

Resident Recycling Center Analysis

This report provides an analysis of the Resident Recycling Center (RRC) material usage and operational impacts from October 2023 through December 2025.

This analysis seeks to understand potential community impacts by examining trends in illegal dumping in the neighborhoods surrounding the Sisson and Reedbird RRC locations, and resident behavior following the Reedbird RRC operational closure due to site renovations.

Residential usage (last 2 years) at Sisson Street / Compared to the other RRCs

Figure 1 Solid Waste RRC Material Received October 2023 to October 2025.

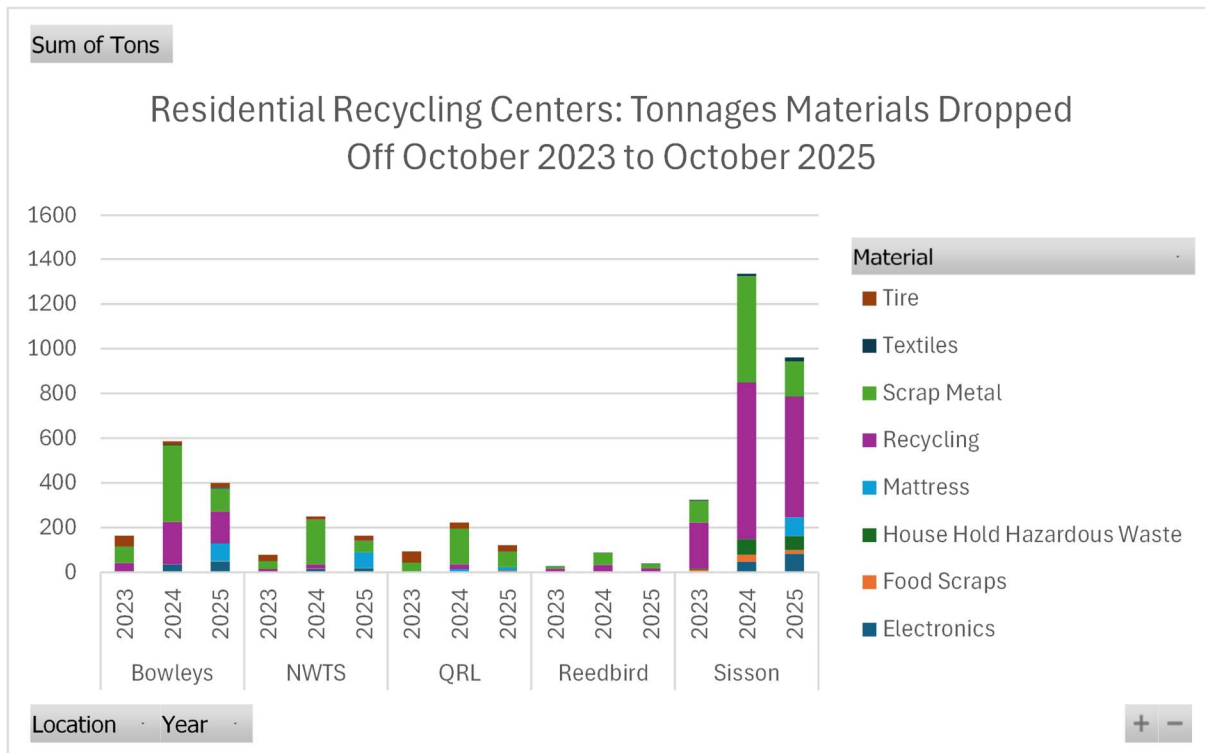
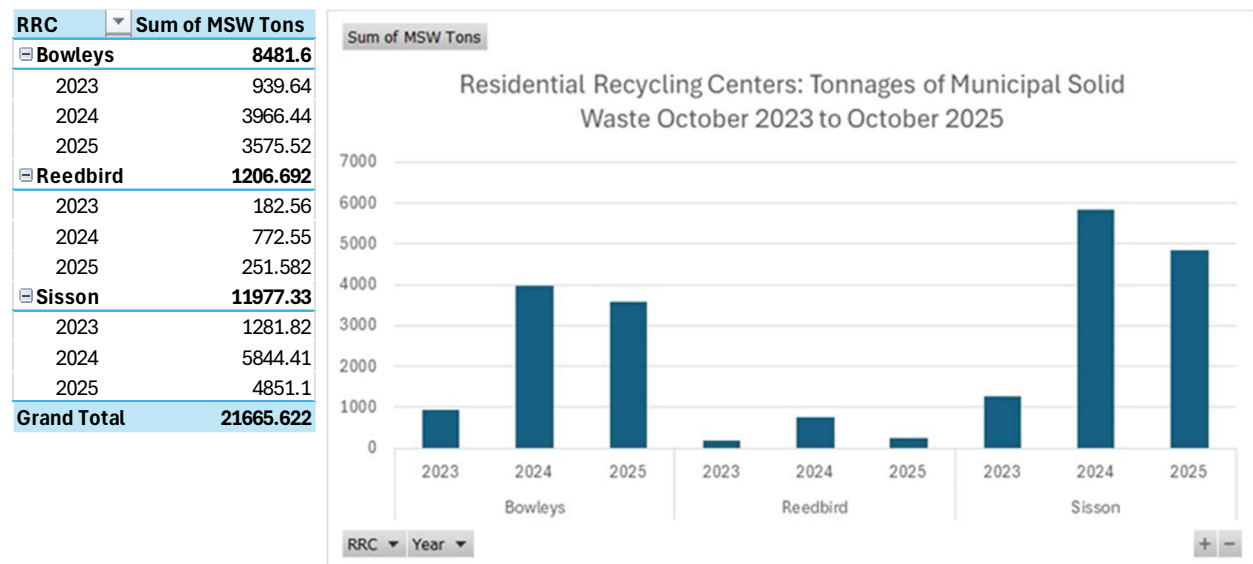


Figure 2: Resident materials received at all Solid Waste RRCs, October 2023 to October 2025.
Sum of tons.

Sum of Tons	Column Labels								
Row Labels	Electronics	Food Scraps	Mattress	Textiles	Tire	Scrap Metal	Recycling	House Hold Hazardous Waste	Grand Total
2023		14.3145		5.0055	124.71	260.98	277.12	4.5545	686.6845
October		2.474		1.4925		107.2	81.48	4.4865	197.133
November		5.5205		1.2205		72.52	89.44		168.701
December		6.32		2.2925		81.26	106.2	0.068	196.1405
January, 1 to June 30, 2023					61.86				61.86
July 1 to December 31, 2023					62.85				62.85
2024	97.8055	41.637	12.6	16.9875	55.79	1229.7	957.54	70.0835	2482.1435
January		4.6425		1.2395		77.71	103.64		187.232
February		5.9275		1.223		76.58	69.87		153.6005
March		2.4375		1.545		78.79	105.24		188.0125
April		2.496		1.115		115.81	85.41	8.9165	213.7475
May		3.8615		0.9705		119.95	96.65	11.795	233.227
June		6.03		0.883		118.84	99.77	6.4975	232.0205
July	18.1425	8.621	1.15	1.282		131.27	76.41	12.607	249.4825
August	15.2045	2.0685	5.12	1.8445		115.26	86.22	7.8865	233.604
September	15.4715	1.5425	1.15	2.0215		115.26	60.92	15.6545	212.02
October	17.352	1.185	2.53	1.466		105.02	58.11	6.7265	192.3895
November	12.4095	1.15	1.51	1.514		91.06	64.9		172.5435
December	19.2255	1.675	1.14	1.8835		84.15	50.4		158.474
January, 1 to June 30, 2024									
July 1 to December 31, 2024					55.79				55.79
2025	158.349	22.5325	250.53	25.9825	69.06	398.91	698.45	63.016	1686.83
January	16.3455	1.825	2.29	2.782	7.99	71.82	63.36		166.4125
February	16.1065	0.95	26.08	1.9555	4.51		54.63		104.232
March	12.5395	1.125	33.12	1.8595	7.44	104.88	96.05		257.014
April	26.318	1.325	25.6	5.0575	11.72	107.28	68.13	9.2675	254.698
May	16.787	1.5	33.11	2.6905	2.77	114.93	98.74	10.86	281.3875
June	17.2645	2.0575	28.84	1.943	8.63		68.19	8.9525	135.8775
July	21.8075	2.31	37.1	2.6725	6.52		61.44	11.0495	142.8995
August	16.168	2.64	33.6	3.837	7.29		80.68	6.2535	150.4685
September	15.0125	3.52	30.79	3.185	7.21		54.51	5.4305	119.658
October		5.28			4.98		52.72	11.2025	74.1825
Grand Total	256.1545	78.484	263.13	47.9755	249.56	1889.59	1933.11	137.654	4855.658

Figure 3: Municipal Solid Waste Tonnage received at key RRCs, October 2023 to October 2025.
Sum of tons.



Illegal Dumping Trends

The two charts illustrate illegal dumping trends (Figure 3 for Sisson Street and Figure 4 for Reedbird) in relation to the closing of the Reedbird RRC due to the renovations.

Finding: The visual representations of completed illegal dumping service requests show no apparent 2025 increase in dumping around both the Sisson Street and Reedbird locations.

Comparison: The volume of completed illegal dumping service requests surrounding the Sisson Street RRC is notably smaller than that around the Reedbird RRC.

Conclusion and Synthesis

The data support the conclusion that the temporary closure of the Reedbird RRC did not lead to a measurable increase in illegal dumping in the surrounding neighborhood. While user migration to other RRCs was minimal, the materials appear to have been diverted through other legal means (likely curbside collection or temporary storage) rather than through illicit dumping. This confirms that the closure did not immediately create a negative community impact in the form of increased illegal dumping service requests.

Figure 4 Completed Illegal Dumping Service Requests in Neighborhoods Surrounding RRC Reedbird

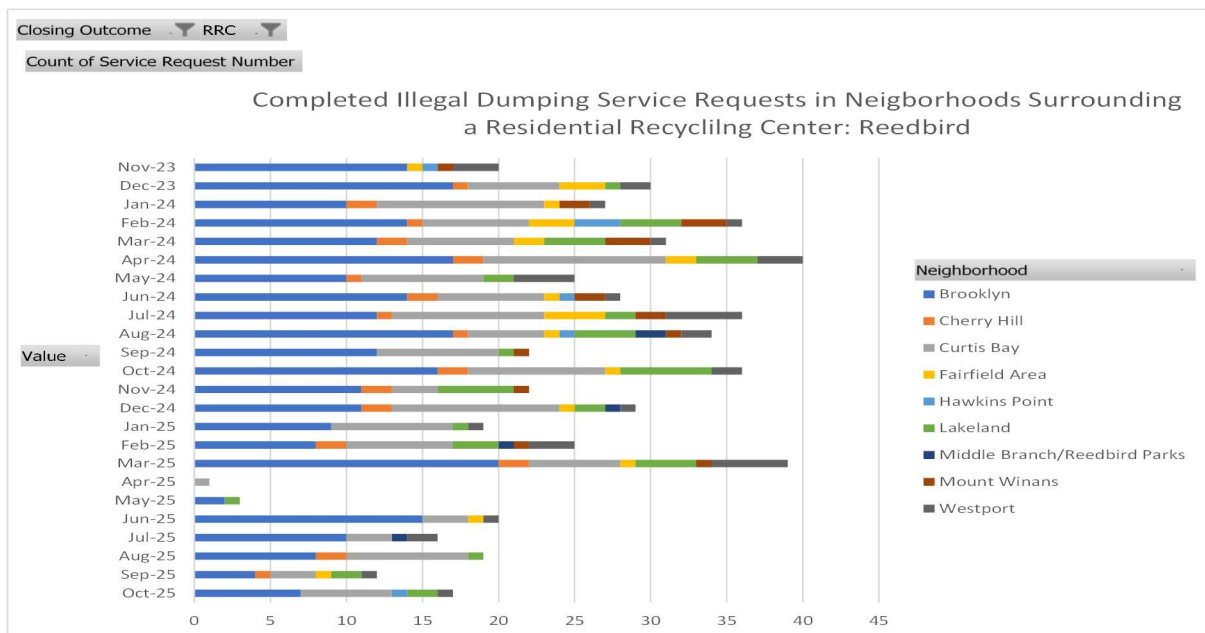
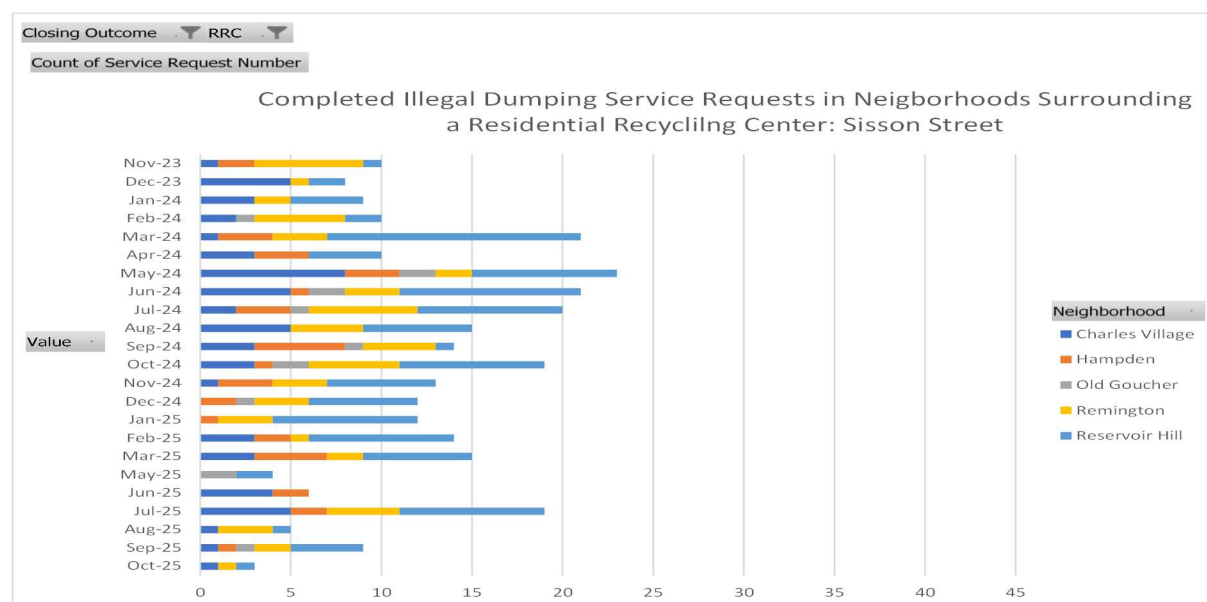


Figure 5 Completed Illegal Dumping Service Requests in Neighborhoods Surrounding RRC Sisson Street



Reedbird closing, and user migration to use other RRCs.

This serves as a summary of the analysis conducted on RRC Vehicle Entry data to determine the user migration following the closure of the Reedbird RRC for its capital improvement project. The RRC Vehicle data covered the period from January 3 to December 3, 2025.

We are sharing the Reedbird analysis because it provides a real-world benchmark for user behavior during a closure, which can guide expectations and planning for the Sisson Street RRC decision.

Objective: The analysis focused on quantifying the extent to which existing Reedbird RRC users began utilizing other RRCs during the closure period.

Key Finding: Minimal User Migration

The analysis indicates that the incidence of former Reedbird RRC users migrating to other RRC facilities post-closure is very low. The vast majority of vehicle entries recorded at other RRCs did not belong to the user group previously associated with Reedbird.

Results

The findings were consistent across both the complete dataset (55,965 total entries) and a statistical random sample (1,064 entries):

Data Set	Total Vehicle Entries Post-Closure	Entries by Reedbird Users Post-Closure	Percentage of Post-Closure Traffic
Complete Data Set (55,965 Total Entries)	50,403	171	0.34%
Random Sample (1,064 Total Entries)	951	0	0.00%

The 171 recorded entries represent a negligible 0.34% of the total post-closure vehicle traffic. The random sample reported a migration rate of 0.0%.

Conclusion

The data supports the conclusion that the probability of a Reedbird RRC user migrating to an alternative RRC facility after the closure is low.

For Awareness... We have not conducted surveys of individuals regarding their disposal patterns, so we cannot say with certainty how users chose to manage their recycling or trash. The data available to us only reflects site usage and does not provide insight into alternative disposal methods. As a result, we are unable to determine whether users opted to hold their recycling for curbside collection or pursued other means of disposal outside of our facilities.

Scenario Cost Estimates for Current Location

The DPW engineering team has developed cost estimates for three potential scenarios regarding the continued operation of the Sisson Street RRC. These scenarios include: a basic **Refresh (~\$2M)**, a more extensive **Renovation (~\$15M)**, and the **Purchase of the adjacent lot combined with a full renovation of the existing footprint (~\$18.5M)**. At present, however, **no funding is available to pursue any of these scenarios.**

Sisson Street RRC Stay Scenario Cost Estimates				
Item No.	Item Description	Refresh	Renovation	Purchase & Reno (Adjacent
1	Mobilization, Demobilization, etc	\$82,850	\$559,750	\$674,750
2	Site Prep, Earthwork, and Restoration	\$50,000	\$700,000	\$800,000
3	Demolition - Admin Building Only	\$27,000		
4	Demolition - Site		\$300,000	\$300,000
5	Residential Drop-Off Center	\$20,000	\$1,230,000	\$1,230,000
6	Design	\$100,000	\$600,000	\$600,000
7	Admin Building - New		\$6,000,000	\$6,000,000
8	Admin Building - Trailer	\$700,000		
9	Parking Areas and Internal Access Roads - Paving	\$300,000	\$1,050,000	\$1,250,000
10	Site Utilities	\$260,000	\$715,000	\$715,000
11	Stormwater Management	\$200,000	\$600,000	\$600,000
12	Additional Site Purchase			\$2,000,000
	Subtotal	\$1,657,000	\$11,195,000	\$13,495,000
	Contingency (30% of Subtotal)	\$497,100	\$3,358,500	\$4,048,500
	Construction Management and Inspection (6% of Subtotal+Contingency)	\$129,246	\$873,210	\$1,052,610
	Grand Total	\$2,283,346	\$15,426,710	\$18,596,110

Demographic Data Collection Policy

The staff at the Sisson Street RRC do not collect demographic information directly. Analyses of user migration, such as the Reedbird closure study, rely on vehicle entry counts rather than demographic profiles. This method allows us to measure usage patterns without identifying individual users. While vehicle license tags provide insight into visit frequency and facility usage, they do not reveal trip origins (zip codes or communities) or personal demographic details, thereby maintaining privacy protections.

Moving forward, we will begin capturing zip code information from visitors across all RRCs to create a map showing where residents are traveling from.