



**City of Dallas**

# **Sanitation Collections Update**

**Environment and Sustainability  
Committee  
January 12, 2023**

Jay Council, Director  
Clifton Gillespie, Assistant Director  
Department of Sanitation Services  
City of Dallas

# Background/History



- Sanitation operates the City's municipal solid waste collection and disposal utility
  - Directly serves approximately 250,000 single-family residential homes, and some small businesses and small multi-family properties
  - Regulatory oversight of private haulers which provide service to commercial entities, institutions, and multi-family properties
- Weekly recycle and garbage collections
  - 156 routes daily (~100,000 collection points daily)
  - 210 heavy equipment assets for this service (Spare ratio: ~30%)
- Monthly brush and bulky item collections
  - ~60,000 collection points weekly
  - 157 heavy equipment assets for this service (Spare ratio: 38%)
- Operation of McCommas Bluff Landfill and 3 transfer stations



# Re-Route & Service Day Change



- Recycle and garbage collection re-route and service day change implemented on December 5, 2022
  - Last major re-route ~10 years ago
  - Change from 4-day to 5-day service week
  - Reduced daily collection points by ~20,000
  - Reduced scheduled workday from 10-12 hours to 8-9 hours
  - Stabilizes equipment usage, less operational hours per day, earlier turn-in when maintenance required
- Public awareness campaign began in mid-October
  - Customers notified via multiple mediums in English and Spanish, in print and electronically



# Re-Route & Service Day Change



- Re-route development began in November 2021
- RouteSmart Technologies engaged to configure new routes with criteria provided by Sanitation
- Dallas presents a unique routing challenge given the sporadic split between curbside-alleyway service in many areas
  - Street conditions and point-of-service locations dictate appropriate equipment for routes
  - Many collection routes are not configured to be most efficient for time and resources, rather they are configured to work for the reality of Dallas's unique alley-curb dichotomy, resulting in many noncontiguous routes
- Route planning substantially completed in July 2022, then underwent review and final adjustments by Sanitation district managers and supervisors until go-live in December



# Re-Route & Service Day Change



- Increase in missed collections since December
  - Some areas were overlooked back-to-back weeks
    - Driver unfamiliarity with new routes, tucked away streets, alley/curb setout locations
    - Account issues resulting in some locations not on route maps
  - Extreme cold weather and Christmas and New Year's holidays impacted temporary staffing turnout December 22-24
    - Available staffing resources prioritized for on-time garbage collection
    - Some recycle routes were not completed the week of December 26-30
  - Higher than normal equipment availability issues

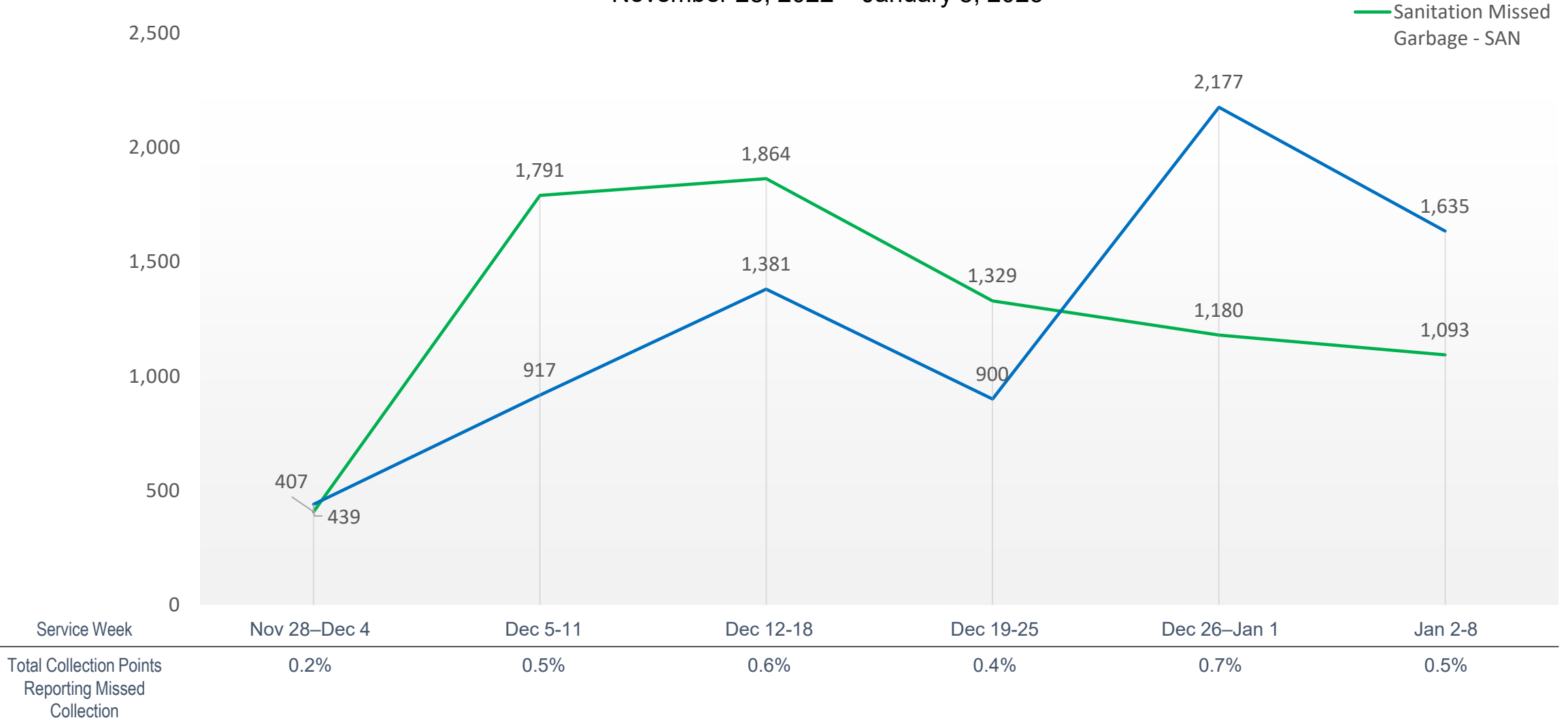


# Re-Route & Service Day Change



## Missed Garbage & Recycle Service Requests

November 28, 2022 – January 8, 2023

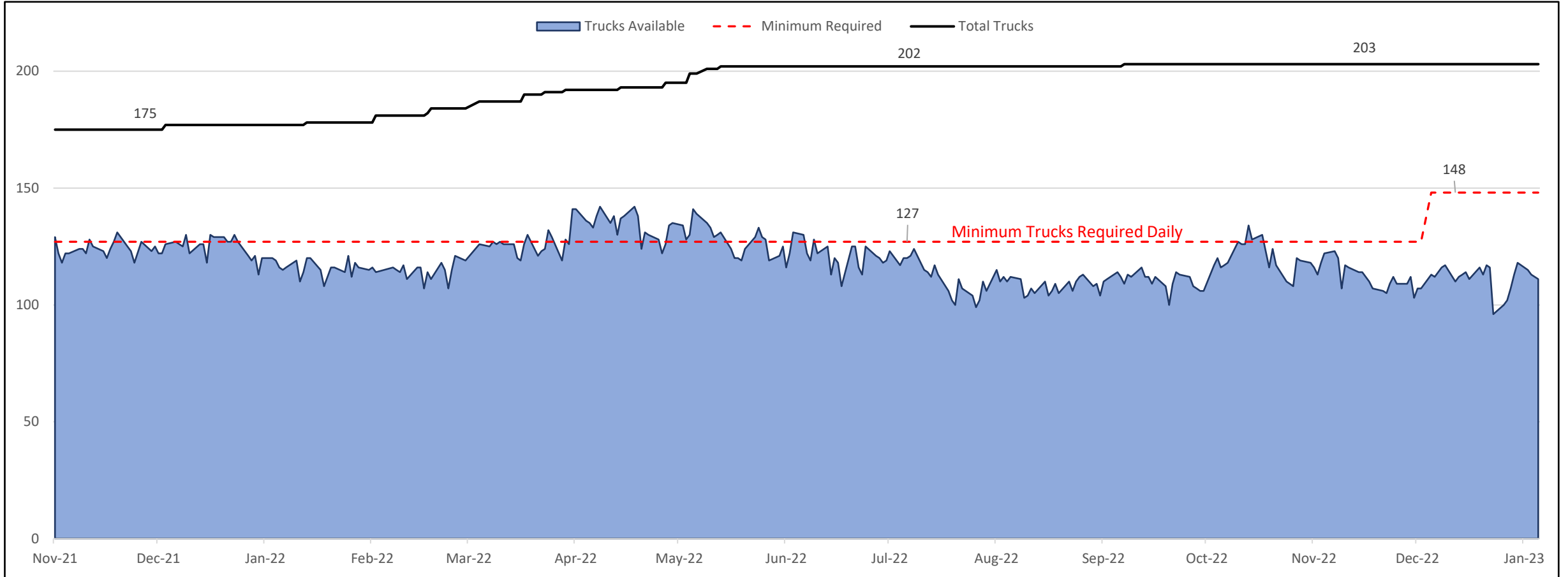




# Sanitation Fleet Availability



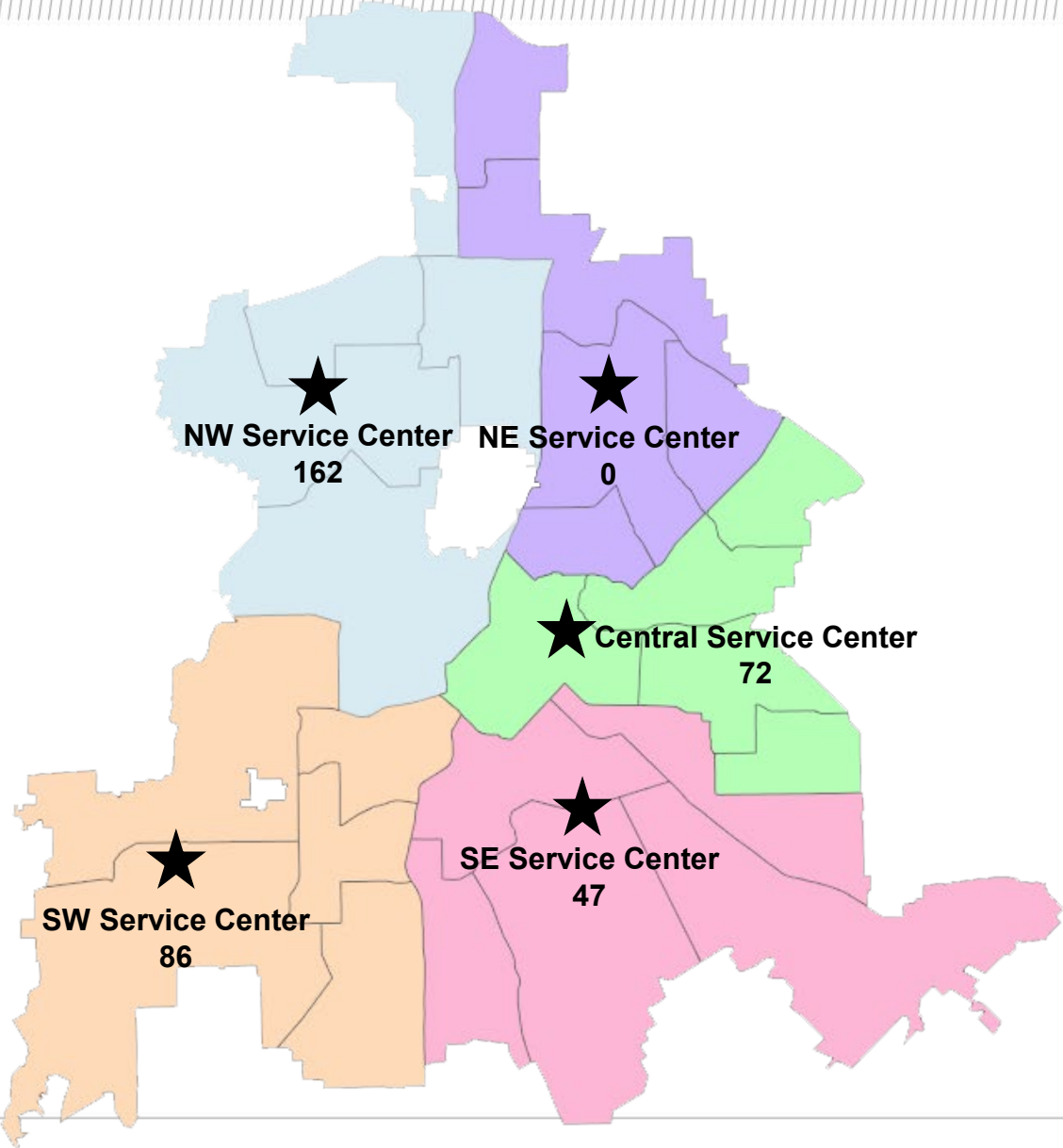
**Sanitation Recycle & Garbage Fleet Availability\***  
November 2021 – January 2023 (MTD)



\*Standard rear-load and automated trucks



# Sanitation Fleet Assets





# Going Forward



- Collections have recovered from lingering delays following cold weather event and high holiday volumes
- Improvements continue to be made with crew familiarity of new routes
- Next day route planning completed each day, adjusting route assignments based on projected available equipment
- Trucks may be leased, when available in the region
- Continue notifications to customers affected by delayed routes
  - Customers may sign-up for service advisories, either email, text, push notification or phone call, at [Dallas.gov/Sanitation](https://dallas.gov/Sanitation) or from the Dallas Sanitation app on iPhone or Android



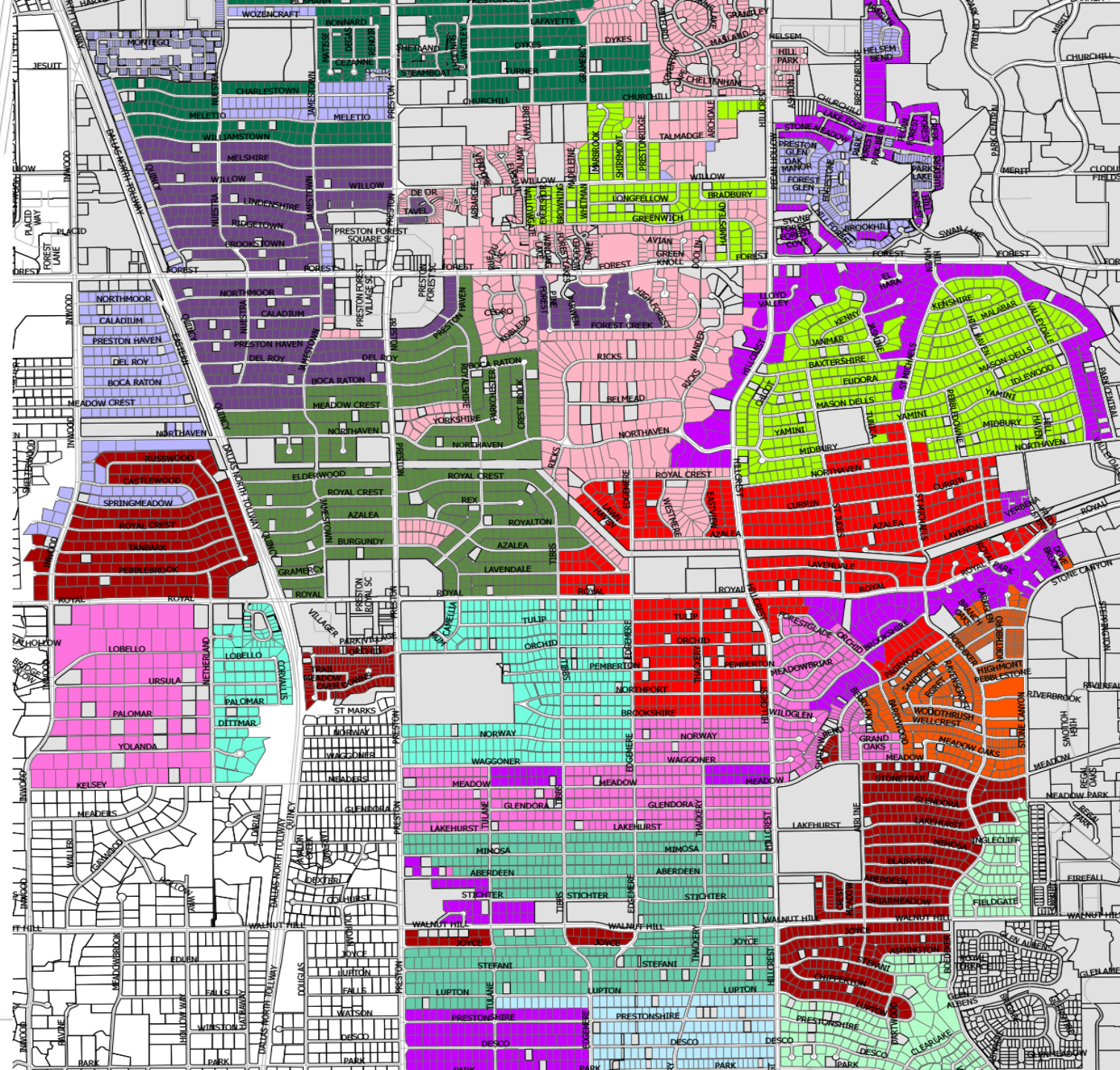


# Appendix



# Appendix A: Route Map Example

- Colors represent recycle routes on a service day in one district
- Many routes are noncontiguous in order to accommodate curbside/alleyway points-of-service



# Appendix B: Alley Service Criteria



Regarding alley collection service, Dallas City Code Section 18-4(b) provides, in part, "except as may be otherwise authorized by the director of sanitation, it shall be unlawful for any person to place any container within any alley within the city."

Sanitation provides residential recycling and garbage collection services from the curbside in front of homes, or from alleyways, by exception, when conditions and route efficiency permits.

In general, Sanitation can safely and efficiently provide service in alleyways that are well maintained and meet current design standards as provided in the Dallas Development Code, Sec. 51A-8.507(b), which provides, in part, that:

- Alleys must have a minimum right-of-way of 15 feet in width.
- Alleys must consist of at least 10 feet of pavement.
- Permanent dead-end alleys are not allowed unless all access is prohibited between the alley and public rights-of-way. Alleys must either intersect with a dedicated public or private undivided street or an existing alley.
- Where an alley intersects a street, a 15-foot visibility triangle (alley sight easement) is required.
- A rollcart must be placed for collection so that there is a minimum clearance of three feet to each side of the rollcart and one and one-half feet to the rear of the rollcart from any fence, gas meter, telephone pole, utility box, tree, shrub, additional collection container, or other potential obstruction. A rollcart must be placed so that its handle faces the dwelling unit (Sec. 18-3(a)(3)(A)).

In addition to the Development Code requirements, in order to meet the requirements for rollcart placement listed above, generally, a minimum 2-foot utility easement abutting the alley right-of-way is required for each side where collections occur. The ground should be at-grade with the pavement to allow crews to wheel rollcarts to the trucks without lifting. The easement requirement may be waived in cases of rear-entry driveway access where all rollcarts on the block may be placed at the edge of the driveway, or where an at-grade fence carve-out exists and meets the clearance requirements. Vegetation must not extend into the right-of-way, and 14 feet of overhead clearance is required.

Sanitation may determine that collections must occur from the curb even when an alleyway meets the conditions stated above. This may be necessary to support routing requirements based on available staff and equipment resources, or when it would be inefficient to provide service in one or several alley segments in an area otherwise serviced from the curb.

In cases where Sanitation currently services alleyways that do not meet the requirements stated above, upon the occurrence of an incident such as downed powerlines or damaged utility poles, damage to a gas meter or utility box, damaged City equipment, having to be towed or backed out under supervision, or repeat minor damage to the right-of-way or private property, Sanitation will suspend alleyway collections at the location and notify customers of a point-of-service change pending further review and remediation of issues impeding Sanitation's safe transit and operations in the alleyway, in accordance with the requirements stated above. A point-of-service change may also be required for customers in the vicinity of the location in order to maintain timely and efficient operations.

Consult Article I of the Dallas Municipal Solid Waste Code for further regulations related to recycling and solid waste collection. The collection rules are summarized and presented in a more user-friendly format on our website at [DallasCityHall.com/Sanitation](http://DallasCityHall.com/Sanitation).





# Appendix C: Historical Fleet Investment



|              | FY19        |     | FY20                     |     | FY21        |     | FY22                                 |     | FY23              |     |
|--------------|-------------|-----|--------------------------|-----|-------------|-----|--------------------------------------|-----|-------------------|-----|
|              | Count       | Buy | Count                    | Buy | Count       | Buy | Count                                | Buy | Count             | Buy |
| Automated    | 81          | 13  | 89                       | 13  | 83          | 14  | 85                                   | 14  | 95                | 19  |
| Rear Loader* | 105         | 13  | 109                      | 7   | 104         | 16  | 107                                  |     | 109               |     |
| Brush**      | 112         | 5   | 104                      | 8   | 89          |     | 89                                   | 10  | 102               |     |
| Light Duty   | 60          | 15  | 59                       | 11  | 55          | 9   | 51                                   | 12  | 50                | 15  |
| Cost         | \$8,037,846 |     | \$7,854,212              |     | \$8,112,241 |     | \$8,112,795                          |     | \$7,914,020       |     |
| Notes:       |             |     | First year of 60yd Combo |     |             |     | 14 Automated trucks due in Fall 2023 |     | Proposed Purchase |     |

\*Rear Loaders include 11yd "Alley Cat" trucks

\*\*Rotoboom, RotoCombo, and Tractors



# Appendix D: Fleet Age Reduction

