be restricted effective January 1, 2024*

- PRODUCE BAGS
- CATERING TRAYS
- CLEAR FOOD AND SHRINK WRAP
- CONTAINERS FOR UNUSUALLY SHAPED FOODS, e.g., chilled eggs and cupcakes
- FLEXIBLE PLASTIC PACKAGING used to preserve moisture and freshness such as for cookies, containers or bags for hot meat items
- SMALL ABSORBENT PADS put under meat or seafood to absorb liquids**

*Exempt items will be restricted effective January 1, 2024. **Exempt items will be restricted effective January 1, 2024.

TECHNICAL ASSISTANCE

SINGLE-USE PLASTICS

LIMITED TIME EXTENSION FOR RETAIL AND CATERING SINGLE-USE PLASTIC ITEMS.
[LEARN MORE](#)

WATCH THE RECORDING!
WASTE AND WHATNOT - WHAT'S NEW WITH SINGLE-USE PLASTICS?

Learn the basics of Bellingham's single-use plastics ordinance and learn tips and resources from industry experts. Watch the recording in [English](#) or [Spanish](#).

[LEARN MORE](#)

City of Bellingham passed a [single-use plastics ban](#) that went into effect on July 31, 2022 and adds to other state legislation aimed at reducing single-

TOWARD ZERO WASTE

Please fill out this form for questions or technical assistance related to Bellingham's single-use plastics ordinance. For complaints, please use [this form](#) monitored by the City of Bellingham.

Your info

Full Name: *

Email: * Phone number: *

I prefer to be contacted by *

☐ Email

☐ Phone

Business Name: *

What category best defines your business? *

☐ Hotels, lodging

☐ Restaurants, cafes, bakeries, bars, pubs

☐ Grocery

☐ Catering

☐ Other retail businesses

COMPOSTABLE PRODUCTS LIST

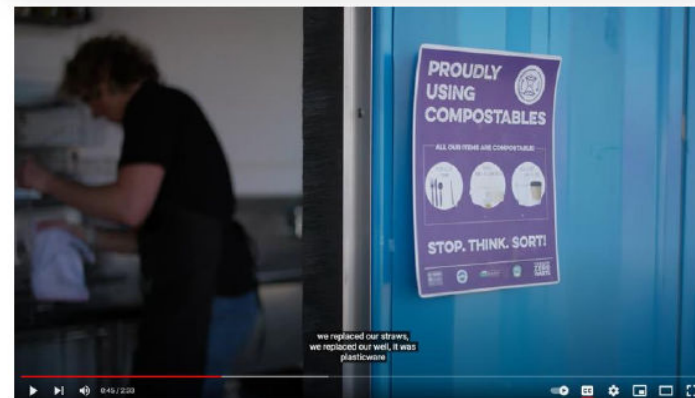
Use the tabs below to view products or click [here](#) to view the Compostable Products List in Google Sheets.

Compostable Products List - Updated August 2023

	Type of Product	Manufacturer/ Brand	Product # SKU	Product Description
	Food Boat	Pactiv	YMIC56XBREC28	28oz food boat, microwave safe
	Food Boat	Cedar Grove	various	1lb, 3lb, 8oz, 2lb food trays
	Food Boat	Eco-Products	various	1lb, 2lb, 3lb, 5lb food trays
	Fry Scoop	Eco-Products	EP-FFLRG	French fry scoop

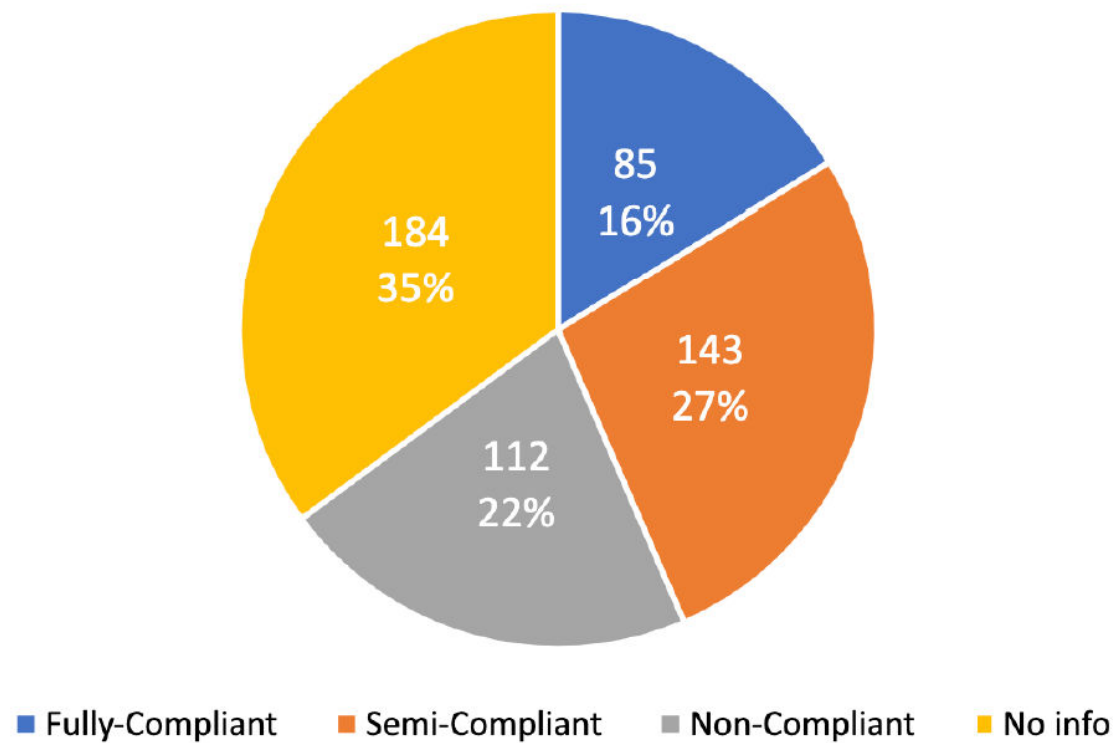


BUSINESS PROMOTION



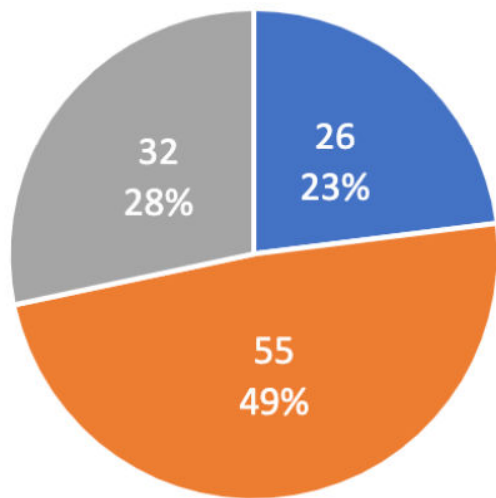
SUP Compliancy in Bellingham

- 524 points of data
- collected between 1/1/2023-10/4/24

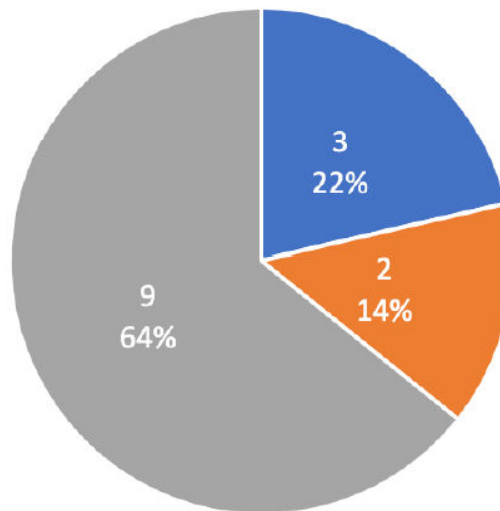


Compliance Between Different Industries

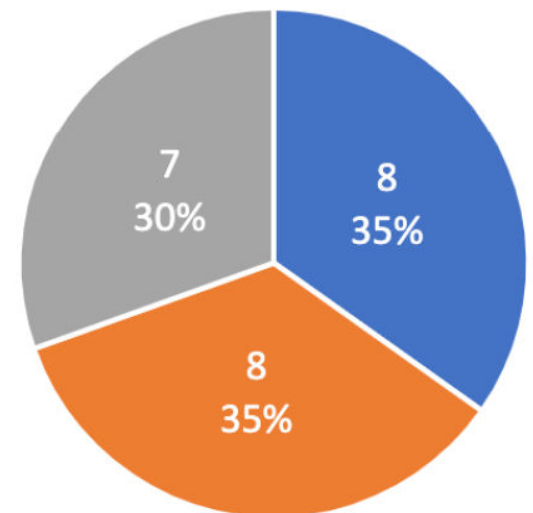
Full-Service Restaurants (113)



Hotels and Motels (14)



Mobile Food Services (23)

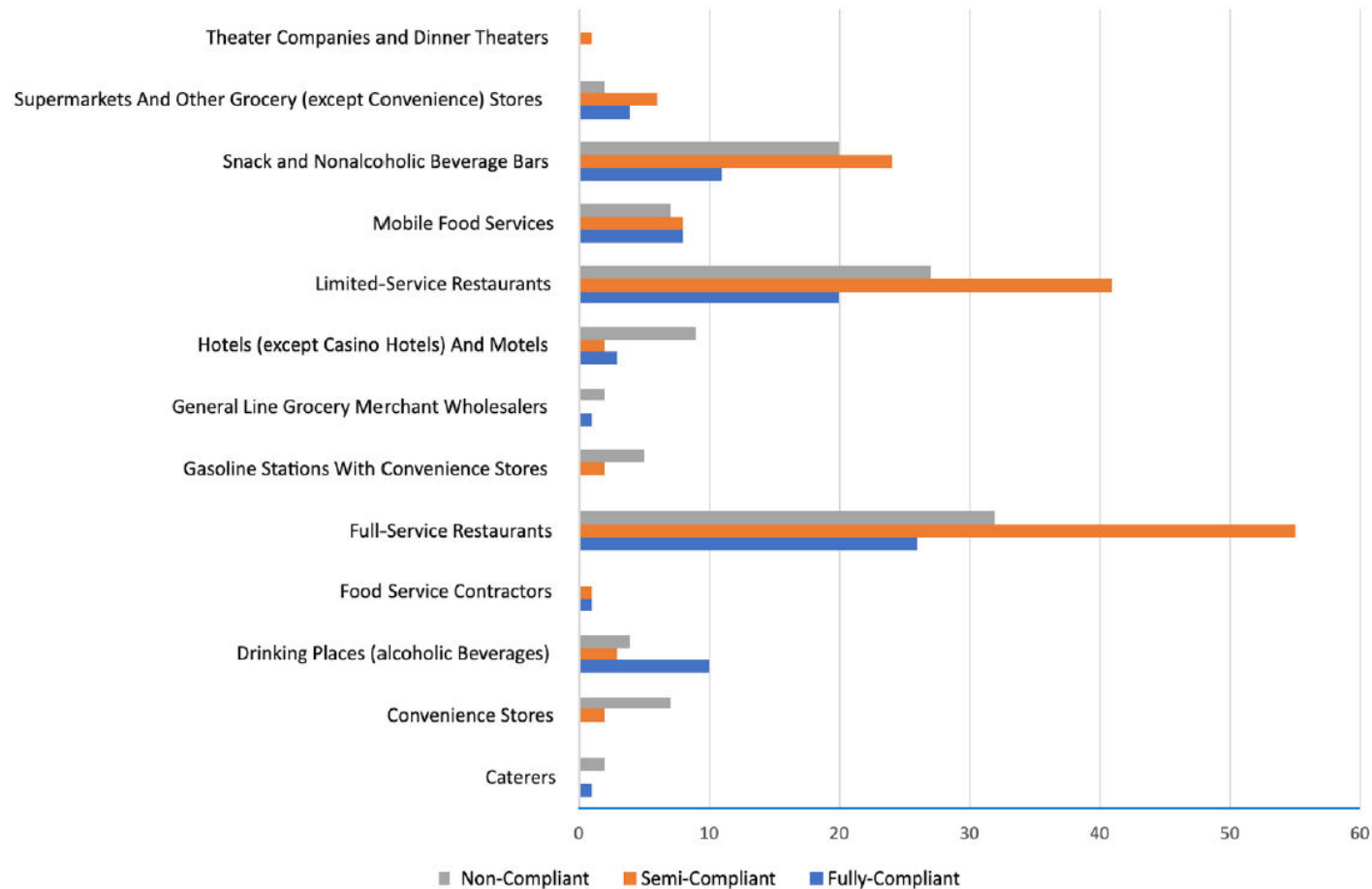


■ Fully-Compliant ■ Semi-Compliant ■ Non-Compliant



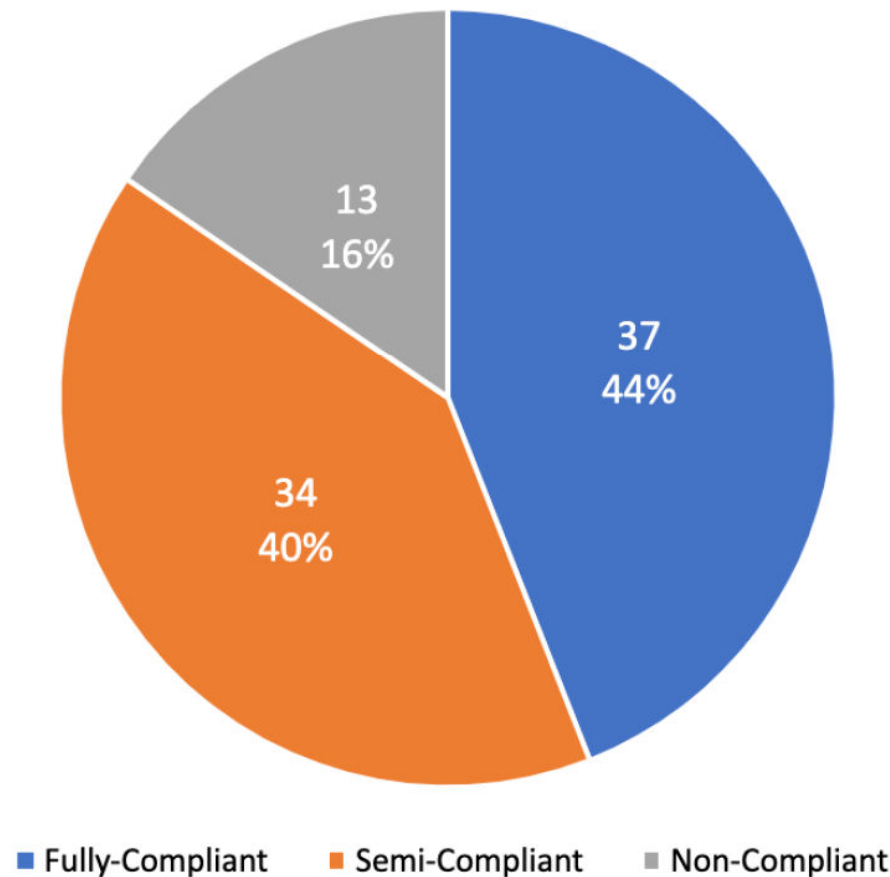
Compliancy Between Different Industries

- 524 points of data
- collected between 1/1/2023-10/4/24



Compliancy of Buisnesses With Durables

- 84 points of data
- collected between 1/1/2023-10/4/24



Barriers to Implementing Plastic Bans and Reuse Ordinances

- Cost
- Greenwashing of compostable alternatives
- Consistency and availability in the marketplace
- PFAS used in the production of compostable alternatives
- Lack of incentives
- Equitable enforcement



Moving Forward

- Less trucks on the road=reduced green house gas emissions
- Helping to achieve Whatcom County Comprehensive Solid and Hazardous Waste Management Plan organics management goals
- Improving landfill diversion
- Continue data gathering for Single Use Plastics through education, outreach and technical assistance





Reducing Landfill Waste: Recycling and Single-Use Plastics Update

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