



## VILLAGE OF RIVER FOREST SUSTAINABILITY COMMISSION

Tuesday, November 12, 2024 – 7:00 PM  
Village Hall – 400 Park Ave., River Forest, IL

You may submit your written public comments via email in advance of the meeting to: [sjansen@vrf.us](mailto:sjansen@vrf.us)  
You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 816 4491 8569 or by clicking [here](#). If you would like to speak during public comment, please email [sjansen@vrf.us](mailto:sjansen@vrf.us) by 4:00 PM on Tuesday, November 12, 2024.

### AGENDA

1. Call to Order/Roll Call
2. Public Comment
3. Adoption of Meeting Minutes for October 8, 2024
4. Commissioner Updates
5. Trinity College Sustainability Efforts
6. Waste
  - a. LRS Tour
  - b. Quarterly Waste Report
7. Continued Leaf Blower Discussion
8. Continued Review of UIC Climate Action Plans
  - a. River Forest Trees Webpage
  - b. Transportation Discussion
  - c. Next Month – Resources and Communications
9. Communications
10. Schedule Next Meeting – December 10, 2024
11. Adjournment

**VILLAGE OF RIVER FOREST  
SUSTAINABILITY COMMISSION  
TUESDAY, OCTOBER 8, 2024**

A regular meeting of the Village of River Forest Sustainability Commission was held on Tuesday, October 8, 2024, at 7:00 p.m. in the Community Room of Village Hall, 400 Park Avenue – River Forest, IL.

**1. CALL TO ORDER/ROLL CALL**

The meeting was called to order at 7:00 PM. Upon roll call, the following persons were:

Present: Co-Chairs Charrette and Lennon, Commissioners Hayley, Kadlec, and Student Commissioner Stierwalt. Commissioner Veazie arrived at 7:02  
Absent: Commissioners Mezzatesta and Avalos  
Also Present: Management Analyst Seth Jansen

**2. PUBLIC COMMENT**

Members of the Roosevelt Middle School Sustainability Club were in attendance via Zoom and were here to listen.

**3. ADOPTION OF MEETING MINUTES**

Co-Chair Lennon made a motion, seconded by Commissioner Kadlec to approve the meeting minutes from September 10, 2024, with typo corrections indicated by Co-Chair Charrette.

Roll Call:

Ayes: Co-Chairs Charrette and Lennon, Commissioners Veazie, Hayley, and Kadlec  
Absent: Commissioners Mezzatesta and Avalos  
Nays: None  
Motion Passes.

**4. REVIEW OF COMMUNITY SURVEY FEEDBACK**

Mr. Jansen presented the most up-to-date results of the community survey, walking through each of the responses. Mr. Jansen specifically highlighted the responses to the leaf blower usage questions. The Commission discussed recent news regarding backyard composting and sharing additional resources for backyard composters through the Commission communications. Mr. Jansen highlighted topics of resident interest indicated in the survey, and Co-Chair Charrette discussed how to best share existing resources through the newsletter and website. Co-Chair Lennon also emphasized the need for further information and communication and using the survey to frame the actions of the Commission.

**5. COMMISSIONER UPDATES**

Co-Chair Charrette discussed attending the Des Plaines River Trail bike path open house at Village Hall on October 1. Co-Chair Charrette also shared ComEd energy efficiency program brochures, which are free to all ComEd customers because of energy efficiency fees paid through everyone's electricity bills. Mr. Jansen added that there is a dedicated page on the Village website for the Des Plaines River Trail project. Commissioner Veazie also noted he attended the Des Plaines River Trail open house. Commissioner Veazie and Co-Chair Charrette discussed the proposed bike lane layout at each section through the Village. Mr. Jansen noted that the Village public works gas pump was just switched from diesel to biodiesel.

## **6. CONTINUED DISCUSSION OF PROPOSED LEAF BLOWER ORDINANCE**

Mr. Jansen briefly outlined the memo he provided to the Commission. Student Commissioner Stierwalt asked for the most recent draft ordinance to be summarized; Mr. Jansen provided a brief overview. Co-Chair Charrette inquired about wording of the fee and fine amounts established in the draft. Commissioner Kadlec inquired about the enforcement process. The Commission agreed the fine should be a one-time fine coupled with removal from the list of contractors using only electric leaf blowers. The Commission debated whether or not to limit the ban to contractors or to extend the phase in date for residents. Commissioner Hayley inquired about the contractor who wished to exempt large properties and institutions from the proposed ban. Commissioner Veazie inquired about the violation for the use of gas-powered leaf blowers generally. Co-Chair Lennon noted the additional challenges that contractors face with regards to charging and the greater battery need. Co-Chair Lennon suggested maintaining the incentive and still requiring the reduced speed in the summer months and continuing to monitor how the battery technology progresses. The Commission discussed how technology may progress moving forward and how that may impact any mandate. Commissioner Veazie inquired about the state grant program. Co-Chair Charrette suggested voting on a plan to include the incentive for landscape contractors and the half-speed seasonal restriction but still allowing for gas-powered leaf blowers generally. Commissioner Charrette indicated that her hope is that the incentive will encourage contractors to adopt electric leaf blowers and that residents seeking out those contractors will incentivize others to also change. The Commission clarified what changes are being made to the modified ordinance. Co-Chair Lennon indicated he wished to add a provision indicating the Commission will continue to revisit this policy going forward.

Co-Chair Charrette made a motion, seconded by Co-Chair Lennon to recommend the Village Board adopt an ordinance regulating the use of gas-powered leaf blowers with the Village and to incentivize the use of electric leaf blowers by landscape contractors operating within the Village.

Roll Call:

Ayes: Co-Chairs Charrette and Lennon, Commissioners Veazie, Hayley, and Kadlec

Absent: Commissioners Mezzatesta and Avalos

Nays: None

Motion Passes.

## **7. CONTINUED REVIEW OF UIC CLIMATE ACTION PLANS**

Co-Chair Charrette indicated that the Commission would continue to work through the recommendations of UIC Climate plans by focusing on one area or topic each month. Co-Chair Lennon indicated that the Commission would try to tie in the survey response each month as well.

Mr. Jansen summarized the memo he provided to the Commission. Co-Chair Lennon note that the survey indicated residents were interested in this area; he also added that any fee established in a tree preservation ordinance be set aside for further tree planting and greenery. Co-Chair Charrette indicated one difficulty is how close together properties are, particularly in south River Forest. Commissioner Veazie noted that, in addition to potential branch hazards, reconstruction would also be a common obstacle within the Village and expressed concern about any ordinance being to administratively burdensome for the residents. Commissioner Veazie suggested narrowly defining protected trees; Co-Chair Charrette also stated that older trees of specific species should be protect but it should not be overly broad and apply to younger trees that may be less beneficial to the surrounding environment and ecosystem. Co-Chair Charrette requested feedback from Village Forestry staff on the most beneficial species and the correct age or size at which to establish the threshold. The Commission wished to have targeted specific examples from other communities. Commissioner Hayley inquired about the administrative burden; Mr. Jansen explained how it could be incorporated into the existing permitting process.

## **8. COMMUNICATIONS AND OTHER BUSINESS**

Mr. Jansen outlined the EV Charging memo he provided, which indicated an increase in number of sessions but level number of unique users, indicating that it is being used more because it is not being blocked by cars left parked there.

Mr. Jansen outlined the upcoming communications plan for the coming months. Co-Chair Charrette indicated she would provide an updated Leave the Leaves write-up to match the Roosevelt Middle School Sustainability Club's newsletter on the same topic. Mr. Jansen indicated he would provide a write-up on the change to net metering for rooftop solar. Co-Chair Charrette indicated she would do a write-up about composting for a November weekly newsletter.

Commissioner Hayley reminded Commissioners about the LRS facility visit on Friday and what the requirements are to attend the tour.

Co-Chair Charrette suggested promoting the four compost bins located at the Village Hall composting center. Mr. Jansen noted that the sign-up for compost splitting has been low; Co-Chair Charrette suggested further promoting the program through newsletters and social media.

## **9. SCHEDULE NEXT MEETING – NOVEMBER 12, 2024**

The Commission reached a consensus to hold its next meeting Tuesday, November 12, 2024.

**10. ADJOURNMENT**

Co-Chair Charrette made a motion, seconded by Commissioner Veazie, to adjourn the meeting at 8:31 PM.

Roll Call:

Ayes: Co-Chairs Charrette and Lennon, Commissioners Veazie, Hayley, and Kadlec

Absent: Commissioners Mezzatesta and Avalos

Nays: None

Motion Passes.

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Seth Jansen, Secretary



**Village of River Forest**  
**Public Works and Engineering**  
400 Park Avenue  
River Forest, IL 60305  
Tel: 708-366-8500

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**MEMORANDUM**

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Date: November 12, 2024

To: Sustainability Commission

From: Seth Jansen, Management Analyst

Subj: Quarterly Waste Tonnage Report

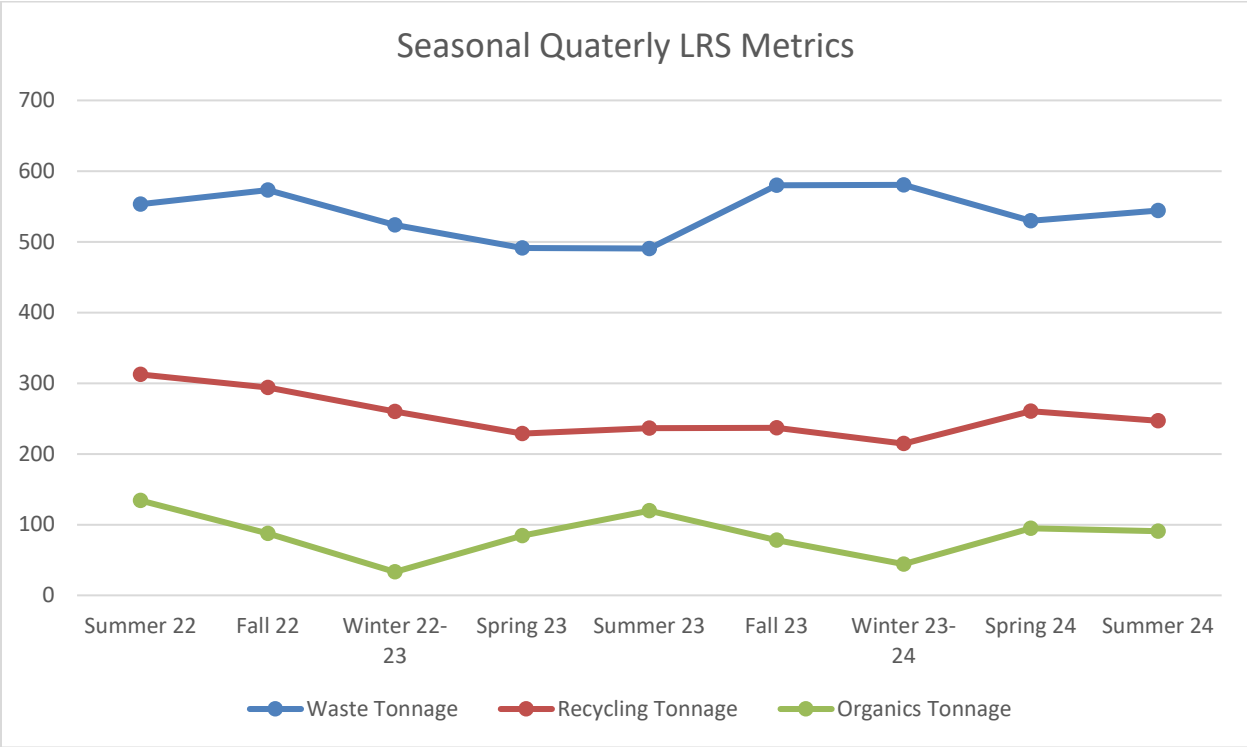
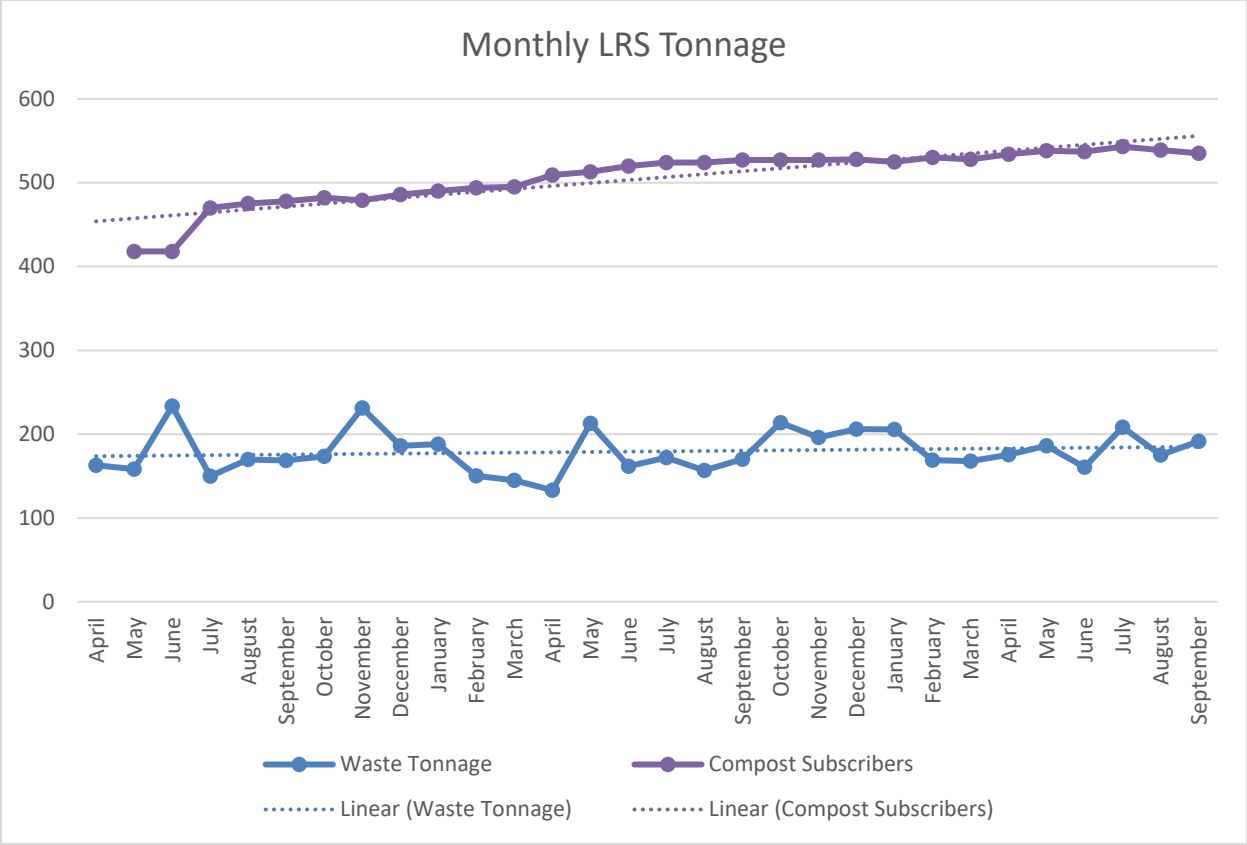
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Following discussion at the May 2024 meeting, the Commission has decided to receive quarterly reports on the LRS Tonnage Metrics. The previously quarterly memo found, for both annual and monthly data, weak positive correlations between waste tonnage and recycling tonnage and between waste tonnage and organics tonnage, meaning years with greater amounts of yard waste or recycling generally saw greater amounts of waste tonnage as well. Analysis of quarterly found weak negative correlations to waste tonnage for both recycling and organics.

Following these analyses, staff wished to provide further quarterly analysis broken down by season (e.g. December through February, rather than January through March). Additionally, staff felt it was most prudent to highlight two metrics specific moving forward within the quarterly reports: the number of compost subscribers, specifically the impact of the cart sharing program rollout, and the waste tonnage, as reduction in waste tonnage is the driving metric at reducing landfill tonnage whether it be through diversion or reduced consumption.

Currently only 4 households are participating in the compost sharing program, indicating further need to promote the program. Additionally, staff and LRS staff reviewed compost billing lists and made corrections with regards to the number of subscribers, which may account for part of the slight dip in total subscribers.

The first chart below illustrates the waste tonnage and compost subscribers, with linear trend lines. The second chart illustrates the seasonal quarterly data for waste, recycling, and organics. This focused on full seasonal quarters since the beginning of the LRS contract (Summer 2022 through Summer 2024). This produced a very weak positive correlation between waste and recycling and a weak negative correlation between waste and organics. Because there does appear to be seasonally correlated fluctuation between waste and organics staff will continue to monitor seasonal quarterly data for those metrics.



**Attachment:** LRS Monthly Report, September 2024

# VILLAGE OF RIVER FOREST



Collection Period	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD TOTAL	AVG/MTH
Active Customers	2,890	2,890	2,891	2,905	2,900	2,900	2,900	2,900	2,903				26,079	2898
Compost Subscribers	525	530	528	534	538	537	543	539	535				4,809	534
Recycling Tons	90.92	63.75	77.83	91.17	91.68	78.71	86.43	81.56	55.90				717.95	79.77
Recycling lbs	181840	127500	155660	182340	183360	157420	172860	163120	111800				1435900	159544.444
2024 Recy lbs/Cust	62.92	44.12	53.84	62.77	63.23	54.28	59.61	56.25	38.51				495.53	55.06
Organics Tons	26.33	8.56	7.62	28.69	58.43	26.09	37.07	27.45	24.10				244.34	27.15
Organics lbs	52660	17,120.00	15,240.00	57,380.00	116,860.00	52,180.00	74,140.00	54,900.00	48,200.00				488,680.00	54297.778
2024 Organics lbs/Cust	18.22	5.92	5.27	19.75	40.30	17.99	25.57	18.93	16.60				168.56	18.73
2024 Recycle & Organics Diversion %	36.33%	29.96%	33.72%	40.59%	44.63%	39.47%	37.23%	38.36%	29.45%				329.74%	36.64%
Trash Tons	205.49	169.08	167.96	175.40	186.25	160.70	208.20	175.16	191.64				1,639.88	182.21
Trash lbs	410980	338160	335920	350800	372500	321400	416400	350320	383280				3279760	364418
2024 Trash lbs/Cust	142.21	117.01	116.20	120.76	128.45	110.83	143.59	120.80	132.03				1,131.86	125.76
Total Tons	322.74	241.39	253.41	295.26	336.36	265.50	331.70	284.17	271.64				2,330.53	291.32
Total lbs	645480	482,780	506,820	590,520	672,720	531,000	663,400	568,340	543,280				5,204,340	578260
2024 Total lbs/Cust	223.35	167.05	175.31	203.28	231.97	183.10	228.76	195.98	187.14				1,795.95	199.55
2024 White Goods Count	0	0	0	0	0	0	0	0	0				0	0
2024 Stickers Sold	0	0	1,500	1,500	7,000	1,500	3,000	4,000	1,500				20000	2,222
2024 E-WASTE Event Tons	0	0	1.7	0	0	0	0	0	1.22				2.92	0.32
2024 E-Waste Participation	0	0	4	0	0	0	0	0	30				34	3.78
2024 HHW Event Tons	0	0	0	0	0	0.23	0	0	0				0.23	0.03

Yard Waste Facility	LRS MAYWOOD TRANSFER STATION (1201 Greenwood Ave, Maywood, IL 60153)
Recycling Facility	LRS MAYWOOD TRANSFER STATION ( 1201 Greenwood Ave, Maywood, IL 60153), LRS HEARTLAND RECYCLING
RECYCLING PURCHASED BY	RESOURCED TO VARIOUS DOMESTIC BUYERS
Trash Facility	LRS MAYWOOD TRANSFER STATION ( 1201 Greenwood Ave, Maywood, IL 60153)





**Village of River Forest**  
**Public Works and Engineering**  
400 Park Avenue  
River Forest, IL 60305  
Tel: 708-366-8500

## MEMORANDUM

Date: November 12, 2024  
To: Sustainability Commission  
From: Seth Jansen, Management Analyst  
Subj: Proposed Leaf Blower Ordinance

Following last month's recommendation from the Commission to the Village Board, the Village Board discussed the proposed leaf blower ordinance at their October 28<sup>th</sup> meeting. During the discussion, the Board had three specific items of feedback for the Commission:

- They stated the half-speed requirement was likely unenforceable.
- They requested a comparison of what other communities beyond Oak Park had done, specifically citing a 2021 document created by the Sustainability Commission and a 2022 north suburban multi-community Leaf Blower Working Group Report. They further requested staff seek feedback from these communities.
- They requested the establishment of a timeframe after which a seasonal ban on gas-powered leaf blowers will take place.

The 2021 Commission document identified 6 Illinois communities which had enacted some form of gas-powered leaf blower ban at that time. The 2022 Working Group Report was comprised of 11 communities, including 4 of the 6 listed in the 2021 document, along with other stakeholders. The report presented four potential policy options:

- Maintain the status quo of no regulations and continue to monitor leaf blower technology.
- Transition to a seasonal ban from May 15 through September 30<sup>th</sup> – this had been done by 5 of the communities prior to the study and was implemented by one other community after the final report was issued.
- Further limit use of gas-powered leaf blowers to the months of April, October, and November while allowing an administrative extension to the spring clean-up based on weather conditions – this has since been adopted by the 6 of the participating communities, including the 5 which had previously implemented seasonal bans.
- A 10 month ban on gas powered leaf blowers from December through September.

The 10-month ban was not supported by the Landscape Contractors Association, and it was noted that no nearby communities had experience prohibiting gas-powered leaf blowers

during spring operations, so the potential impact was unknown. Further, the report stated that the American Green Zone Alliance does not recommend 12-month gas-powered leaf blower bans for communities in the region due to the robust tree canopy and need for high-powered equipment to adequately complete fall clean-up.

Messages seeking feedback were left with some of the communities who have implemented bans, but no responses have been received as of the morning of Friday, November 8<sup>th</sup>.

Attached are a community comparison chart and the Executive Summary and Recommended Best Practices sections of the Working Group Report. The full Working Group Report, 2021 Sustainability Commission document, and copies of each ordinance text have all been attached.

The Commission's input is sought on a potential phase-in timeframe from some form of seasonal ban, based on the additional information provided.

**Attachment:** Community Comparison Chart; North Shore Regional Working Group Study Executive Summary

**Part of Regional Leaf Blower**

**Community Working Group**

Kenilworth	Y
Wilmette	Y
Lake Bluff	Y
Winnetka	Y
Glencoe	Y
Highland Park	Y
Lincolnshire	Y
Northbrook	Y
Deerfield	Y
Glenview	Y
Lake Forest	Y
Lincolnwood	N

Evanston	N
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**Ordinance**

Gas Leaf Blowers only permitted in April, October, and November

Gas Leaf Blowers only permitted in April, October, and November

Seasonal Ban: May 15 to September 30

Gas Leaf Blowers only permitted in April, October, and November

Gas Leaf Blowers only permitted in April, October, and November

Gas Leaf Blowers only permitted in April, October, and November until 2026

None

Gas Leaf Blowers only permitted in April, October, and November

None (Noise ordinance references lawn equipment generally)

None

None (Noise ordinance references gas-powered leaf blowers prohibited certain times of day)

Seasonal Ban: May 15 to September 30

Complete Ban

<b>Year Passed</b>	<b>Year Effective</b>	<b>Previous Ordinance</b>	<b>Year Previous</b>
	2024	2024 Seasonal Ban: May 15 to September 30	2021
	2023	2024 Seasonal Ban: May 15 to September 30	2006
	2023	2023 None	N/A
	2023	2023 Seasonal Ban: June 1 to September 30	1998
	2023	2023 Seasonal Ban: May 15 to September 15	1998
	2023	2024 Seasonal Ban: May 15 to September 30	2007
N/A	N/A	N/A	N/A
	2023	2025 None	N/A
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A
	2012	2012 None	N/A
		Gas Leaf Blowers only permitted March 30-May 15	
	2021	2023 and October 15- First Thursday in December	2021

# **Regional Leaf Blower Working Group**

## **Final Report**

Village of Deerfield

Deerfield Park District

Village of Glencoe

Village of Glenview

Go Green Wilmette

City of Highland Park

Illinois Landscape Contractors Association

Village of Kenilworth

Village of Lake Bluff

City of Lake Forest

Village of Lincolnshire

Mariani Landscape

Village of Northbrook

Scopelliti Landscaping

Village of Wilmette

Village of Winnetka

Submitted December 15, 2022

## Executive Policy Summary

### Reasonable Policy Options for Consideration

For communities considering expanding gas-powered leaf blower policies, as well as those considering new regulations, the following policy options are presented:

- Status Quo/Monitoring
  - For communities without existing gas-powered leaf blower regulations, the individual characteristics of their community may warrant no change to regulations with continued monitoring of leaf blower technology
- A seasonal gas-powered leaf blower ban from approximately May 15 through September 30
  - This is the most common timeframe for regional municipalities, including Working Group members, with gas-powered leaf blower regulations
- An 8-week window during the fall clean-up season (October 1-November 30) and 4-week window (April 1 – April 30) during the spring clean-up season when gas-powered leaf blowers may be utilized
  - Gas-powered leaf blowers would be banned during the summer and winter months when their efficacy is less needed to meet customer expectations
  - Given that the start of the spring clean-up season can vary each year due to weather conditions, it would be appropriate for regulations to contemplate allowance of an administrative extension to the 4-week window
- A 10-month gas-powered leaf blower ban from December through September
  - This policy would prohibit the use of gas-powered leaf blowers during the annual spring clean-up season
  - None of the Working Group members, nor any nearby communities, have experience prohibiting the use of gas-powered leaf blowers during spring clean-up and the impact on spring operations is unknown at this time
  - Depending on customer expectations, use of battery-operated technology during spring clean-up may not be economically viable for landscapers
  - This option is not supported by the Illinois Landscape Contractors Association due to the volume of debris during spring clean-up which requires the efficacy of gas-powered leaf blowers and the compressed time period for spring clean-ups. Spring clean-up leaf volumes can be further exacerbated by late leaf drops during the fall season which further justifies the need for powerful leaf blowing equipment.

The American Green Zone Alliance does not recommend 12-month gas-powered leaf blower bans for communities along the North Shore due to the robust tree canopy and need for high-powered equipment to adequately complete fall clean-up. As of the date of this report, there are no electric or battery alternatives to gas-powered that can provide the efficacy required during fall clean-up nor are these alternatives economically viable for landscapers during the fall season.

## Recommended Best Practices

### Policy Implementation, Enforcement & Public Education

#### Policy Implementation

Whether a community is considering implementing gas-powered leaf blower regulations for the first time, or extending a seasonal ban to a 10-month ban, phasing of the regulations is important for the following reasons:

- Allows additional time for technology advancements as blower strength and battery power continues to improve for alternative equipment
- Reduces the economic impact on service providers and customers
- Provides sufficient time for public education

Examples of phasing timelines include:

- 5-year phase out (recommended by the Illinois Landscape Contractors Association)
- 3-year phase out
- 1-year phase out

The appropriate phase out period may vary by each community's circumstances. For example, a community with a 6-month ban currently in place may require a shorter phase out period than a community without any current regulations.

#### Enforcement

Enforcement of leaf blower regulations can be challenging for the municipality and frustrating to homeowners who encounter violations of leaf blower ordinances. Regulations limiting noise to specific decibel thresholds can be particularly difficult to enforce as compared to blanket prohibitions. Consideration as to how municipalities will enforce any such regulations is essential when contemplating new or expanded policies.

Enforcement approaches vary by community and the following are best practices that have been recommended by individual Working Group participants based on experience:

- When staffing allows, proactively enforce the ordinance with a dedicated employee(s) rather than respond reactively to complaints
- Seek compliance prior to issuing citations
  - Issue citations after failing to comply to warnings
  - Revoke citations if a landscaper provides evidence they have purchased an electric- or battery-operated leaf blower
- Issue citations to the landscaping companies, not the individual employees or homeowners
- Require landscapers to be licensed in order to communicate regulations and provide the ability to revoke a license for continued violation of ordinances.



- Communities that do not currently license landscapers but intend to should consider the impacts upon small businesses as well as staffing impacts to administer a licensing program.
- Require identifying information on landscaping vehicles to assist with enforcement
- Document voluntary compliance with regulations by identifying and recognizing companies which use alternative technology
- Other ideas not currently implemented by Working Group members but suggested for consideration include: 1) Develop an intake process where violations may be reported through the use of video or photos. Gas-powered equipment is used in short bursts making it difficult for law or code enforcement officials to catch violators in the act; 2) For communities which do not currently license landscapers, allow for reciprocal acceptance of landscape licenses (accept a license from another community) which may ease the administrative burden of implementing a new licensing program

### Public Education

Public education is critical to the success of any leaf blower regulation and to ensure native habitats are properly maintained. Residents play an important role in reducing the impacts of gas-powered leaf blowers in the community and in making transitions to alternative equipment more economically viable for landscapers. Understanding the problems associated with gas-powered leaf blowers, impacts of any type of blowing/disturbance to the natural environment, and then using that knowledge to educate landscapers and homeowners is essential to the success of leaf blower regulations.

Template communications can be found in Appendix B with information that can be tailored to specific municipal regulations and for different audiences (landscapers, homeowners) or circumstances (Education or enforcement via social media, flyer, door hanger).

The Working Group recommends that communications utilize accessible, understandable language to reach the broadest possible audience.

### Workforce Education and Training

Workforce education and training are critical to equitably and adequately resourcing leaf blower regulations. Battery electric technology is a different technology platform with its own operational and safety issues. It is essential to ensure electric tools are operated, handled, stored, and charged properly and safely, and that batteries are repurposed or recycled at the end of their useful lives. Safe and proper use of tools, batteries, and chargers also extend product life and optimize return on investment.



[Sustainable Living](#) » [Create a Green Ecosystem](#)

# Guide to Trees

## Benefits of Trees

Each year, the trees in River Forest provide the municipality with approximately \$1,000,000 worth of benefits according to [iTreeTools](#). Trees are the lungs of the Earth. They provide habitat to most of the world's species, clean our water, moderate our climate, provide sustenance, support jobs, and offer refuge and recreation.

Trees keep us cooler. A big shade tree can reduce the surrounding temperature by 10 to 15 degrees.

[Sustainability Homepage](#)

[Green Dates and Deadlines](#)

[Reduce Your Carbon Footprint](#)

[Waste Less](#)

**[Create a Green Ecosystem](#)**

[Conserve and Manage Water](#)

[River Forest and Regional Goals](#)

Trees can reduce the urban “heat island effect” caused by heat stored in paving and masonry buildings.

Trees clean the air we breathe. Urban trees capture fine particles from the air as well as carbon dioxide, sulfur dioxide, nitrous oxides, and other pollutants. s.

Trees reduce flooding by intercepting stormwater.

Trees are good for business. Research shows shoppers will travel farther to shop in tree-lined business districts.

Trees increase property values. Homes in neighborhoods with mature trees sell for 3.5% to 10% more than in neighborhoods without trees.

Big trees are worth more. Large, mature shade trees provide the lion’s share of benefits. It takes many years for a newly planted tree to provide the services of a big tree.

Trees together form a forest that needs our care. The trees in our village make up a vast, urban forest that is as important to our community infrastructure as the streets and sewers.

## Resources for Tree Care

While the River Forest Public Works staff maintain all parkway trees throughout the Village, you can also help through the planting and maintenance of trees on your property. In addition to the MWRD's [Restore Our Canopy Program](#), which offers free native Oak saplings, there are several resources available for tree species selection, tree care, and learning more about the benefits of trees on your property.

The Morton Arboretum's [Northern Illinois Tree Species List](#) provides a

comprehensive overview of trees well-suited for the region.

Information includes ideal planting sites, estimated mature height and width, light requirement, growth rate, as well as other considerations such as thorns, fruit producing plants, resistance to diseases and pests, and overplanted species.

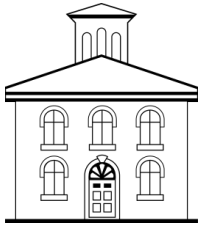
The U.S. Forest Service has a [Tree Owner's Manual](#) which provides tree care advice through the entire life cycle of the tree. Information in the manual ranges for preparation for planting, planting, maintenance schedules, instructions for watering, mulching, fertilizing, and pruning, and proper tree protection techniques

The iTreeTools [MyTree app](#) allows you to enter information about the trees on your property and receive free estimates on the carbon

dioxide and air pollution they remove and the stormwater impact.

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## Around River Forest



River  
Forest  
School  
District 90



OPRF High  
School  
District 200



River  
Forest Park  
District



River  
Forest  
Public  
Library



River  
Forest  
Township



River  
Forest  
Community  
Calendar

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📍 400 Park Avenue River Forest, IL 60305  
☎ 708-366-8500  
708-366-3702 (fax)  
🕒 Mon 8:00am–7:00pm Tue–Fri 8:00am–4:30pm

**Connect with River  
Forest**



**Village of River Forest**  
**Public Works and Engineering**  
400 Park Avenue  
River Forest, IL 60305  
Tel: 708-366-8500

## MEMORANDUM

Date: November 12, 2024

To: Sustainability Commission

From: Seth Jansen, Management Analyst

Subj: UIC Climate Action Plan – Transportation Recommendations

At the request of the Commission, this memorandum is to provide an overview of the Transportation-related action items recommended by the two UIC Climate Action reports.

The Lopez Garcia class section made the following recommendations relating to Land Use and Transportation:

- Ensure access to safe modes of transit
  - Improving the signage for the bicycle lanes in River Forest
- Ensure access to safe modes of transit
  - Mobilize the biking community in River Forest to hold fundraising events to purchase weatherized bike parking
- Improve public transportation ridership experience
  - Work with PACE to install bus shelters and concrete pads
- Reform land use to encourage alternative modes of transportation
  - Zone more areas for mixed-use, allowing more commercial in proximity to residential
  - Zone for higher density near train stations. Provide density bonuses for multi-family housing near transit through adjustments to zoning codes
- Increase EV Charging Capability
  - Identify and develop EV charging stations across the community
  - Facilitate a coordinated strategy of electric vehicle charging across C4 communities.

The Tilahun class section made the following recommendations relating to Transportation:

- Road Conversion and Implementation of Complete streets Network
  - Implement road conversions to create streets designed for the safety of all users, increasing spaces for walking, cycling, rolling, and reducing vehicular space on selected streets.
- Ensuring Adequate, Secure Bike Parking Facilities are Available throughout the Village

- Locate investments at existing destinations in need of additional and improved bike parking infrastructure, especially transit stations, bus stops, public and Village-owned property (e.g. parks, libraries), and retail and commercial centers.
- Convert spaces in Village-owned right-of-way currently over-allocated to cars (e.g. on-street parking spaces, wide travel lanes) into bike secure parking facilities (see complete streets diagram).
- Update building codes to mandate new commercial and multi-family developments in River Forest to provide for secure bike parking facilities
- Bring Bike, E-Bike, and Scooter Sharing Programs to the Village
  - Issue a request for proposals for bikeshare providers, with the goals of implementing a comprehensive network of bike, e-bike, and e-scooter sharing stations.
  - Work with the selected provider and the community to locate and install docking stations, ensuring connectivity between key destinations, especially transit stations, bus stops, universities, K-12 schools, libraries, parks, and cultural and retail centers.
  - Create and monitor performance measures based on ridership data and resident surveys to adjust and improve the service.
- Public EV Charging
  - Conduct a comprehensive assessment of current and projected EV adoption rates and charging infrastructure needs.
  - Identify suitable locations for public EV charging stations, considering population density, transportation corridors, and proximity to amenities.
  - Secure necessary permits and approvals for charger installation from regulatory authorities.
  - Select appropriate charging technologies and models to accommodate various types of electric vehicles and charging needs.
  - Procure charging infrastructure and contractors to install charging stations at selected public sites.
  - Implement robust maintenance and monitoring protocols to ensure the reliability and functionality of public charging stations.
- EV Charging for Homes and Businesses
  - Develop building codes or ordinances to mandate the inclusion of EV charging infrastructure in new constructions and renovations.
  - Mandate new developments to install wiring and electrical panels that support EV charging stations.
  - Establish minimum requirements for the number and type of chargers, based on building size and occupancy.
  - Provide guidance and technical assistance to developers, architects, and contractors to ensure compliance with EV charging requirements. Create standardized EV charging infrastructure designs to facilitate installation.
  - Work jointly with utility companies to assess electrical grid capacity and upgrade infrastructure to support increased demand for EV charging.
  - Team up with regulatory agencies, developers, and utility providers to ensure compliance and assess electrical grid capacity.



In previous reviews of the Plans, Village staff provided the following recommendations

- Because the Zoning Board and Village Board recently voted against a similar proposal, staff recommends against promoting more mixed-use development and denser residential development near public transit.
- Village Staff identified the below as unlikely to warrant a significant amount of interest at this time:
  - o Mobilize the biking community in River Forest to hold fundraising events to purchase weatherized bike parking.
  - o Locating investments at existing destinations in need of additional and improved bike parking infrastructure, especially transit stations, bus stops, public and Village-owned property (e.g. parks, libraries), and retail and commercial centers.
  - o Converting spaces in Village-owned right-of-way currently over-allocated to cars (e.g. on-street parking spaces, wide travel lanes) into bike secure parking facilities.
  - o Updating building codes to mandate new commercial and multi-family developments in River Forest to provide for secure bike parking facilities.
  - o Bring bike, e-bike, and scooter sharing programs to the Village.
- The Tilahun report made several recommendations which Village staff view as either beyond the scope of Village government functions or a significant undertaking which would be difficult to implement. Therefore, Staff had recommended against the following:
  - o Implementing road conversions to create streets designed for the safety of all users, increasing spaces for walking, cycling, rolling, and reducing vehicular space on selected streets.
  - o Providing guidance and technical assistance to developers, architects, and contractors to ensure compliance with EV charging requirements and creating standardized EV charging infrastructure designs to facilitate installation. *NOTE: Individual technical assistance is not recommended, however a checklist information on EV Charging Station Permits is already shared on the Village website.*
- The Lopez-Garcia report recommended improving the signage for the bicycle lanes in River Forest. The most recent Village Bike Plan has been implemented to the fullest extent possible outside of IDOT-owned roads. Much of the current biking focus is on the forthcoming Des Plaines River Trail which will go along Thatcher Ave. Beyond this, if bike lane striping or signage gaps are identified these can be addressed administratively on an ad hoc basis through requests submitted to the Village Public Works Department.
- The Lopez-Garcia report further suggested working with PACE to install bus shelters and concrete pads. PACE has an existing shelter request program whereby communities and individuals can request a shelter. PACE ultimately decides if ridership levels warrant installation and would maintain the shelter, if built. No formal action is needed unless the Commission wished to submit such a request to PACE.
- Both the Lopez-Garcia report and the Tilahun report made recommendations on the topic of increasing Electric Vehicle (EV) charging capabilities. The Tilahun report outlined several processes for public EV charging that the Village has already undertaken (e.g. conduct a comprehensive assessment of current and projected EV

adoption rates and charging infrastructure needs; identify suitable locations for public EV charging stations, considering population density, transportation corridors, and proximity to amenities). The Tilahun report also made several recommendations on EV charging at homes and businesses that are either required by state law or will be addressed with the pending zoning amendment on EV charging (eg. develop building codes or ordinances to mandate the inclusion of EV charging infrastructure in new constructions and renovations; mandate new developments to install wiring and electrical panels that support EV charging stations; establish minimum requirements for the number and type of chargers, based on building size and occupancy). The Lopez Garcia report recommended specific locations for future charging stations, specifically the Thatcher Woods parking lot and the River Forest Public Library for Level 2 chargers, Town Center for Direct Current Fast Chargers, and Lake Street for pole-mounted Level 2 chargers to serve the higher concentration of multi-family homes. Village staff view the library as a potential partner for future EV charging expansion and believe pole mounted charging along Lake St. is worth considering further before any final decision made.

- Additionally, the Lopez-Garcia report recommended a coordinated strategy of electric vehicle charging across C4 communities. Continued staff participation in C4 allows for continued collaboration and sharing of best practices and potential obstacles with EV charging expansion.

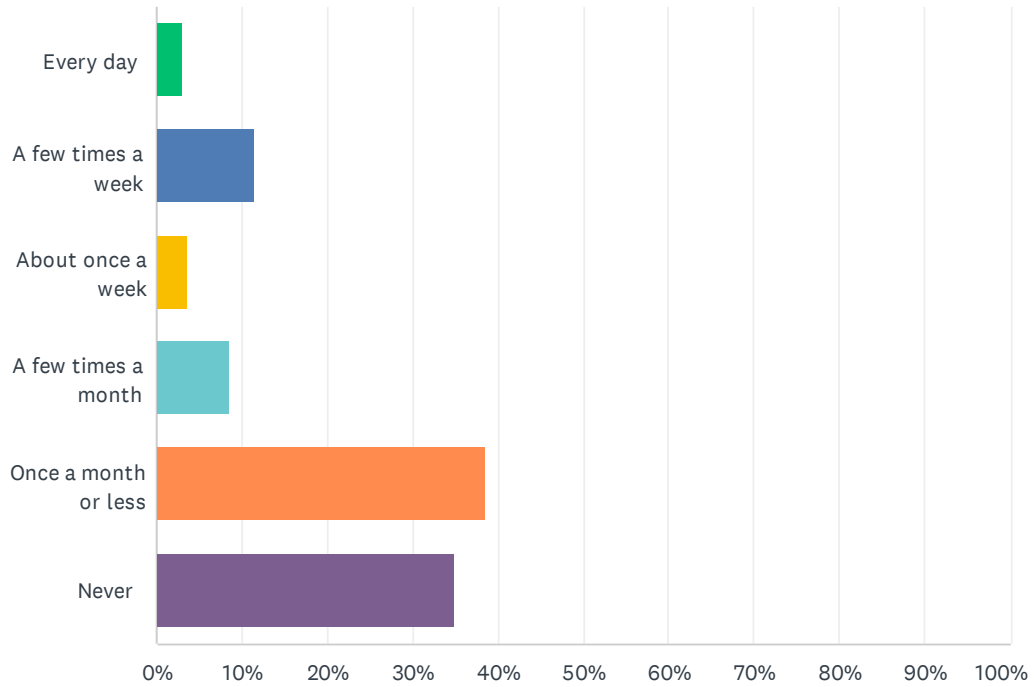
It is at the discretion of the Commission to consider any of the action items put forward in the plans and can consider any staff recommendation they wish. The Commission may adjust or amend any recommendations they see fit and may also put forward other items for consideration.

The Commission had also survey residents on various transport, specifically on use of public transportation and electric vehicles. The attached is the most up to date survey response data on the transportation-specific questions.

**Attachment:** Sustainability Commission Survey Responses – Transportation Questions

## Q5 How often do you use public transportation?

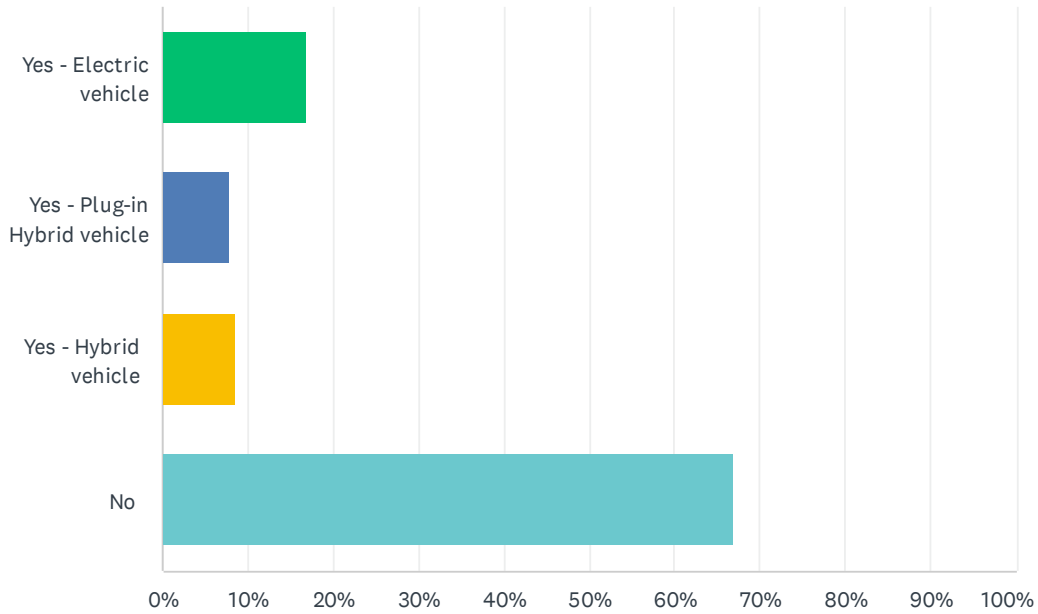
Answered: 166 Skipped: 0



ANSWER CHOICES	RESPONSES
Every day	3.01% 5
A few times a week	11.45% 19
About once a week	3.61% 6
A few times a month	8.43% 14
Once a month or less	38.55% 64
Never	34.94% 58
<b>TOTAL</b>	<b>166</b>

## Q6 Do you drive an electric or hybrid vehicle?

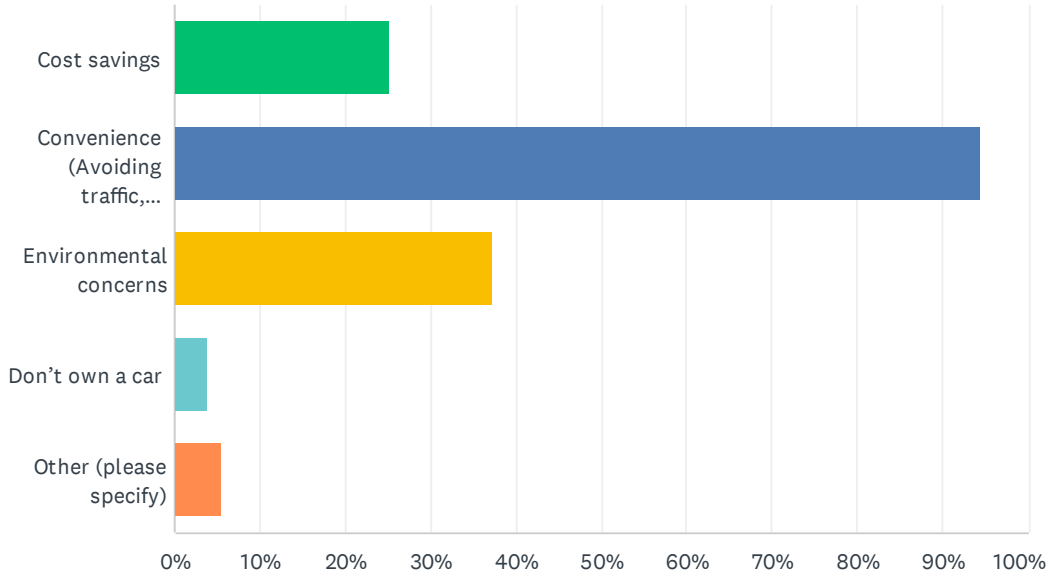
Answered: 166 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes - Electric vehicle	16.87%	28
Yes - Plug-in Hybrid vehicle	7.83%	13
Yes - Hybrid vehicle	8.43%	14
No	66.87%	111
<b>TOTAL</b>		<b>166</b>

## Q7 What are the main reasons you use public transportation? (Select all that apply.)

Answered: 107 Skipped: 59

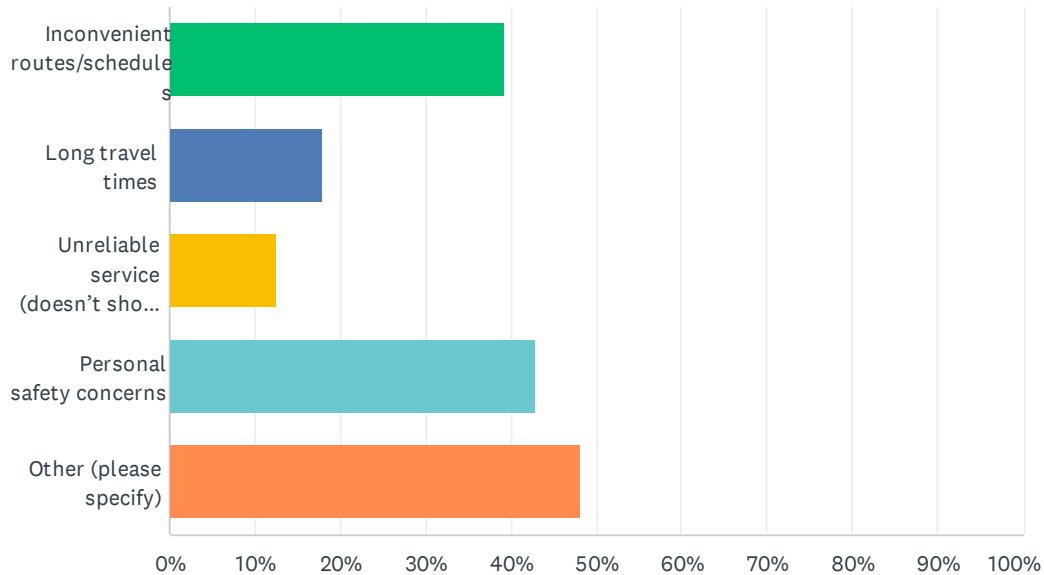


ANSWER CHOICES	RESPONSES
Cost savings	25.23% 27
Convenience (Avoiding traffic, parking issues, etc.)	94.39% 101
Environmental concerns	37.38% 40
Don't own a car	3.74% 4
Other (please specify)	5.61% 6
Total Respondents: 107	

#	OTHER (PLEASE SPECIFY)	DATE
1	Entertaining my grand children.	11/2/2024 11:19 AM
2	It's not available for where I am going to.	11/2/2024 9:09 AM
3	It's quicker to downtown	11/1/2024 7:03 PM
4	Not applicable	11/1/2024 6:44 PM
5	Metra to work	9/30/2024 11:37 PM
6	Loan my car to a family member	9/19/2024 5:57 PM

## Q8 What are the main reasons you don't use public transportation? (Select all that apply.)

Answered: 56 Skipped: 110



ANSWER CHOICES	RESPONSES
Inconvenient routes/schedules	39.29% 22
Long travel times	17.86% 10
Unreliable service (doesn't show up on time, unexpected delays, etc)	12.50% 7
Personal safety concerns	42.86% 24
Other (please specify)	48.21% 27
Total Respondents: 56	

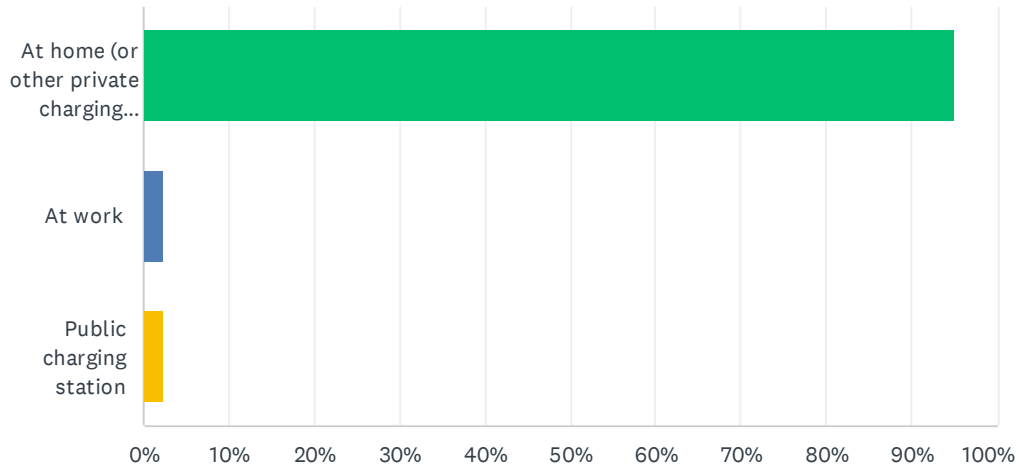
#	OTHER (PLEASE SPECIFY)	DATE
1	retired	11/2/2024 11:20 AM
2	👴 89 yrs old. Cant access, + not able to get real id.	11/2/2024 7:57 AM
3	Used to use frequently before retirement.	11/1/2024 8:12 PM
4	age	11/1/2024 5:16 PM
5	Don't need	10/12/2024 7:40 PM
6	I don't travel to easily accessible areas	10/12/2024 6:35 PM
7	Sanitary issues	10/12/2024 12:26 PM
8	Not practical for my job.	10/12/2024 8:33 AM
9	We are retired and don't need it	10/8/2024 4:46 PM
10	I carry several hundreds of pounds of materials with me.	10/7/2024 8:16 PM

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11	Doesn't match my needs	10/5/2024 11:56 AM
12	I don't commute to work - public transportation isn't an option for the errands I do.	10/5/2024 8:49 AM
13	my routines are mostly local. I walk daily,	10/4/2024 8:42 AM
14	Absolutely no need for me to use it	10/3/2024 10:35 PM
15	Don't need it	10/3/2024 8:47 PM
16	There is no route that goes from my home to my work.	10/3/2024 8:19 PM
17	My job is 10-15 minutes away. I have to carry a tote bag during my job as a substitute teacher. It is much easier to put all of my gear into my car.	9/30/2024 1:33 AM
18	do not go to work/retired	9/28/2024 5:20 PM
19	Work from home	9/27/2024 10:24 PM
20	unable to physically get on bus.	9/23/2024 11:05 PM
21	Rarely travel	9/23/2024 9:33 AM
22	No direct route to work at odd hours	9/22/2024 11:03 AM
23	We are retired seniors!	9/21/2024 6:01 PM
24	It's too inconvenient for where I want to go	9/21/2024 2:51 PM
25	Dont need to	9/20/2024 9:30 AM
26	No options for the routes I take	9/19/2024 7:59 PM
27	Hauling cargo and tools that could not be accomadated on public transportation.	9/19/2024 7:39 PM

## Q9 Where do you usually charge your vehicle?

Answered: 41 Skipped: 125

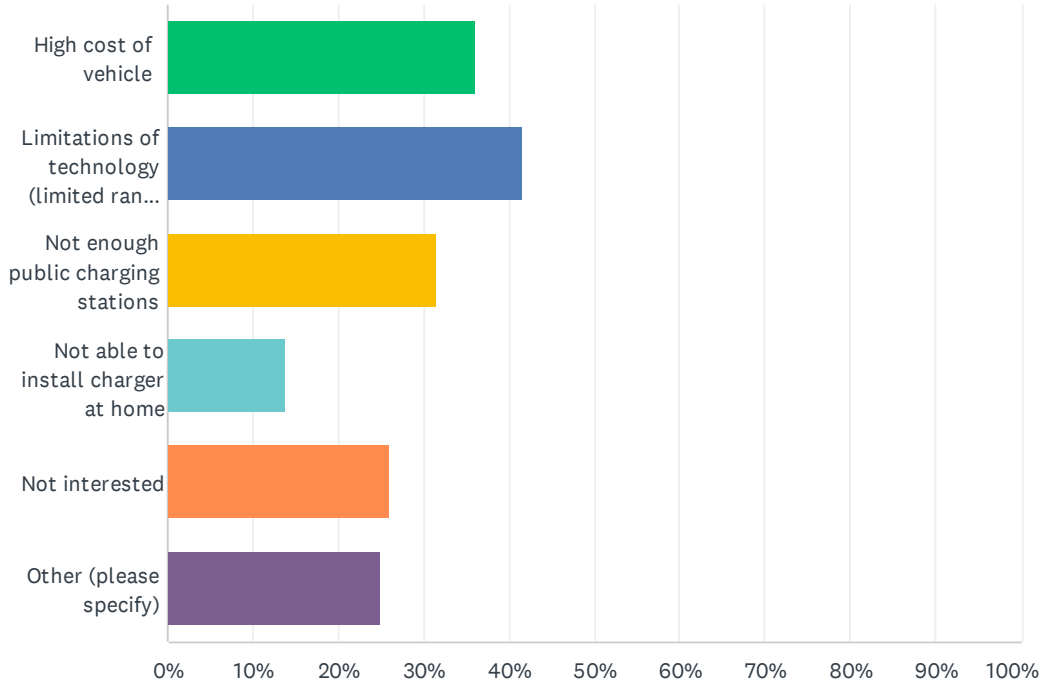


ANSWER CHOICES	RESPONSES	
At home (or other private charging station)	95.12%	39
At work	2.44%	1
Public charging station	2.44%	1
<b>TOTAL</b>		<b>41</b>



## Q10 Are there any issues which keep you from considering an electric or hybrid vehicle (Select all that apply.)

Answered: 108 Skipped: 58



ANSWER CHOICES	RESPONSES	
High cost of vehicle	36.11%	39
Limitations of technology (limited range, long charging times, etc.)	41.67%	45
Not enough public charging stations	31.48%	34
Not able to install charger at home	13.89%	15
Not interested	25.93%	28
Other (please specify)	25.00%	27
Total Respondents: 108		

#	OTHER (PLEASE SPECIFY)	DATE
1	Would consider a hybrid vehicle.	11/4/2024 12:37 AM
2	I keep my cars about 10 years. My next new car will be a hybrid. I would love an all electric vehicle but my building won't install chargers.	11/2/2024 12:39 PM
3	Stopped driving 10 yrs ago.	11/2/2024 7:57 AM
4	Can't hear it running; otherwise, I'd love one.	11/1/2024 6:44 PM
5	Space for my family of 6	11/1/2024 5:55 PM
6	Medical professional, need car for work, basically 34/7. Can't afford charging time.	11/1/2024 5:17 PM

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7	Safety issues in accidents, car completely stops working, technology just isn't fully developed yet	10/12/2024 12:26 PM
8	not ready for a new car yet	10/12/2024 9:12 AM
9	Ensuring batteries and technology are vetted	10/12/2024 7:40 AM
10	We don't plan to change our current cars	10/8/2024 4:46 PM
11	difficulty of installing a charging station in a detached garage	10/8/2024 7:10 AM
12	The type of driving I do makes it impossible	10/7/2024 8:16 PM
13	Our next cars will be ev	10/5/2024 11:56 AM
14	Not buying a new car anytime soon	10/5/2024 1:04 AM
15	spouse has a hybrid that we use for distance travel	10/4/2024 8:42 AM
16	Logistics of getting a charger	10/3/2024 10:20 PM
17	Can't go long distances	10/3/2024 9:45 PM
18	Im planning on purchasing one	10/3/2024 8:42 PM
19	Not time for a new car.	10/3/2024 2:19 PM
20	Technology advancing rapidly, just like PC's and Laptops.	9/30/2024 11:37 PM
21	Im not ready to buy a new car but now that you mention it I will consider buying one in the near future.	9/30/2024 1:33 AM
22	Need charger at home. Probably electrical service change, more amperage. Excessive cost.	9/26/2024 3:21 PM
23	I don't believe that the manufacturing of batteries for electric vehicles is better for the environment. the vehicles don't last as long as gas powered and they are heavier on the roads leading to the need for more road maintenance.	9/23/2024 8:20 AM
24	Dangerous - too heavy and cause catastrophic crashes	9/22/2024 8:00 AM
25	Not sure I want to be sitting on a battery	9/21/2024 2:51 PM
26	don't want one, prefer what I have	9/20/2024 10:18 AM
27	Concerns about sustainability of current batteries. Waiting for technological improvements.	9/20/2024 5:50 AM

## Q11 In a few words, indicate what additional information might help you to consider the purchase of an electric or hybrid vehicle.

Answered: 50 Skipped: 116

#	RESPONSES	DATE
1	Our next vehicle will almost certainly be a hybrid or electric vehicle. More public charging stations would be needed for full electric vehicles.	11/4/2024 11:17 AM
2	More high speed charging stations at RF Town Center, Jewel, Fresh Thyme, and other locations with large parking lots where shoppers spend 30 mins or more.	11/2/2024 12:39 PM
3	Nothing at this time. I am retired and don't use my car a lot.	11/2/2024 9:09 AM
4	🙄!	11/2/2024 7:57 AM
5	Longer range.	11/2/2024 3:41 AM
6	Hybrids are fine, had a Prius previously. Would buy another one....	11/1/2024 5:17 PM
7	none	11/1/2024 5:16 PM
8	None	10/12/2024 12:26 PM
9	I'm ready, but need to wait a few more years for my gas-powered car to be older	10/12/2024 9:12 AM
10	My next one will be, I'm riding out my paid off car til i can't!	10/12/2024 9:05 AM
11	Tax savings. Long term benefits	10/12/2024 7:40 AM
12	None as our ComEd won't be able to handle the loads.	10/8/2024 4:50 PM
13	I would like to know more about the reliability of electric cars vs traditional cars. Would be more interested if hybrid cars cost less than gas cars.	10/7/2024 9:06 PM
14	We had a hybrid that was totalled a few years back, during the Covid car shortage. We were unable to get another hybrid at the time	10/5/2024 1:04 AM
15	waiting for my 2013 car reach end of lifespan before buying a hybrid	10/4/2024 8:42 AM
16	We are educated on it, just does not make sense for our family.	10/3/2024 11:33 PM
17	Perhaps as soon as we can drive from here to California without having to stop to charge the darn cars, or worry that it will need charging in an area where there are no charging stations. I'll stick with my wonderful non-electric car, thank you!	10/3/2024 10:35 PM
18	Any kind of financial support	10/3/2024 10:20 PM
19	not interested	10/3/2024 9:45 PM
20	Last time we shopped for a vehicle, the hybrids were 10-15K more. We'd need a program to bring that differential down to 2K (such as a rebate).	10/3/2024 9:01 PM
21	The end of the life cycle of my current car.	10/3/2024 7:34 PM
22	Information about tax credits	10/3/2024 2:19 PM
23	None really, electricity is limited	10/2/2024 12:19 PM
24	Cost of Solar and home battery technology expense	9/30/2024 11:37 PM
25	Don't tell me what to do/ shame me into something	9/30/2024 12:26 PM
26	None	9/30/2024 12:16 PM
27	lower cost and charger capability	9/30/2024 11:51 AM

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28	More public infrastructure to charge the car, parking spaces to do so in public lots.	9/30/2024 11:16 AM
29	I would like to know whether there is a recycling program for batteries used by electric cars.	9/30/2024 1:33 AM
30	none	9/28/2024 5:20 PM
31	I don't need more info. The electricity fir charging has to come from something. Electric cars are not the environmental saviors they are made out to be.	9/26/2024 3:21 PM
32	need more charging stations	9/24/2024 8:37 AM
33	Not able to spend the money while I have a good car that runs on gas.	9/23/2024 11:05 PM
34	More chargers. That's all. Otherwise I'm sold on EV's.	9/23/2024 9:33 AM
35	I would like to see more sustainable battery manufacturing.	9/23/2024 8:20 AM
36	Not in the market for different vehicle at this time	9/22/2024 6:10 PM
37	None. Don't believe they are any net improvements over ICE	9/22/2024 11:03 AM
38	None. My mind is made up.	9/22/2024 8:00 AM
39	Will not purchase an electric vehicle. They are way too expensive. Not reliable a fir us totally unnecessary. We are retired and no longer travel back and forth to wirk.	9/21/2024 6:01 PM
40	We likely will once they can handle longer ranges.	9/20/2024 1:11 PM
41	I'm really not interested at this time. Limited range and cold weather charging concerns will keep me out of the category for a while.	9/20/2024 12:24 PM
42	don't want one, prefer what I have.	9/20/2024 10:18 AM
43	Detailed cost versus regular car	9/20/2024 9:30 AM
44	more charging stations	9/20/2024 7:02 AM
45	See above.	9/20/2024 5:50 AM
46	When current cars die	9/19/2024 8:07 PM
47	At my age, my vehicle will probably outlast my need for personal transportation.	9/19/2024 7:39 PM
48	Lower prices and more public chargeribg stations	9/19/2024 7:32 PM
49	Improvements in range and battery technology, studies on the impacts of increasing electrical demands and power plant source materials, e.g. shifts to coal or nuclear source material.	9/19/2024 5:57 PM
50	discounts for installing charging stations at home or more throughout the community	9/19/2024 5:52 PM