

MINUTES OF THE COMPOSTER COMMUNITY ENHANCEMENT ADVISORY COMMITTEE  
OF THE METROPOLITAN SERVICE DISTRICT

November 29, 1989

Trinity Lutheran Church

**Committee Members Present:** Chair Roger Buchanan, Representative Ron Cease, Tena Christensen, Gordon Hunter, Addie Lindstrom, Tom Lunday, Dr. Frank Shields and Ed Washington

**Committee Members Absent:** Commissioner Earl Blumenauer, Councilor David Knowles, Val Layton and Senator Frank Roberts

**Also Present:** Ray Barker, Keith Thomsen, Charles Bird, George Walker, Ron Paddock and Brian Scott

Chair Buchanan called the meeting to order at 7:37 p.m.

Chair Buchanan noted Councilor Knowles and Senator Roberts would not be able to attend this meeting.

1. Minutes of November 1, 1989

**Motion:** Gordon Hunter moved, seconded by Addie Lindstrom, for approval of the minutes.

**Vote:** All those present voted aye. The vote was unanimous and the minutes were approved.

George Walker, Chair, Rose City Park Neighborhood Association, said that neighborhood association was one which would be affected by the compost facility and would like to give public comment at this meeting when appropriate to do so.

2. Report on Traffic Information from Metro Computer Program

Keith Thomsen, Metro Senior Management Analyst, discussed maps distributed at the November 1, 1989, meeting re-distributed at this meeting. Mr. Thomsen discussed two Base Network maps, "Distance in Miles" and "Auto Time." He explained why and how lines were plotted. He said the assumption used was that travel time was more important than distance and said the trade-off was labor and maintenance expenses. He said the compost facility would receive commercially-hauled residential waste only. He said transportation studies assumed only residential waste would be used. He said when only residential waste was used, a large piece of the waste generation picture was eliminated. He said residential waste equalled 3.5 pounds per resident.

Mr. Thomsen said the transportation modeling system used was called EMME/2 and said it was one of two extremely sophisticated transportation models. He said it used a technique called "assignment modeling" as an analytic tool. He said assignment modeling used node networks which fixed points in a grid and the connections between the points were

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assigned certain characteristics. He said in the maps used at this meeting, the nodes were roads and the nodes were assigned width, size, length and how rated for travel. He said the models did not always capture temporary system disruptions. He said the maps assumed the most efficient or effective route from point "A" to "B."

He said such models were used mostly to analyze the traffic impact from highway to road use and what influence that impact would have on public transit systems. He said the model could be used for the main assignment methodology related to solid waste. He said staff knew the traffic routes were roughly analogous to each other. He said because the census count of N.E. Portland was known, staff could estimate how much solid waste the compostor facility was likely to receive through a gravitational model. He said one base network map was based on time and the other on distance. He said there was small probability Metro would need to exercise flow control. He said it was possible some solid waste would be restricted from the compostor because haulers would be too far away. He said in that case, Metro could re-direct haulers to Metro South or Metro East. Staff decided to look at waste generated within I-5, I-84 and I-205 because staff assumed that solid waste from outside those boundaries would go in other directions. He said haulers would probably choose major corridors. He said staff determined 42nd, 57th and 60th would pick up most north/south loads. He said the exception was Martin Luther King, Jr. Boulevard where loads tended to go north to Columbia, down Columbia, as opposed to an east/west flow. He said 82nd would pick up a small volume; then 57th to 60th; then 42nd. He said 33rd would pick up very little volume. He said the map assumed solid waste generated was within the zone and little solid waste would come from outside the zone. He said solid waste picked up within that zone currently followed the same transportation grids as shown on the map. He said the exception was current flow to Metro South and to St. Johns Landfill. He said haulers would find it easier to take I-205 to Metro South. He said most haulers would prefer Columbia to the compostor facility. Mr. Thomsen said the maps assumed the haulers would travel in an optimum fashion. He discussed lights and lighting changes. Mr. Thomsen discussed traffic routing issues further.

Brian Scott said haulers would not use transportation models distributed at this meeting. Mr. Thomsen said haulers would use the fastest routes. Mr. Scott said haulers did not do transportation modeling. Mr. Thomsen said Metro did not have authority to tell haulers where to go. Addie Lindstrom said the models showed different assumptions. Mr. Thomsen said it was necessary to recall haulers already travelled routes shown. Chair Buchanan asked how traffic would alter when the compostor facility was on-line. Mr. Thomsen said he was not sure, but loads would be directed and haulers would probably use different patterns than currently used. Mr. Hunter noted the City of Portland had some authority and had discussed licensing haulers. Mr. Thomsen said the haulers could be provided with better information than they currently

had and noted again traffic shown was already existing traffic. He said additional traffic would be on Columbia Boulevard.

Tom Lunday noted this Committee would set up the permanent Composter Enhancement Committee. He said the population in the area could increase, Riedel could increase tonnage processed and accept solid waste from another area. Mr. Thomsen agreed there was potential for expansion, but said a population increase in the area under consideration was unlikely. Mr. Lunday asked what would happen if Riedel decided to increase operations and took solid waste from another location. He said a hauler on 60th and Division would be unlikely to use I-205 to travel to the composter facility. Mr. Thomsen distributed a map which demonstrated solid waste hauling from outside the zone under consideration.

Ron Paddock noted haulers preferred a flat surface to drive on and that Killingsworth Fast Disposal Landfill (KFD) would soon close. Charles Bird, Riedel, said KFD would be open to the public until Christmas 1989. Mr. Paddock said he had noted a difference in traffic flow. Mr. Thomsen said part of Metro's responsibilities were to inform haulers about better routes to haul solid waste. He said Metro did not have the authority to tell haulers what to do. Mr. Walker said those who lived in the area disagreed with traffic patterns as stated at this meeting and discussed traffic flow patterns from the airport and Tri-Met routing. Mr. Thomsen noted the State of Oregon used different traffic flow criteria. Mr. Lunday asked how governmental agencies interfaced with each other on transportation issues. Mr. Thomsen said Metro worked with the state on transportation issues, but said the State did not inform Metro of their own plans. Mr. Hunter discussed a traffic connector proposed for 60th. Representative Cease noted the funds generated by the composter facility for enhancement would be \$90,000 per year and said it was necessary to be realistic about how much \$90,000 would do. Mr. Hunter said the funds could be leveraged for further advantage. He noted the impacted area had a high rate of absentee ownership.

To Chair Buchanan's question, Mr. Thomsen said truck traffic to the composter facility would be mainly on Columbia Boulevard and would involve 120 trucks per day. Chair Buchanan asked Mr. Bird for input. Mr. Bird said Riedel would like to expand, but said the facility involved limited equipment and land which offered no opportunity for expansion. He foresaw truck traffic would stay the same after the facility was on-line. Mr. Hunter displayed a map of the proposed connector to be discussed by the Portland City Council. Ed Washington said there was a great deal of traffic on 42nd. He said the transportation models as discussed at this meeting indicated what was likely to occur, not what would come to pass. He said the information provided to the Committee was reasonably good. Mr. Hunter discussed a local landfill that did not provide the community with enhancement fees.

Mr. Thomsen said it was unregulated facility and did not have to pay enhancement fees. He said the facility accepted non-organic solid waste only and was not subject to statutory regulations.

Chair Buchanan called a recess at 8:47 p.m. The meeting reconvened at 8:55 p.m.

Mr. Walker discussed Rose City Park Neighborhood Association concerns. He said the association had been concerned since March and had had no representation on the Metro Council. He noted Chair Buchanan attended one of their meetings and discussed Metro solid waste facilities and specifically the composter facility. He discussed the streets haulers would probably use. Mr. Hunter said transportation issues were why the Committee had only loosely defined boundaries. He said 57th and Sandy was never considered a route but haulers would use it anyway.

### 3. Consideration of Boundaries for Community Enhancement Area

Those present noted the three boundary proposals defined at September 27, 1989 meeting. Mr. Lunday had proposed Plan A: North--Columbia Slough; West--33rd Avenue from Columbia Slough to Fremont; South--Fremont from 33rd Avenue to 82nd Avenue; and East--82nd Avenue from Fremont to the Columbia Slough. Senator Roberts had proposed Plan B: North--Columbia Slough from 33rd Avenue to 82nd Avenue; West--33rd Avenue from the Columbia Slough to Lombard, 33rd to Fremont, Fremont to 82nd, 82nd to Sandy, and Sandy to Hwy 205; South--Prescott from 22nd Avenue to 33rd Avenue, 33rd Avenue to Fremont, Fremont to 82nd, 82nd to Sandy, and Sandy to Hwy 205; East--Hwy 205 to Columbia Boulevard, Columbia Boulevard to 82nd Avenue, and 82nd Avenue to the Columbia Slough. Councilor Knowles had proposed Plan C: North--The Columbia Slough from 33rd Avenue to Hwy 205, West--33rd Avenue from the Columbia Slough to Prescott, South--Prescott from 33rd Avenue to Hwy 205, and East--Hwy 205 to the Columbia Slough.

Mr. Lunday withdraw Plan A listed above. He proposed a revised Plan A with the same boundaries for the north, west and east, but with a new southern boundary from Fremont to extend all the way to Banfield. Mr. Lunday said the more the Committee had discussed the impacted area, it was more apparent the composter facility would affect a large area. He said the changed boundary would allow more neighborhood associations to have input. Mr. Paddock said the Committee discussed a larger area of impact previously and agreed a larger defined area dissipated the true area of impact.

Mr. Scott asked how the number of estimated trucks was determined. Mr. Thomsen discussed trucks further. Mr. Thomsen said it was improbable trucks would leave the Banfield to travel to the composter facility. Dr. Shields concurred with Mr. Thomsen and said large rigs would not deviate from routes which would affect their drive trains.

Mr. Hunter discussed the needs of impacted area and proposed a new boundary as follows: North--The Columbia Slough; West--N.E. 33rd Avenue; South--N.E. Fremont Street and Sandy Boulevard (from N.E. 33rd Avenue to N.E. 57th Avenue south to Sandy Boulevard, from Sandy Boulevard to N.E. 82nd Avenue); and East--N.E. 82nd Avenue. He said the boundary designation was based on the site of the facility itself and the needs of the surrounding area. He said the boundaries supported the traffic patterns as discussed including 57th and was intended to include both sides of designated streets. He specified that further to state, "One block back on each side." Ms. Lindstrom concurred with Mr. Hunter's proposal and said it covered the unknown aspects of issues discussed by the Committee. Dr. Shields noted the proposal was smaller than Mr. Lunday's and asked Mr. Walker to state his opinion. Mr. Walker said Mr. Lunday had a realistic idea of the real impact on their association and the impact on Beaumont-Wilshire and other nearby streets. Mr. Lunday said his only concern was that the transportation maps provided eliminated Sandy Boulevard as a thoroughfare. He said the haulers would use Sandy Boulevard. Those present discussed the all the boundaries as suggested further.

Motion: Mr. Hunter moved, seconded by Tena Christensen, to approve the boundary as stated above by Mr. Hunter as the impacted area to receive enhancement funds from the permanent Composter Community Enhancement Committee.

Representative Cease asked Mr. Thomsen to state other impacts on the community from the composter facility besides those caused by traffic. Mr. Thomsen said there would no visual impact and the facility would be landscaped. He said there would be no odor because of the nature of the composting process itself as well as a "capture" system to be installed in the facility to neutralize odor if any. He said once the facility was on-line, it was possible recycling centers and/or buy-back centers would begin business near the facility. He said a possible favorable impact was that employees would purchase in the neighborhood. He said there were no adverse environmental effects. Mr. Thomsen noted the transportation model indicated Sandy Boulevard would be minimally impacted. He said that could be a wrong assumption and said others had more knowledge of the area.

The Committee asked Mr. Bird how the facility would environmentally impact the Slough. Mr. Bird said all impact would be positive and the Slough would not be negatively impacted. He said the composter equipment would be state of-the-art and there would be no odor. He said farther away from the facility the only identifiable impact was traffic. He said Mr. Thomsen did good work on the transportation modeling. Ms. Christensen asked about water run-off. Mr. Bird said rain from roofs and the street would be diverted to the Slough and said water used in the composting process would not pollute the Slough.

Vote: All members of the Committee present voted aye except Mr. Lunday who voted nay. The motion passed and the boundary designation as proposed by Mr. Hunter was adopted.

4. Consideration of Policies for the Standing Enhancement Committee

Deferred.

5. Public Comments

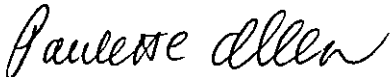
See Mr. Walker and Mr. Scott's comments previously made at this meeting.

Ray Barker, Council Analyst, said the Trinity Lutheran Church was unavailable for the December 13 meeting. The Committee discussed optional meeting locations.

Chair Buchanan said he was pleased the Committee heard the Metro staff's transportation analysis at this meeting. He said the Committee had a good review of the issues because of the report. He thanked Mr. Walker and Mr. Scott for attending this meeting and for their comments. Mr. Thomsen said if any persons had additional questions to ask about transportation issues, he would be happy to discuss the issues further and answer questions.

Chair Buchanan adjourned the meeting at 9:46 p.m.

Respectfully submitted,



Paulette Allen  
Committee Clerk  
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