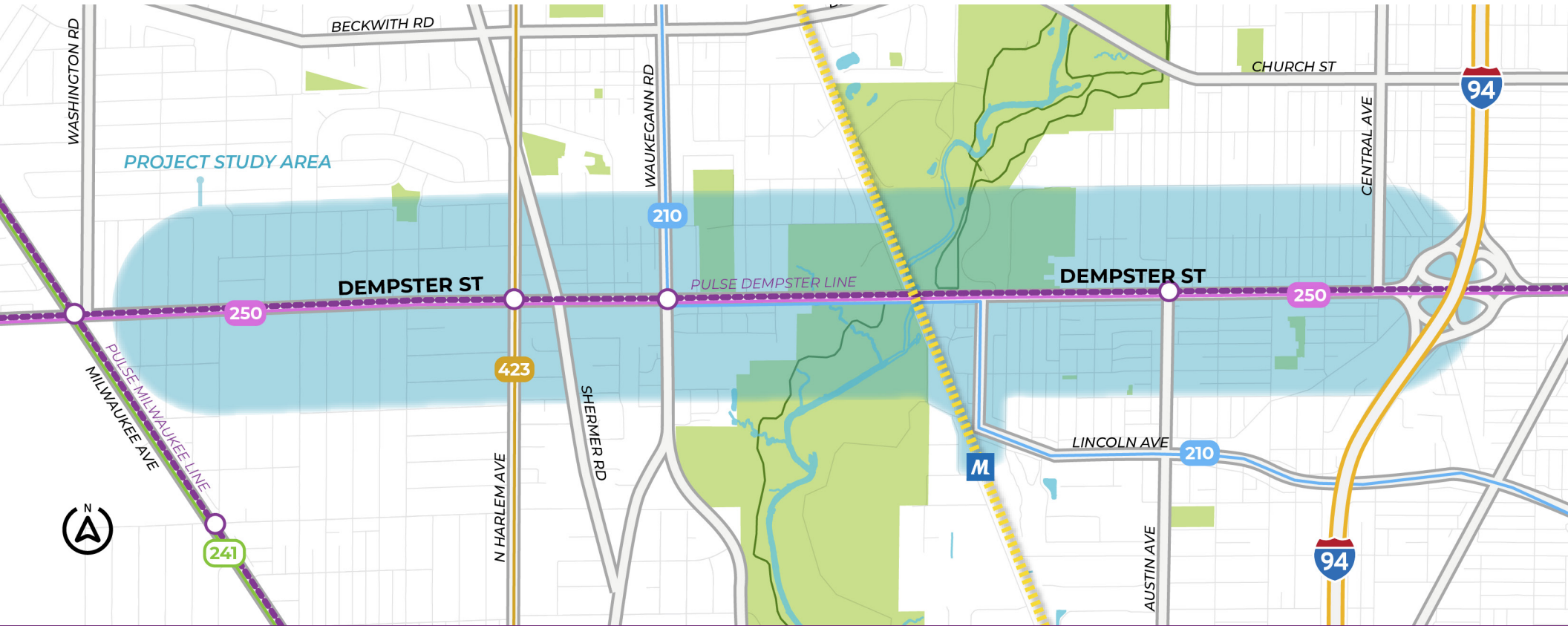


DEMPSTER CORRIDOR PLAN

WHERE COMMUNITY MEETS COMMERCE



Message from the Mayor

The Village of Morton Grove and our partners with the Regional Transit Authority (RTA) are proud to present the Dempster Corridor Plan (Plan). This Plan was spearheaded by our consultant team of Teska Associates, Inc. with TYLin and Egret & Ox Planning. The Plan represents the culmination of countless meetings between consultants and community partners. I also want to thank our residents who attended our community meetings and provided hundreds of comments that guided the development of this work. Through this community engagement we have created the strategies and goals contained in this document that will guide development through one of our Village's most important corridors for years to come. This Plan will become the first step in a renewal effort for the Dempster Street corridor.

My hope is that this becomes a living document that is used by our Boards and Commissions and staff to renovate this corridor while maintaining its unique Morton Grove character with an emphasis on safety and walkability while also reinvigorating the retail and business opportunities for the community.

Jamie Wilho



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Acknowledgments

Thank you to the Morton Grove community for their enthusiasm and participation in the development of the Dempster Corridor Plan.

Project Steering Committee

Mayor Janine Witko
Trustee Ashur Shiba
Trustee Connie Travis
Chris Kintner, ZBA/Plan Commission Chair
Michael Stein, ZBA/Plan Commission
John Pietron, Appearance Commission Chair
Matthew Ingram, Appearance Commission (Former)
and ZBA/Plan Commission
Robert Campenella, Traffic Safety Commission
Ninous Chalabi, Traffic Safety Commission
Marc Fernandez, Economic Development Commission Chair
Lindsey Dahlberg, Economic Development Commission (Former)
and Appearance Commission
Georgie Brunner, Environmental & Natural Resources Chair
Theresa Polyak, Community Relations Commission Chair
Clerk Eileen Scanlon Harford, Advisory Commission on Aging Liaison
Keith White, Traffic Safety Commission Chair (Former) and Trustee
Casey Brazeal, Pace
John Carlisle, Pace
Kyle Sussman, Pace
Megan Miller, Metra
Paul Reise, Metra
Steven Andrews, Metra

Village Staff

Chuck Meyer, Village Administrator
Zoe Heidorn, Director of Community and Economic Development
Anne Ryder Kirchner, Planner/Zoning Administrator
Terry Liston, Corporation Counsel
Brandon Nolin, Community Development Administrator (Former)

Northern Illinois Transit Authority

Michael Horsting, Manager, Local Planning
Alex Waltz, Principal Planner, Local Planning

The Northern Illinois Transit Authority (NITA) is a new transformation of the former Regional Transportation Authority (RTA) responsible for service planning, budgeting, and capital planning at a regional level. This study was funded by a grant from the agency's Community Planning program.

Consultant Team

Teska Associates, Inc.
TYLin
Egret & Ox Planning



PART 1

Corridor-Wide Vision

Introduction

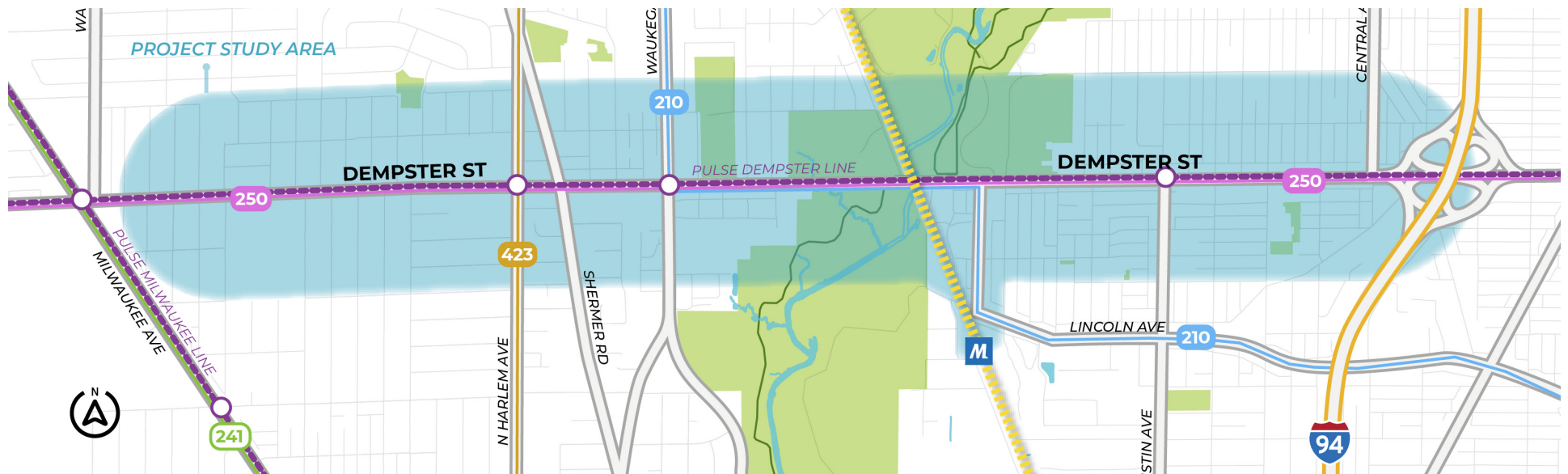
About the Project

The Dempster Corridor Plan establishes a vision for Morton Grove's primary commercial corridor and the backbone of the community. A project of the Village of Morton Grove and the Northern Illinois Transit Authority (NITA), this plan offers recommendations to improve access to transit and existing corridor destinations, reinvest in existing and attract new transit-supportive development, and enhance safety and connectivity for all corridor users, especially transit riders, pedestrians, and bicyclists.

This study covers Dempster Street from Central Avenue in Morton Grove to Milwaukee Avenue in Niles, providing connections to housing, shops and restaurants, doctors' and dentists' offices, schools, and community destinations like Harrer Park and the Civic Center. With four Pace Bus routes and the Morton Grove Metra station, the area is transit-rich and ripe with opportunity.

Launched in 2023, the Pulse Dempster Line now complements the existing Route 250 with faster, more frequent service every 15 to 20 minutes to popular destinations along the corridor between Evanston and O'Hare Airport.

While the majority of the study area is located within the Village of Morton Grove, portions of the study area are located in the Village of Niles or are owned by other entities such as the Forest Preserves of Cook County, Morton Grove Park District, or Metra. The Dempster Corridor Plan will focus on areas within the jurisdiction of the Village of Morton Grove.



INTRODUCTION

Planning Process

A community planning process takes time because it is iterative, guided by public input from start to finish. This project's foundation was built from initial activities including a Steering Committee kick-off meeting, stakeholder focus groups, a community survey, a community-wide visioning Workshop #1, pop-up events, and an existing conditions assessment.

After early steps shaped a vision for the corridor, the project team used input from the community combined with findings from current conditions to develop draft goals and recommendations. These were refined by the project Steering Committee, Village staff, and the RTA before review from the public at Community Workshop #2.

The draft Dempster Corridor Plan pulls all of the planning pieces together into a single document, reviewed by the Steering Committee and the public at Community Open House #3.

This plan is the culmination of an intentional process that incorporates extensive community engagement. Recommendations that will shape the future of Dempster Street include many of the big ideas and small details gathered from public input. The Morton Grove community will be the champions and leaders of plan implementation, and this document is the product of their dedication to this planning process and Dempster's future.

Project & Steering Committee Kick-Off (April - June 2025)

Staff Kick-off Meeting
Project Website & Marketing
Stakeholder Interviews & Focus Groups
Project Steering Committee Kick-Off
Community Survey



Existing Conditions & Goals (June - August 2025)

Research and analyze existing conditions
Community Workshop #1
Pop-Up #1: Morton Grove Days
Pop-Up #2: National Night Out
Steering Committee #2: Existing Conditions & Goals



Develop Recommendations (Sep 2025 - March 2026)

Pop-Up #3: Sustainability Expo
Recommendations Memo
Steering Committee #3: Draft Recommendations
Community Workshop #2: Draft Recommendations



Draft Plan (April - June 2026)

Draft Plan
Implementation Strategy
Steering Committee #4: Draft Plan
Community Open House



Final Corridor Plan (July-Early Fall 2026)

Plan Review and Adoption

Community Engagement

Key Community Input

The corridor planning process included multiple points of outreach to engage the Morton Grove community to provide their thoughts and ideas for Dempster Street Corridor. From three community workshops and multiple pop-up events to a community survey and online feedback, these various points of engagement provide a range of information and ideas to consider for the corridor plan.

The list to the right distills the multitude of community input into common threads, which played an important role in developing the vision for each of the four sub-districts that define the Dempster Street Corridor planning area.



COMMON THEMES

- Safe, walkable, inviting, and aesthetically pleasing streets
- Improve and modernize deteriorated or vacant properties
- More points of interest that invite people to stop and stay on Dempster
- Support for local and unique businesses and destinations such as grocery stores, restaurants, cafes, shops, and events
- New mixed-use and retail development
- More trees for noise reduction, shade, and visual appeal
- Outdoor seating/public gathering/green space
- Better connections for all modes and less traffic congestion
- Reduced vehicle speeding and neighborhood cut through traffic
- Improved safety near railroad and trail crossings near Lehigh Avenue
- Destinations for North Branch Trail users



COMMUNITY ENGAGEMENT

Project Website

The project website served as an online portal for the community to learn about the project, share ideas, view project materials, and stay up-to-date with project news.



6,200+ Page views | **3,600+** Visitors | **260** Ideas shared

DEMPSTER CORRIDOR PLAN

WHERE COMMUNITY MEETS COMMERCE

Ideas Wall
What are your big ideas for Dempster Street? Describe what you think the corridor should look like in 10-20 years. Attach a photo to your comment to share a current condition or outside inspiration!

[Add Idea](#)

Search [] Sort by []

Tree-lined center medians!
Posted by Anonymous | 1 month ago
The center medians on Dempster, Golf, and Waukegan should be tree-lined. Adding trees would significantly enhance the village's curb appeal, creating a more welcoming and vibrant streetscape. Beyond aesthetics, research shows that tree-lined roads naturally encourage drivers to slow down, as greenery within the driver's peripheral vision acts as a subtle traffic-calming measure.

Store Fronts
Posted by Anonymous | 2 months ago
If there are any new small strip developments, they should have parking in front like the one on the south side of Dempster, west of Austin. Storefronts that go up to the sidewalk should be avoided.

Dempster Needs More Parking!
Posted by Anonymous | 2 months ago
No wonder businesses keep closing on Dempster: there are very few places to park near the majority of stores. If you have to park way down a side street and walk back to a store, there's a small chance you're going to frequent that store. Negotiate with the companies that DO have parking (there's a huge lot on the NE corner of Dempster and Menard that is always empty) to make them open to everyone and you might help solve the problem. And

Install roundabouts
Posted by Anonymous | 3 months ago
Adding roundabouts to Dempster. Had a similar road where I grew up that got converted to roundabouts. I will say that people did not like the idea at first, but now, many years later, they seem much more positive about them. It would aid

Marker Categories

Browse the categories below and think about your ideas for Dempster Street. Then pan the map or search for an address to locate the area in which you want to post a comment. Click the blue "Add Marker" button, select your category, and share!

- Place I Love!**
Drop this pin for a location that you love and let us know why it's great!
- Business/Development**
Drop this pin to add ideas about economic development.
- Needs Improvement**
Drop this pin to signify a place that could use some improvement and tell us why.
- Transportation Issue**
Drop this pin to identify where improvements are needed for pedestrians, cyclists, transit users, and/or drivers.

For help using this map, please see the [instructions](#).

[Add Marker](#)

What community members shared:

Select quotes from Comment Map and Ideas Wall (via the project website)

"Utilize shared-parking strategies across retail, transit, and civic uses to reduce overall lots."

"Convert single-story strip-zoned buildings into ground-floor retail with upper-floor offices or housing, breathing life into otherwise stale block."

"The general building styles, accessibility, and density is out of date. Not inviting for the thousands of Dempster drivers each day."

"Improve pedestrian access from/to MG Park District facilities and Sawmill Station."

"Make Morton Grove a place to meet and hang out with friends and neighbors."

"As a pedestrian living on Birch Ave, I do not feel safe crossing Dempster Street with the volume of traffic during the day."

"Morton Grove needs a downtown. Place where people can walk, others can come with the train."

"Make MG the jewel at the center of the trail that is used March through November."

"What about a mini-mall of sorts with different vendors/booths-- could be a pop-up type thing where the rotate, or some constants like a coffee shop, small thrift store, book store, etc."

"Utilize shared-parking strategies across retail, transit, and civic uses to reduce overall lots."

"Requiring greenery between the busy traffic lanes and the sidewalk would encourage pedestrian traffic."

COMMUNITY ENGAGEMENT

Community Survey

A survey was developed as one of several outreach and engagement activities. Open for approximately six weeks — from June 25 to August 3, 2025 — the survey was widely promoted at the first community workshop, via the Village website, at Morton Grove Days, and on various community Facebook groups. Survey results helped to inform corridor recommendations provided in this plan.

348
Survey responses

2 of 5
Respondents have lived in MG for 20+ years

1 of 5
Respondents have lived in MG for less than 5 years

Key Themes & Findings



More points of interest that invite people to stop and stay on Dempster

Increase variety of shopping, dining, and entertainment destinations, particularly those that are family-friendly and cater to all ages. Overall, respondents want attractive and community-oriented spaces with convenient parking.



Safe, walkable, and attractive streets that are pedestrian-oriented

Create a sidewalk environment that encourages people to walk along Dempster and feel safe doing it. Consider how accessible infrastructure, streetscape improvements, and signage/wayfinding can enhance street and sidewalk activity.



Fill in the gaps to create a bustling, vibrant corridor

Underutilized or vacant space/storefronts on Dempster have the potential to be mixed-use development that targets housing for people who work in Morton Grove and young professionals.



Better connections and less traffic congestion for all modes of transportation

Whether traveling by car, bike, bus, or walking, respondents want to see reduced and slower traffic on Dempster. Other ideas for improving the mobility experience included bike lanes, traffic calming, speed reduction, signage, and more convenient public transit.



Q1 What are three words you would use to describe the Dempster Corridor today?

Note: Only the top 15 most frequent words are listed below.



Q2 What are three words you would use to describe the Dempster Corridor you desire to see in the future?



COMMUNITY ENGAGEMENT

Steering Committee

The project was guided by a Steering Committee that included representatives from the Village Board, Village Committees and Commissions, RTA, Pace, and Metra. In addition to overseeing the planning process to provide feedback and guidance, Steering Committee members served as ambassadors for the project to the Morton Grove community, letting their networks know about meetings and other ways to engage with the planning process.

MEETING #1 6/18/25

Presented preliminary existing conditions analysis; discussed preliminary corridor issues

MEETING #2 8/28/25

Presented findings from survey and other outreach; discussed preliminary goals

MEETING #3 1/22/26

Presented draft goals and objectives; shared drafts of the design toolbox and opportunity site concepts

MEETING #4 6/17/27

Presented draft Dempster Corridor Plan following an open house with the community

Focus Groups

Community input was informed by various methods, including a series of focus groups and one-on-one interviews with stakeholders who know the Dempster Street Corridor well and represent various segments of the community who engage the corridor in different ways. The four stakeholder groups offered varying insights, including potential opportunities to explore for Dempster Street as highlighted below.

BUSINESSES

- Main Street character for Dempster
- Support for property owners
- More event spaces

SCHOOL DISTRICTS

- Spaces and businesses catering to youth
- Safe road crossings
- “Downtown feel”

PARKS AND ENVIRONMENT

- Amenities for trail users
- More trail connections
- Potential nature center

HOUSES OF WORSHIP

- Major focal point at Dempster and Menard
- Elevation of local diversity
- More housing options



Coordination with Metra and Pace

As a transit-oriented corridor with access to Metra commuter rail and Pace bus routes, the study area includes land that is devoted to Metra use, including the new train station and commuter parking lots. This area has wide-reaching impact as a local anchor, drawing residents from throughout Morton Grove and neighboring areas like Skokie and Niles that do not have their own Metra stations.

COMMUNITY ENGAGEMENT

Community Workshops

Community members had the opportunity to engage with the project and share their feedback on preliminary corridor plan elements at three community workshops. All three workshops were well attended, which accentuated the interest and excitement the Morton Grove community had to engage with and contribute to the creation of the Dempster Corridor Plan.

WORKSHOP #1 6/25/25

Attendees shared and discussed their ideas for improving Dempster as a safer and more vibrant destination and community hub.



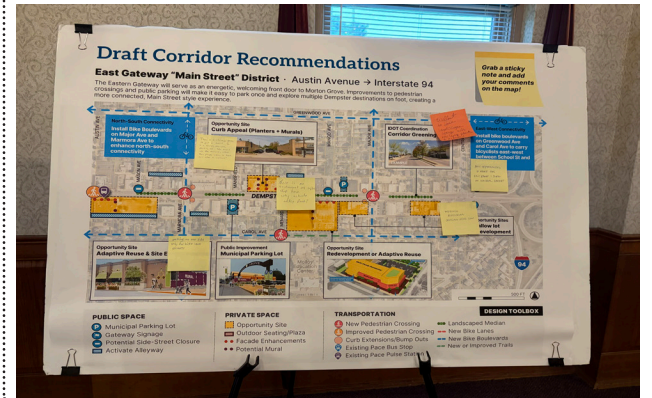
WORKSHOP #2 3/19/26

With a gallery of exhibits, attendees shared their input on transportation, corridor design, and opportunity site concepts for Dempster.



WORKSHOP #3 6/17/26

The third community workshop provided opportunities for the public to review and comment on the draft Dempster Corridor Plan.



COMMUNITY ENGAGEMENT

Pop-Up Events

The project team expanded its outreach beyond focus groups, community workshops, and online engagement by setting up a pop-up booth at local events to engage community members in spaces where they are already out and about. Pop-up events served as unique opportunities to hear from people who may not engage in traditional ways but still offer valuable thoughts.

COMMUNITY FEEDBACK | POP-UP EVENT QUOTE

“ I would like to see an ice cream shop, bookstore and a higher-end grocery store. We need to ensure people stop at stop signs and the area is safe for pedestrians. ”

MORTON GROVE DAYS 7/3/25



NATIONAL NIGHT OUT 8/5/25



SUSTAINABILITY EXPO 9/15/25



Policy Framework for the Dempster Corridor

A policy framework for the Dempster Corridor Plan includes a vision statement (right), and goals and objectives for the corridor's three primary issue areas: land use, economic development, and transportation (see following pages). Based on the existing conditions analysis and community engagement, the goals and objectives set the stage for more detailed recommendations and exhibits found in Part 2 of this document, the Sub-District Plans, which cover land use and development, corridor improvements, opportunity site concepts, and transportation access, safety, and mobility.

Goals are aspirational statements that broadly describe what the plan seeks to achieve in the future. **Objectives** are the actionable steps recommended to advance each goal.

Vision Statement

The Dempster Corridor is a safe, walkable, and inviting destination with attractive streetscapes, vibrant local businesses, and welcoming public spaces. Modernized buildings, new residential and commercial development, and dedicated people places create a lively and comfortable environment that encourages visitors to linger. Convenient Pace bus service, a new Metra station, safe pedestrian crossings, and streamlined trail crossings make the corridor easy to navigate for all. Dempster Street serves as both a community hub and a regional gateway for residents, visitors, and trail users.

DINE ON DEMPSTER IN MORTON GROVE!

Morton Grove's Dempster Street is home to an eclectic mix of dozens of restaurants. Hop on Route 250 or the Pulse Dempster Line to enjoy falafel and sushi, steaks and gyros, Korean bbq and fine Italian, and much more!



DEMPSTER CORRIDOR PLAN

WHERE COMMUNITY MEETS COMMERCE

Dempster Street isn't just a great place to grab a bite. It's where Morton Grove shops, rides, and connects.

Visit PlanDempster.org to learn more about our planning process and give your input!



Banner ads were installed on Pace buses that ran throughout the Northwest region which advertised how to connect to the Dempster Corridor Plan

Land Use

Corridor Context

Major roadway corridors like Dempster Street are typically viewed as being commercial corridors given their high traffic counts, visibility, and access to other arterials and interstates connecting to the regional roadway network. The segment of Dempster Street in Morton Grove fits this description with its significant commercial base, including connectivity to other arterials like Milwaukee Avenue and Waukegan Road and the I-94 interchange.

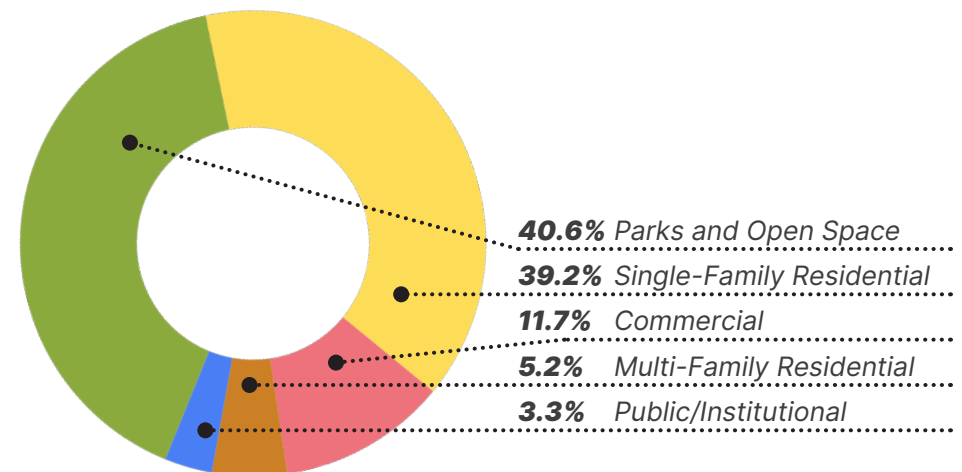
Dempster Street stands out from other commercial corridors by also having a very diverse land use composition. The future land use along the Dempster Street Corridor is expected to maintain a generally similar combination of commercial, residential, mixed-use, public/institutional uses, parks and open space. However, the intent of the Dempster Corridor Plan is to convert vacant and underutilized properties into more productive uses that complement existing uses, expand retail and housing offerings, and enhance the vitality of the corridor:

- Larger opportunity sites such as those at the Dempster/Menard and Dempster/Austin intersections (see Opportunity Site Concept Plans 1 and 2 on pages 58 and 71) offer the potential for mixed-use development that provide residential units above ground-floor retail.
- Another large opportunity site south of Dempster Street and west of Waukegan Road (see Opportunity Site Concept Plan 3 on page 72) has potential to add multi-family residential development to further expand the diverse housing options in this section of Morton Grove.

- Smaller opportunity sites provide potential space to incorporate new commercial, residential, or mixed-use through infill development, site redevelopment, or adaptive reuse.
- Plans are underway to move Village Hall and the Police Department to Dempster Street between Fernald Avenue and Georgiana Avenue, which will expand the civic campus along the corridor that already includes the Civic Center, Historical Museum, American Legion, Harrier Park, and Linne Woods Forest Preserve.

Each land use type is described in the following pages along with the Existing and Future Land Use Maps. The Future Land Use Map includes proposed changes in land use based on the Sub-District Plans, an analysis of vacant or underutilized properties, results of the community engagement process and the market analysis that was undertaken as part of the plan.

Figure 1.1: Future Land Use Composition



Commercial

- Businesses, restaurants, and services will continue to be the predominant use directly fronting Dempster Street, particularly to take advantage of access, visibility, and Dempster's appeal as a commercial corridor.
- Most commercial uses are located on single blocks fronting Dempster as either standalone buildings or within multi-tenant buildings.
- Larger sites like Village Plaza, Sawmill Station, Moretti's, and the newly expanded Napleton Honda continue to be major commercial destinations.
- The 6% commercial vacancy rate is an indicator that the corridor is generally attractive to businesses, although several prominent sites are vacant. Strategies to modernize spaces, improve pedestrian safety, and encourage visitors to stay on the corridor will add to Dempster's appeal.

Residential

- While single-family homes comprise a majority of the housing stock on interior blocks, multi-family residential options are in demand for Dempster Street and the Metra Station area. The Residences at Sawmill Station serves as a catalyst for additional multi-family offerings, either as standalone residential buildings or as part of mixed-use developments.
- New housing development will continue to expand the diverse housing mix in the corridor area. Adjacent neighborhoods include single-family homes on small lots. A mix of townhome and multi-family properties characterizes the areas near the Metra station and Sawmill Station.
- The prominence of residential uses in the study area provides a nearby customer base for businesses, ridership base for Pace and Metra, and support for schools, houses of worship, and other civic services.

Mixed-Use

- Mixed-use development typically includes residential uses and commercial spaces, particularly in a compact, walkable area served by transit.
- A few vertical mixed-use buildings (see definition below) are interspersed along Dempster Street. Concepts for opportunity sites at the Dempster/Menard and Dempster/Austin intersections (see Opportunity Site Concept Plans 1 and 2 on pages 58 and 71) would expand mixed-use development along the corridor.
- Sawmill Station is a modern mixed-use development in a horizontal format. A few opportunity sites in and around Sawmill Station offer potential to further enhance this mixed-use district.
- Appropriateness of mixed-use depends on site characteristics and village review on a case-by-case basis.



What is mixed-use? According to the RTA's Transit-Friendly Communities Guide, mixed-use is defined as a mix of land uses within a building, block, or neighborhood that reduces car dependency and creates dynamic spaces. Mixed-use development typically takes two forms: (1) vertical mixed-use with commercial on the ground-floor and residential units above; and (2) horizontal mixed-use with separate residential and commercial uses that is often developed through a master planned approach.

LAND USE

Public/Institutional

- Public/institutional uses accentuate the importance of providing safe access and mobility for people of all ages, abilities, and modes of transport. Pedestrian safety improvements recommended in this plan will help:
 - Students and families who travel in the corridor at peak times for morning dropoff and afternoon pickup. Safe access is also important for older students who seek places along the corridor to gather and participate in activities after school.
 - Congregants of local houses of worship who live in the neighborhoods and walk to services. Members of the Muslim Community Center (MCC) also walk to several Halal businesses on Dempster.
- The future Village Hall site will add to the corridor's public/institutional mix, particularly expanding the civic campus with the Civic Center, Historical Museum, American Legion, Harrier Park, and Linne Woods Forest Preserve.

Parks and Open Space

- Parks and open space comprise a significant portion of the land use mix in the corridor area, which is a unique aspect of Dempster Street.
- Pedestrian and bike infrastructure improvements recommended in this plan are intended to improve safe access to these parks and open spaces, which would help boost the vitality of Dempster by enabling parks and open space users to safely access nearby businesses.
- Proposed bike lanes and bike boulevards will enhance the bike infrastructure network anchored by the North Branch Trail, which is one of the most used trails in the Forest Preserve's system.
- While the existing parks and open space network will primarily stay the same, new spaces like plazas, patios, and green spaces will further enhance the system of shared spaces that people can use for recreation and social engagement.

Metra Station

As a transit-oriented corridor with access to Metra commuter rail and Pace bus routes, the study area includes some land that is devoted to Metra use, including the new train station and commuter parking lots. This area has wide-reaching impact as a local anchor, drawing residents from throughout Morton Grove and neighboring areas like Skokie and Niles that do not have their own Metra stations.



Figure 1.2: Existing Land Use Map

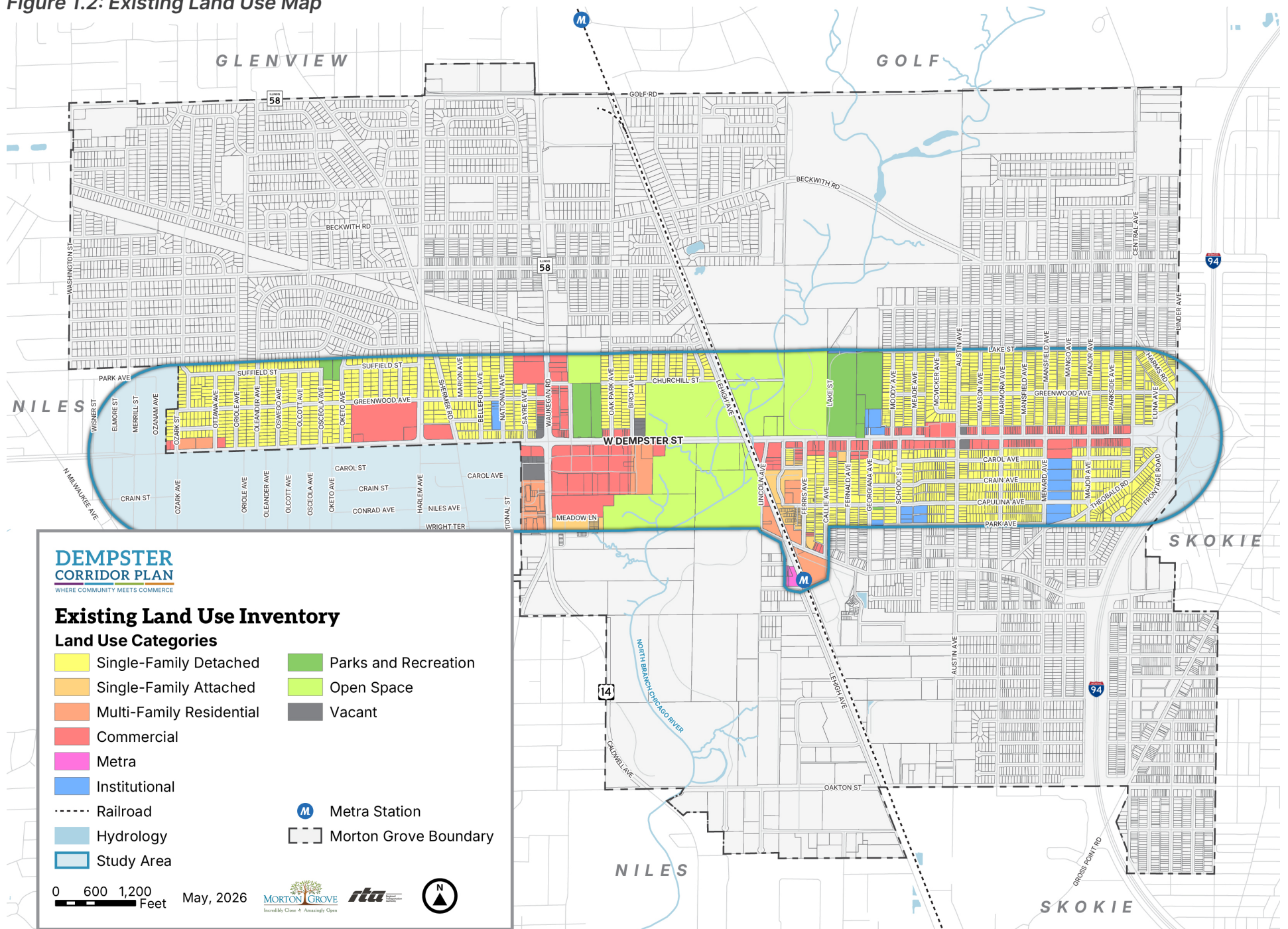
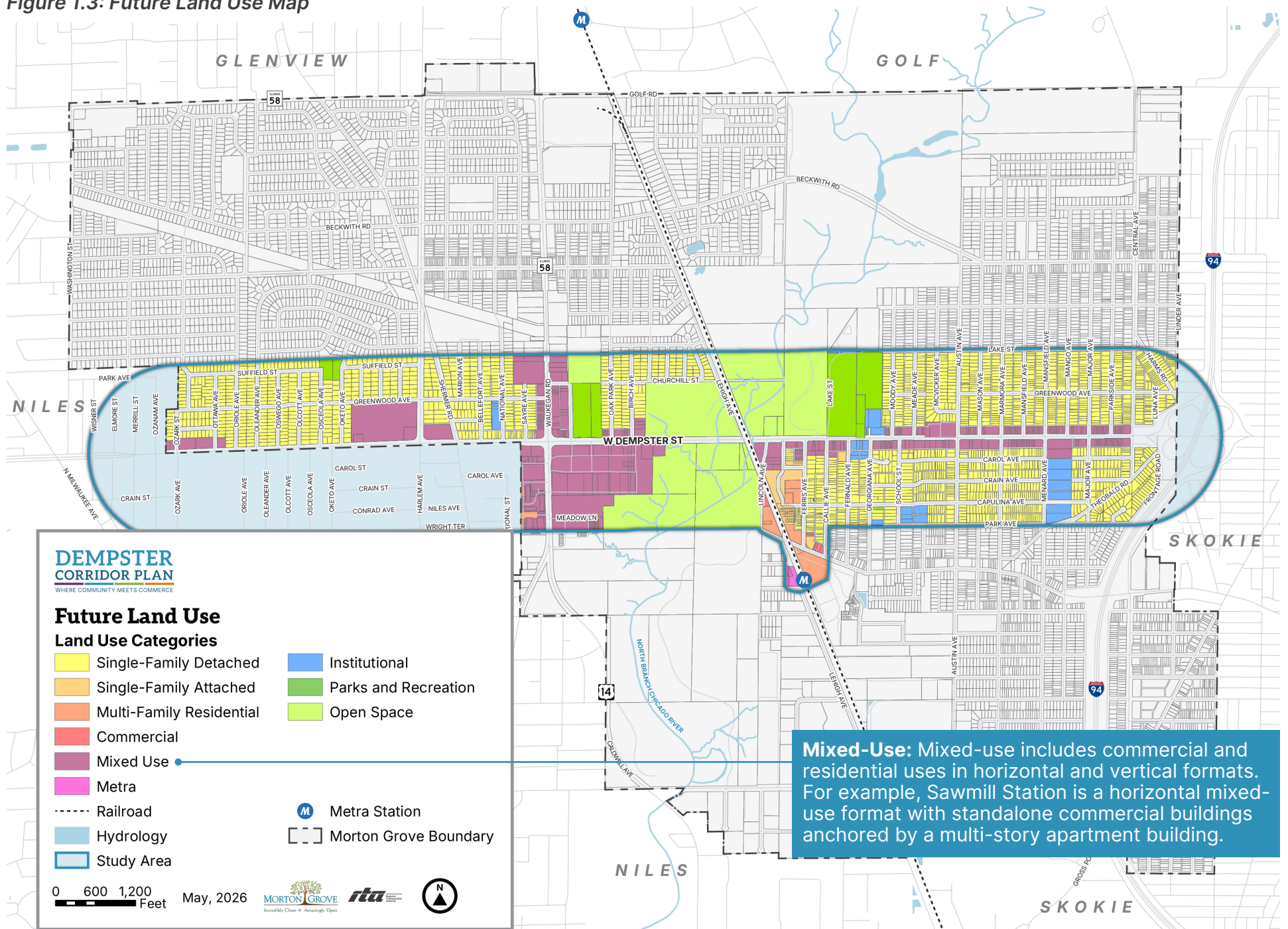


Figure 1.3: Future Land Use Map



Mixed-Use: Mixed-use includes commercial and residential uses in horizontal and vertical formats. For example, Sawmill Station is a horizontal mixed-use format with standalone commercial buildings anchored by a multi-story apartment building.

DEMPSTER CORRIDOR PLAN
WHERE COMMUNITY MEETS COMMERCE

Future Land Use

Land Use Categories

- Single-Family Detached
- Single-Family Attached
- Multi-Family Residential
- Commercial
- Mixed Use
- Metra
- Parks and Recreation
- Open Space

- Railroad
- Hydrology
- Study Area
- Metra Station
- Morton Grove Boundary

0 600 1,200 Feet

May, 2026

LAND USE GOAL 1:

New commercial, residential, and mixed-use developments along Dempster Street and near the Metra station will contribute to an active and vibrant corridor with residents who can walk, bike, or take transit.

1. Work with property owners and developers to pursue well-designed, walkable redevelopment projects that provide tax-generating uses that draw customers and visitors to the study area
2. Foster development designs that address constraints such as shallow lot size, limited curb cuts and adjacency to single-family neighborhoods
3. Pursue appropriate rezoning and planned developments that meet the goals of the corridor and provide public benefits such as open space, plazas, wider sidewalks and enhanced landscaping
4. Support new development that provides modern spaces for uses such as grocery, coffee shops, convenience stores, and restaurants near the Metra station and Pace Pulse stations
5. Develop policies for the use of public incentives for land acquisition and development assistance for projects that meet the Village's objectives for the study area



Conceptual example of potential mixed-use redevelopment on Dempster Street that could provide tax-generating, ground-floor commercial with residential uses above. Mixed-use buildings can help to support the corridor's population with daytime and evening foot traffic. This concept also depicts gathering spaces tucked away from Dempster's vehicular traffic, with a central courtyard in between the retail storefronts plus additional sidewalk seating facing the side street. These design elements can help foster a more pedestrian-oriented, walkable feel along the corridor. See more details of the Opportunity Site 2 Concept on page 71.



Shallow lot development is a unique challenge along Dempster Street, particularly in the Main Street District. Commercial uses along the Main Street District are primarily single-story structures on shallow lots often with parking in front yielding little room for pedestrians or open space. Many of these shallow lots are adjacent to single-family neighborhoods that present challenges for redevelopment. Creative architecture can be an effective means to address shallow lot depths, particularly by placing the building near the sidewalk with added landscaping and pocket open spaces. For example, a building with a recessed façade includes a cut out for bench seating (bottom left). A building on a shallow lot can carve out a corner for public space, seating, and public art (bottom right).

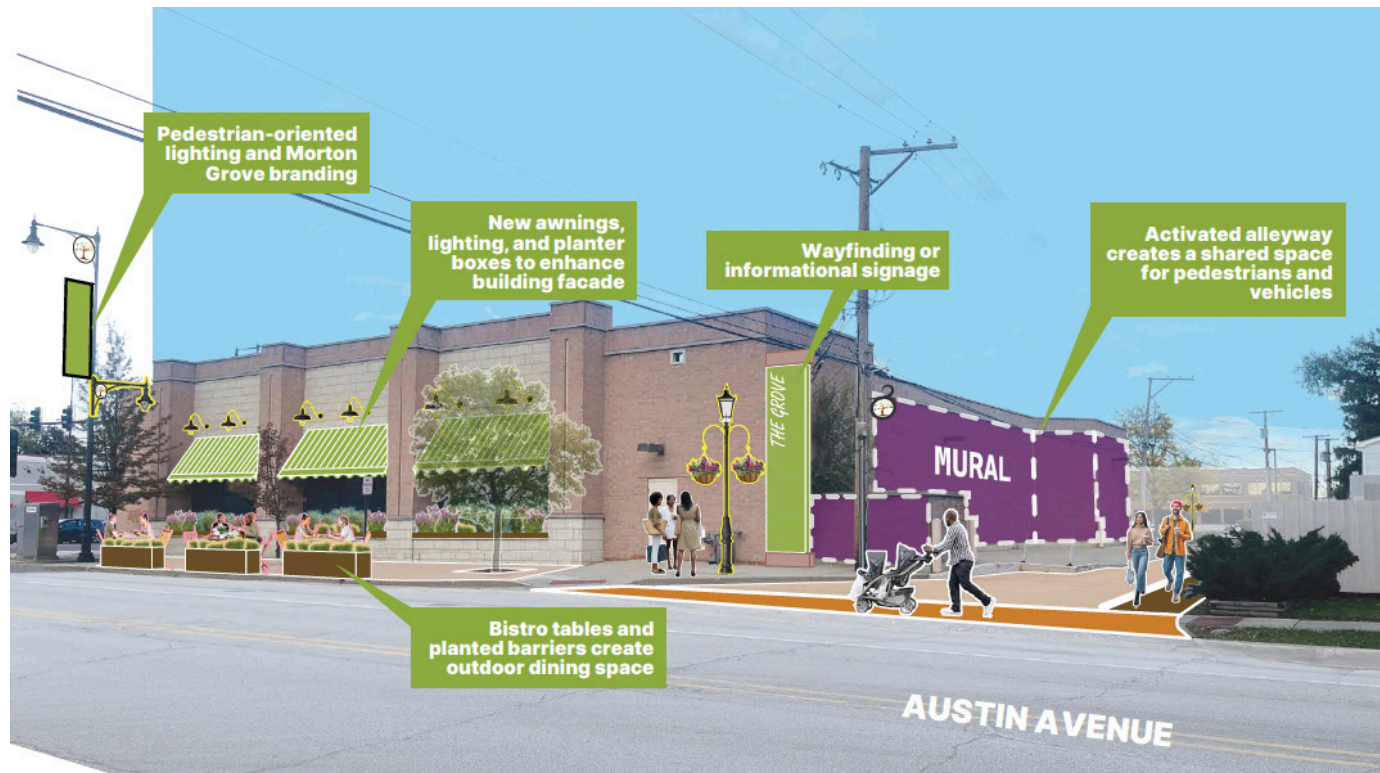
LAND USE GOAL 2:

Existing retail spaces will be modernized and filled with attractive businesses and restaurants that draw residents and visitors to Dempster Street.

1. Promote the leasing and purchase of vacant spaces with new or expanding businesses
2. Expand the existing façade improvement program
3. Evaluate new grants or incentives to support property owners with renovations to modernize their spaces to be “occupant ready” and attract new sales-tax generating users to fill vacancies
4. Encourage adaptive reuse to convert underutilized spaces into reimagined formats that attract new tenants seeking modernized spaces and amenities
5. Identify and allocate space for periodic food truck events and pop-ups



Above: Example demonstrates the impact that façade enhancements can have on a building and streetscape environment.



Left: Illustrative enhancements to a currently vacant building and alleyway at Dempster Street and Austin Avenue. Simple improvements like adding window awnings, planter boxes, and sidewalk bistro tables with planted containers can turn the building into a place that people want to visit. The public space and alleyway can be activated as a pleasant passageway with decorative pavement, a wall mural, signage, and lighting.

LAND USE GOAL 3:

Dempster Street will be the heart of Morton Grove as a central hub for community and civic uses, public spaces, and activity.

1. Build upon the relocation of Village Hall and Police Department to the 6200 block of Dempster Street to further expand this area as a unified civic campus and recreation area along Dempster Street with the Civic Center, Historical Museum, Harrer Park, and Linne Woods Forest Preserve across the street
2. Dedicate space for plazas, patios, and green spaces in the Study Area, including the potential to repurpose certain parts of the public right-of-way
3. Provide support for restaurants and cafés to add outdoor seating areas and exterior pedestrian service windows
4. Seek opportunities for public art along the corridor, which could include murals, sculptures, bus stop activations, light pole decorations, etc.



With the future Village Hall and Police Department set to relocate to Dempster Street between Fernald Avenue and Georgiana Avenue along the south side of Dempster Street, this addition of municipal government and public safety will further enhance the civic campus directly across Dempster Street. As shown above, the civic campus already includes the Civic Center and Historical Museum, which are adjacent to recreational areas including Harrer Park, Harrer Pool, and Linne Woods Forest Preserve. A strong civic presence is often a hallmark of main streets. Visitors to civic venues help increase the customer base for businesses, restaurants, and services along Dempster. They can also boost transit ridership, particularly for the Pace routes along Dempster Street.

COMMUNITY FEEDBACK | ONLINE ENGAGEMENT QUOTES

“Morton Grove needs a place where people can walk, others can come with the train. Thinking of ice cream, restaurants, cafes, crepe shop, bookstore, bars...a blend of essential stores and unique local businesses.”

“Morton Grove needs a walking area with restaurants, bars, coffee cafe, cute shops. Events should be held with wine walks, holiday themed events coordinated with all of the businesses. Make Morton Grove a place to meet and hang out with friends and neighbors.”

LAND USE GOAL 4:

Dempster will provide a range of spaces for entrepreneurs and small businesses to get established and branch out as they grow.

1. Develop a strategic approach to provide short-term solutions for smaller vacant spaces, such as pop-up businesses, restaurants, and art installations, while fostering long-term occupancy by permanent businesses
2. Match local businesses to available retail rental spaces
3. Seek to locate co-working and shared office spaces on second stories, where available, or renovated properties via adaptive reuse
4. Consider supporting use of one of the corridor's vacant or underutilized sites to establish a business incubator with small shop spaces for rent for entrepreneurs, startups, and small businesses to get grounded in the community before branching out into larger spaces

COMMUNITY FEEDBACK | ONLINE ENGAGEMENT QUOTES

“ **Convert single-story strip-zoned buildings into ground-floor retail with upper-floor offices or housing, breathing life into otherwise stale blocks.** ”

“ **Desire to redevelop vacant properties and add new mixed-use or retail development.** ”



Vacant and underutilized sites along the corridor create spaces to explore the type of short- and long-term solutions to support local businesses. This can include expanding the Village's existing façade grant program, adding landscaping, improving storefronts and assistance with marketing the properties.



AMLI Evanston is a mixed-use development with ground-floor commercial and apartments above. The businesses have enhanced façades that emphasize business signage areas, canopies, and large windows for greater transparency and ambient lighting that reflects outward to the sidewalk area. Similar enhanced façades can be adapted to single-story buildings, whether they are new construction or improvements to existing properties.

LAND USE GOAL 5:

Residential options along the corridor will contribute to Morton Grove's overall housing stock to meet different needs, incomes, and life stages and support Dempster Street businesses.

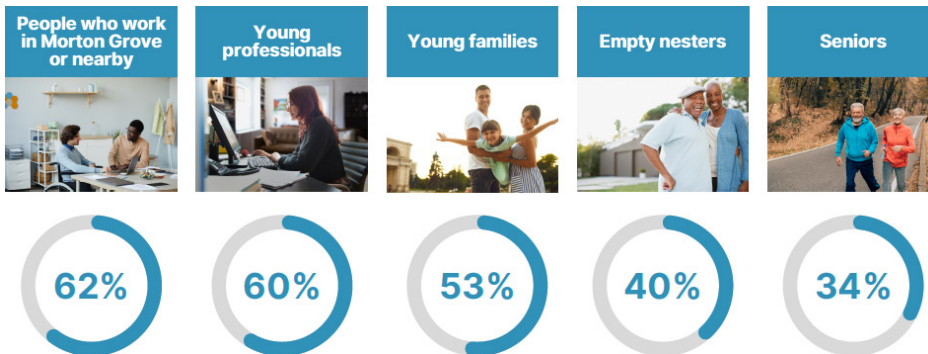
1. Seek opportunities to add new multi-family and mixed-use developments that provide high quality housing and commercial space
2. Consider the needs of older adults as part of new housing development, such as options that provide elevator buildings, first-floor units, and independent and assisted living options
3. Attract missing middle housing types, such as townhomes and small-scale multi-family, to the areas near the Metra station
4. Establish programs to support home maintenance and housing rehabilitation support for seniors in existing homes
5. Consider establishing Village policies and regulations, including zoning code amendments, to allow accessory dwelling units (ADUs) in the residential neighborhoods around the corridor and near the Metra station



Conceptual development for multi-family residential on a vacant site on the west side of Waukegan Road across from Sawmill Station and south of Dempster Street. This potential multi-family residential development would provide high quality multi-family units. Sidewalk extensions and an enhanced crosswalk would enhance connectivity to Sawmill Station and pedestrian access to cross Waukegan Road safely. Other sites along Dempster could provide a range of new housing types including senior housing, apartments, and, depending on market conditions, condominiums.

COMMUNITY FEEDBACK | SURVEY FINDINGS

Which groups do you think might be interested in future housing opportunities along Dempster?



LAND USE GOAL 6:

Promote excellence in design for new development and redevelopment that is transit-supportive and enables easy use of transit to access shops, services, and other amenities.

1. Update the Village of Morton Grove Unified Development Code to incorporate best practices for bike facilities, road right-of-way, public areas, gateways and signage, and landscaping
2. Create a mixed-use overlay zoning district for the Main Street portion of Dempster Street between the railroad tracks and I-94. (See Main Street Sub-District section in Part 2)
3. For multi-story development, encourage active ground-floor uses with residential above, human-scale density facing the street with taller stories stepped back, parking to the rear or side of buildings, and points of entry and public spaces that connect directly to the sidewalk and bus stops/stations
4. Encourage storefronts and entrances oriented toward sidewalks, parking to the rear or side of buildings, pedestrian-scaled signage and lighting, and the integration of streetscape and public space amenities
5. Concentrate higher-density housing near Pace Pulse stations and the Metra station with direct pedestrian access, street-facing entrances, revised parking standards, and integrated open space and transit-friendly amenities, such as shaded seating, secure bike parking, landscaping, and public art



Top: Example of design principles in a mixed-use development that includes pedestrian amenities, seating areas, landscaping, human-scaled development, signage for parking and improved crosswalks.

Corridor-Wide Zoning Recommendations

These corridor-wide recommendations for the Village of Morton Grove Unified Development Code (UDC) are intended to facilitate implementation of the goals and objectives of the plan, as summarized below. In addition, an Overlay District is recommended for the portion of the Main Street Sub-District which is described in Part 2 of this plan.

Bike Lanes, Bike Boulevards, and Multi-Use Paths

- Add standards for bike lanes, bike boulevards, and multi-use paths in Chapter 5-2: Traffic Control and Chapter 5-11: Bicycles

Road Right-of-Way

- Add standards for restricted left turn lanes in Chapter 5-2: Traffic Control and Section 12-9-2: Street Design Standards
- Add standards for curb extensions/bump-outs in Chapter 5-2: Traffic Control and Section 12-9-2: Street Design Standards
- Add standards for use of potential side street closures for functional, non-vehicular use in Section 12-9-5: Vacation of Public Right of Way

Public Areas

- Add standards for signage and landscaping within public parking lots in Section 12-7-4: Off Street Parking Design Standards
- Add standards for activated alleyways in Section 12-9-3: Alleys, Sidewalks, Pedestrian ways, and Driveways
- Maintain existing pedestrian-oriented lighting standards in Section 12-12-3: Lighting
- Maintain existing standards for streetscape elements in Section 12-12-4: Miscellaneous Structures and Street Furniture

Landscaping

- Add standards for landscaped medians in Section 12-9-2: Street Design Standards and Chapter 12-11: Landscaping and Trees

- Ensure tree and plant species are salt tolerant (Section 12-11-3)

Gateways, Wayfinding, and Other Signage

- Add standards for gateway and wayfinding signage in Chapter 10-10: Sign Regulations, particularly Section 10-10-7:G (Ground Monument Signs and Pylon Signs)
- Add additional standards to properly regulate and provide guidance on acceptable sign types, colors, and materials in Section 10-10-6: General Sign Regulations and Section 10-10-7: Regulations by Type of Sign, including specific signs like illuminated signs (Section 10-10-7:B), projecting signs (Section 10-10-7:E), wall signs (Section 10-10-7:F), and ground monument signs (Section 10-10-7:G)
- Provide clarifying language for murals and public art as “signs that are painted directly on any part of a building or fence” in Section 10-10-5: Prohibited Signs, including whether or not murals or other public art are exempted if not directly painted on any part of a building or fence
- Consider prohibiting or further restricting electronic messaging signage within the “Main Street” Overlay District to better preserve a cohesive, pedestrian-oriented character. Such signage can introduce visual clutter, distraction, and a more auto-oriented aesthetic that may be inconsistent with the desired traditional streetscape. Limiting or eliminating these signs can help maintain a more timeless, human-scaled environment that supports walkability and reinforces the

Economic Development

Corridor Context

As one of the region’s primary commercial corridors, Dempster Street serves as a key east-west arterial between I-94, the communities of Niles and Park Ridge, and I-294, providing convenient access to O’Hare International Airport. As such, the corridor is a magnet for a variety of types of businesses. In addition, Dempster Street serves a myriad ethnic cultures that have diversified the restaurant and business offerings along the corridor. The statistics highlighted to the right were generated from a market assessment that was compiled to inform this plan and shared with the community to inform land use and economic development decisions. Key market assessment findings are provided in the following pages.

The commercial character of the corridor has evolved over time with a mix of small retail strip centers and standalone businesses representing locally owned enterprises and national brands. Some businesses like Moretti’s and Napleton Honda have invested in improving their properties and boosted the vitality of the corridor as a regional destination. Sawmill Station expanded the business mix along Dempster in a mixed-use format that not only elevated Morton Grove’s economic positioning by modernizing a commercial center but also included luxury apartments at the Residences at Sawmill Station that is highly successful and fully leased.

The economic development goals and objectives in this section are intended to further boost the business mix, attract investment through new commercial and mixed-use spaces, capitalize on the non-commercial assets that attract people to the area, and market the corridor to encourage people to stay longer when they visit the Dempster Street Corridor.

\$200M

Retail capture in the corridor’s primary trade area (5-10 minute drive time) indicating customers visit Dempster from a larger area

\$69.5M

Projected maximum amount of projected retail sales growth (25% capture rate) that Dempster can capture from the primary trade area

28,000 sq ft

Projected new restaurant space that Dempster can capture from primary trade area growth

198,000 sq ft

Projected new retail space that Dempster can capture from primary trade area growth

\$100,800

Median household income in the corridor study area exceeds neighboring communities, Cook County, and Illinois

63.5%

Percentage of Morton Grove households with income above \$75,000

50.9%

Percentage of Morton Grove households that speak a language other than English at home

Sources: Esri Business Analyst; Placer.ai; OnTheMap Application and LEHD Origin-Destination Employment Statistics

Top Industry Sectors in Morton Grove



Health Care

22.4%



Manufacturing

19.6%



Admin. & Support,
Waste Services

12.5%



Retail Trade

11.1%



Accommodation &
Food Services

6.3%

ECONOMIC DEVELOPMENT

Demographics

- The population increased by 10% in Morton Grove from 1990 to 2023. There are approximately 8,800 residents and 4,300 employees in the study area and approximately 25,000 residents and 12,400 employees in the Village of Morton Grove.
- The population of both the Village and study area is very international – both in terms of race/ethnicity and language spoken at home. This leads to a diverse consumer base and wide range of businesses and restaurants.

Employment

- There is a large influx and outflow of commuters each day. Approximately 10,500 employees live elsewhere and work in Morton Grove, approximately 760 residents both live and work in the Village, and 12,600 live in the Village but work elsewhere. The transportation network and location of the Dempster Corridor allows for this economic mix.

- The top employment industries are health care, manufacturing, administrative and support, retail trade and food services, while the top employment sectors for residents working elsewhere are health care, retail trade, education, professional, sciences and technical, and manufacturing.

Housing

- The study area has a more diverse housing stock than the Village as a whole, with about 20% of the housing stock consisting of multifamily units.
- The median value of housing in the study area is \$361,568 (compared with the regional median of \$288,400) and

median rent is \$1,785 (compared the regional median of \$1,300).

- There has been strong and steady rent growth across the Morton Grove/Glenview/Evanston submarket, with rent up 92% since 2010, averaging 4.6% annual growth.
- The submarket continues to demonstrate positive momentum supported by strong underlying market conditions. A limited amount of vacant or entitled land in the submarket has driven the cost for multi-family housing up. Recently completed projects such as the Residences at Sawmill Station (a multifamily rental building) and Metro on Main (for-sale townhomes) have both been very strong in the marketplace.

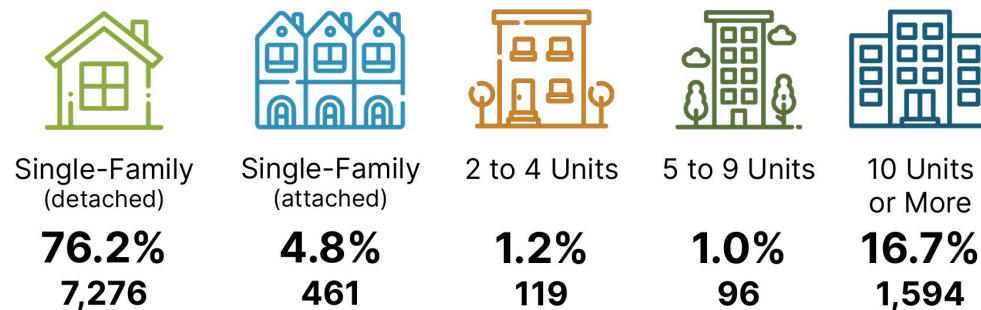


Figure 1.4:
Housing Stock
by Type

Source: 2023 American Community Survey 5-Year Estimates

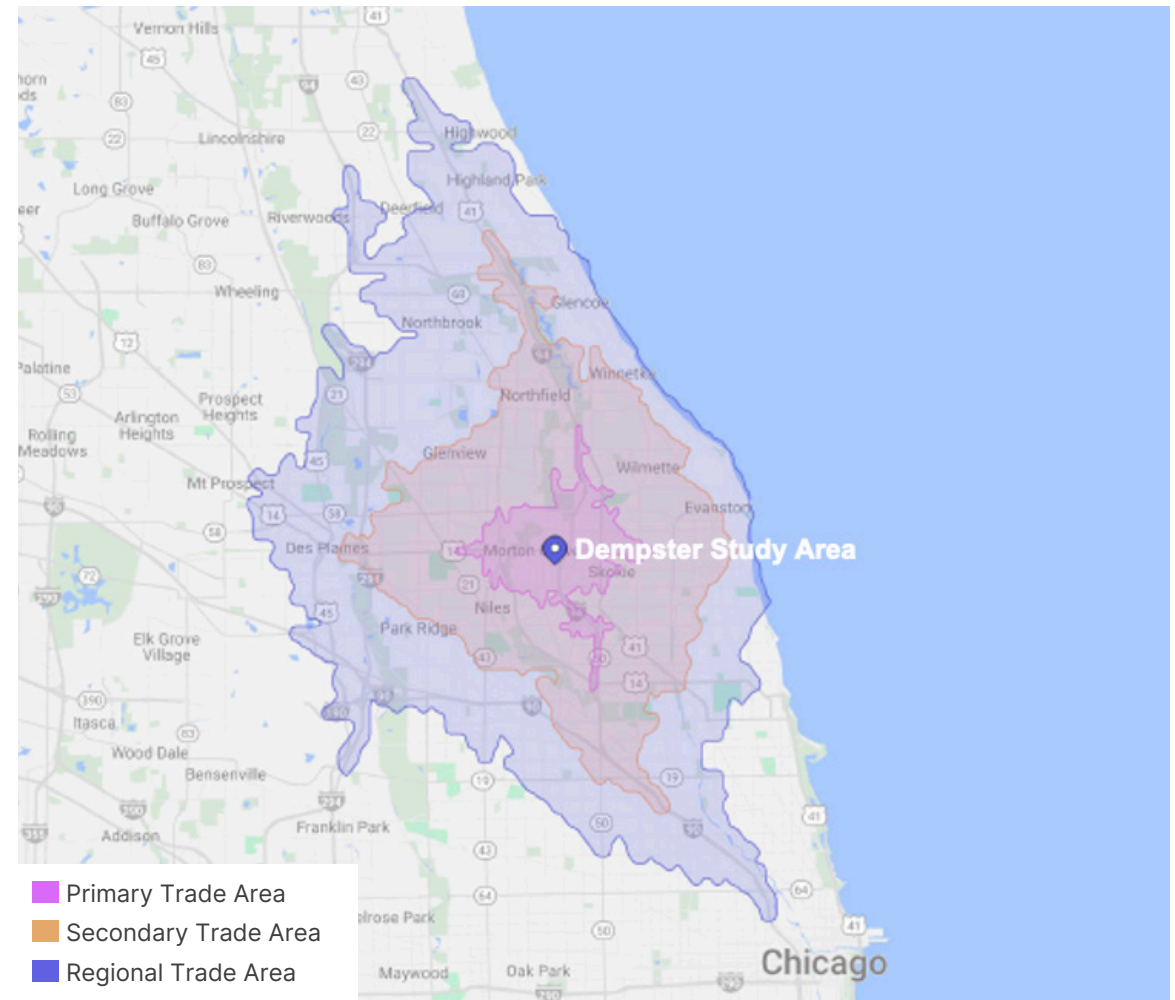
ECONOMIC DEVELOPMENT

Retail

- The primary trade area has spending power of \$1.6 billion and a retail surplus of \$200 million, meaning customers are coming into the area to shop and eat. This is due to the high volume of traffic along Dempster, the ease to get to the corridor, and the current retailers and restaurants ability to attract customers from a Regional Trade Area shown to the right.
- Retail growth over the next five years in the primary trade area is projected to be \$278 million. With a capture rate of 20% to 25% of projected growth, the demand that can be captured in the study area is between \$55.6 and \$69.5 million. Total retail growth is projected to be between 159,000 and 198,000 square feet if the Village is able to capture this share of growth.
- Groceries, dining out, entertainment and recreation, apparel and household furnishings are the top retail growth sectors. The first three sectors hold the most promise as part of a retail attraction strategy.
- Specific retailers identified through a void analysis include coffee, veterinary, recreation, grocery, international grocery and restaurants.

Figure 1.5 Trade Areas Map

Source: Placer.ai (2025)



ECONOMIC DEVELOPMENT GOAL 1:

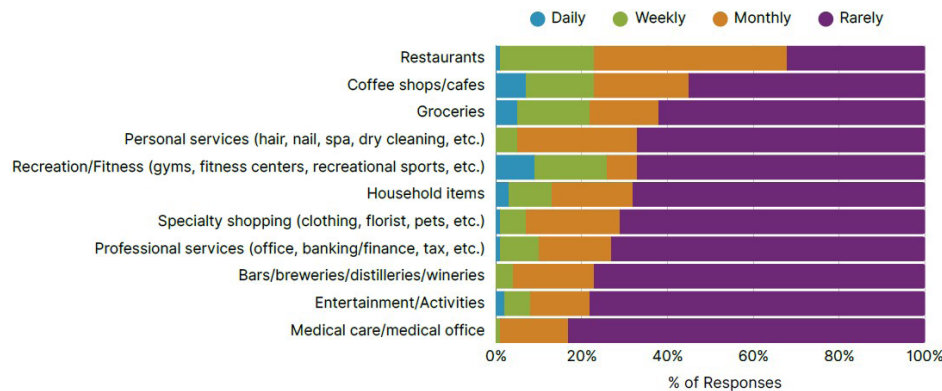
A vibrant mix of businesses will populate the Dempster Corridor.

1. Work with the Chamber of Commerce and other organizations to support existing small businesses through marketing, technical assistance, and networking
2. Create an incentive program for small business expansion and attraction
3. Market the international flavor of restaurants, groceries and other retail stores to draw in customers to the Dempster Corridor
4. Encourage creative industries like art galleries, bookstores, theaters and entertainment/recreational uses to occupy spaces along the Corridor to add interest and vibrancy



COMMUNITY FEEDBACK | SURVEY FINDINGS

How often do you currently shop for these items along the Dempster Corridor?



Dempster Street is home to a range of businesses, restaurants, and services, including those that are locally owned and others that have national name brand recognitions. Growing and nurturing this commercial mix is critical to the vitality of Dempster Street, which can include steps like providing support to small businesses, offering incentives, elevating Morton Grove's diversity, meeting market demand, and expanding uses in the creative and innovation industries.

ECONOMIC DEVELOPMENT GOAL 2:

New commercial and mixed-use development will attract investment and new tenants in the study area.

1. Create guidelines for providing financial incentives to support expansion and attraction based on criteria of return on investment, public-private ratio of project funding, job creation, and sales tax and other revenue generation
2. Provide a predictable zoning and approval process for new development
3. Create a mixed-use overlay zoning district for the Main Street portion of Dempster Street between the railroad tracks and I-94. The overlay district would allow mixed-uses including residential and commercial uses. It can also include design guidelines to ensure high-quality development, materials, and an attractive environment
4. Encourage new residential in the study area to attract additional households such as young professionals and empty-nesters who can support a mix of restaurants and retailers

Top: Midtown Square is a transit-oriented, mixed-use development in downtown Glenview. Three stories of residential were built above ground-floor commercial and parking. A new streetscape provided an improved pedestrian experience with parking provided along the streets as well as in an interior courtyard. Photo credit: Fitzgerald Architecture Planning Design

Bottom: Foxford Station in Western Springs also provides three stories of residential over retail. It is a TOD development next to a Metra station. The building “steps back” the fourth story along the sides of the building to reduce the impact of the height of the building. This technique could be used along Dempster Street, along side streets and at the rear of the buildings to reduce impact on neighboring residential homes.



ECONOMIC DEVELOPMENT GOAL 3:

The Corridor's assets—including open space, recreation, transportation options and cultural diversity—will attract visitors and economic investment.

1. Identify businesses that can complement the Forest Preserve, North Branch Trail, and park facilities such as casual restaurants, cafes, and recreation-oriented businesses, including bike shops and athletic gear stores
2. Attract entertainment related uses that become destinations for visitors inside and outside of Morton Grove, taking advantage of the central location and easy access

A commercial area's customer base is not strictly reliant upon people visiting businesses, restaurants, and services. Dempster Street benefits from expanding the customer base with families going to Harrer Park, people biking along the North Branch Trail in the Forest Preserve, groups hosting meetings at the Civic Center, and eventually citizens going to the new Village Hall building. Pop Up events, like the one shown to the right, can be held in the Civic Campus area to draw people from the North Branch Trail and Harrer Park to the Corridor. (Photo from Ainslie Plaza in Lincoln Square, Chicago)



ECONOMIC DEVELOPMENT GOAL 4:

Events and marketing efforts will attract visitors and customers to the Corridor.

1. Plan for a continuous, year-long schedule of events that celebrate local businesses—such as a “Taste of Dempster” food festival—and recreation and cultural opportunities unique to Dempster Street—like a trail walk/run event in partnership with the Forest Preserve
2. Evaluate potential advantages and disadvantages of creating a Special Service Area or business district that can provide targeted programming and improvements for the study area
3. Target social media and marketing campaigns to the trade area including Skokie, Niles, Glenview and the Northwest Side of Chicago, as well as east-west traffic between O’Hare and Evanston



Families participated in the Dempster Corridor Pop Ups, which were held at Harrer Park in association with events such as Morton Grove Days, the Sustainability Expo, and National Night Out.

Transportation

Corridor Context

Dempster Street is a key regional arterial that is owned and managed by the Illinois Department of Transportation (IDOT). The route is designed to efficiently move large volumes of trips within the broader regional network. Dempster Street is also a key commercial and community corridor for the Village of Morton Grove, with dozens of local retailers and national chains as well as several key recreational assets.

As highlighted on the right, Dempster is defined by a range of transportation characteristics that bring people to, from, and through the corridor area for commerce, dining, recreation, and civic engagement. Concerns and constraints also limit usage of the corridor in a safe and accessible manner for pedestrians and bicyclists who are visiting businesses, accessing services, using nearby trails, or riding transit.

The volume and speed of traffic on Dempster Street and long pedestrian

crossing distances can make the pedestrian experience uncomfortable, limiting the street's current viability as a pedestrian-oriented "main street" commercial corridor. Wide vehicle turning radii at certain intersections also lead to fast turning speeds.

In addition to pedestrian safety concerns, there's a current perception by both residents and retailers of a lack of parking for the commercial area along Dempster Street.

While the Dempster Street study area features a nearly complete sidewalk network, Dempster Street itself acts as a barrier for pedestrians, with uncomfortable crossings and long distances between marked crosswalks. While the North Branch Trail is a top-quality bicycle facility in the region, there are limited bicycle facilities in the area that would encourage bicycle travel.

These issues collectively create conditions that discourage pedestrian and bicycle travel within the corridor.

Transportation Characteristics Along Dempster

340,000

Average daily trips pass through the corridor on an average weekday

40,000

Average daily vehicles

81.9%

Percentage of typical weekday trips that occur by private vehicle (car)

14.8%

Percentage of typical weekday trips that occur by walking, biking, or taking transit

41.7%

Percentage of typical weekday trips relate to shopping, dining, or running errands

1,674

Average daily weekday riders on Pace Pulse Dempster Line

764

Average daily weekday riders on Pace Route 250

9,197

Average daily weekday riders on Metra MD-N

Roadway Configuration Context

Dempster Street carries traffic volumes above the level where FHWA guidance typically supports road diets, which are generally most appropriate on streets with fewer than 25,000 vehicles per day. For this reason, the plan does not recommend removing travel lanes or adding on-street bicycle facilities through a major change to Dempster's typical section. Instead, recommendations focus on improving safety, comfort, and multimodal access within the existing roadway configuration.

TRANSPORTATION GOAL 1:

The Corridor will be safe for all users and people of all ages will feel safe and comfortable crossing Dempster Street on foot.

1. Improve safe access to, from, and across Dempster, especially near schools and parks located in the Study Area
2. Investigate opportunities for additional pedestrian crossings on Dempster west of Harlem Avenue and in the Main Street District, along with new crossings on Waukegan Road and Austin Avenue to create neighborhood biking and walking routes parallel to Dempster



Top Right: Example of a highly visible crosswalk with a pedestrian safety landing and median

Bottom Right: Improved crosswalk markings, lighting, pedestrian facilities, and streetscape greening enhanced safety at the crossing of Wilmette Avenue and Central Avenue in Wilmette and provided support for outdoor seating for local restaurants.



TRANSPORTATION GOAL 2:

Dempster Street will be a pleasant place to stroll and linger, and people will regularly walk to and between businesses.

1. Install streetscape upgrades that can be accommodated within the existing sidewalk right-of-way in the Main Street District
2. Implement a branded wayfinding system with directional signage and walking distance markers to key destinations
3. Resolve sidewalk accessibility deficiencies within the study area
4. Evaluate opportunities to utilize parking lot space to improve streetscaping behind sidewalks between Waukegan Road and Oketo Avenue
5. Study potential for closing portions of side streets such as Mason Avenue and Mango Avenue that connect with Dempster to create more functional public and pedestrian space along the corridor



Opportunities for outdoor seating and trees could be provided on side streets off of Dempster Street. This image from Lake Bluff shows opportunities for seating in right-of-way that could be provided on side streets that intersect Dempster Street in Morton Grove.

TRANSPORTATION GOAL 3:

Residents and visitors alike will find it easy to understand where they can park near Dempster Street.

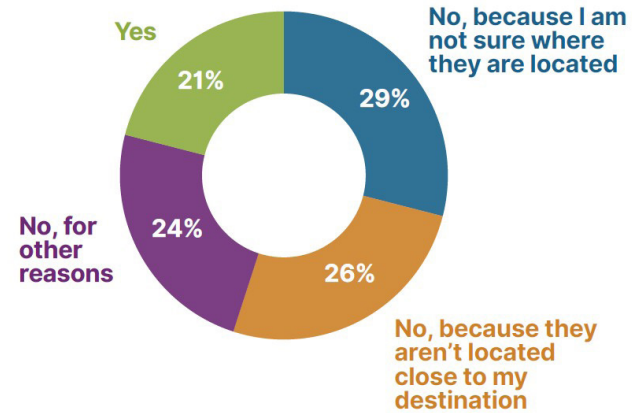
1. Install striping at on-street parking areas within the Main Street District on Austin Avenue, Lincoln Avenue, Fernald Avenue, School Street, Meade Avenue, Marmora Avenue, Mansfield Avenue, Menard Avenue, Major Avenue, and Parkside Avenue, to more efficiently mark vehicle spacing and maximize capacity
2. Upgrade existing parking signage in the Main Street District to improve legibility and bring greater awareness to parking opportunities
3. Consider opportunities to expand the availability of public parking close to the corridor

Parking lot design can improve how people find and utilize parking, particularly along a busy roadway like Dempster Street. The concept on the right illustrates how design elements like more visible signage, enhanced lot pavement, and landscaping can make parking lots stand out more along the streetscape. Gateway features like a community branded arch further catch the attention of motorists seeking parking.

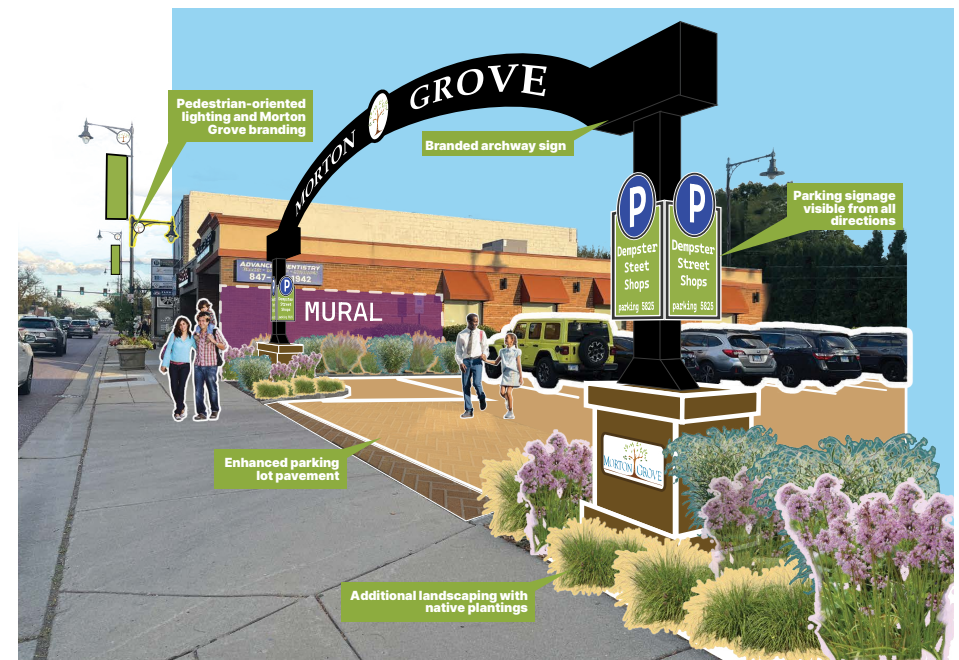
COMMUNITY FEEDBACK | SURVEY FINDINGS

Do you use the municipal parking lots along Dempster?

Q16 Do you use the municipal parking lots along Dempster?



79% of survey respondents do not use the existing municipal parking lots



TRANSPORTATION GOAL 4:

People of all ages and abilities will feel safe and comfortable cycling to the Dempster Street corridor and crossing Dempster Street on bicycle.

1. Evaluate a series of corridor-wide parallel street bike routes and associated crossing improvements as shown on Figure 1.6 Proposed Bikeway Network
2. Pursue funding for phase one engineering to study a potential reconstruction of Lehigh Avenue and provide upgrades to the connection to the North Branch Trail both north and south of Dempster Street
3. Evaluate opportunities for a shared-use path adjacent to Metra tracks, and along Lincoln Avenue between Dempster Street and the Metra Station
4. Recommend new bike parking equipment standards for the Village and evaluate future bike parking locations, focusing on signalized intersections and any future bike routes



The Green Bay Trail is situated along the UP North Metra line providing a continuous 8.9 mile trail between Wilmette and Highland Park

TRANSPORTATION GOAL 5:

Using transit to get to and along the Dempster Street corridor will be fast, safe, and comfortable.

1. Coordinate with IDOT and Pace to review and advance proposed bus queue-jump and signal timing improvements for eastbound Pace buses near Sawmill Station at Athletic Avenue
2. Work with Pace to review and implement transit operational improvements such as stop consolidations, pedestrian access and amenities, and signage as detailed in the Appendix
3. Pursue funding for pedestrian infrastructure and signage to improve connection between Metra Station and Dempster Street
4. Evaluate impacts and benefits of closing Lincoln Avenue at track crossing closest to Dempster Street to improve safety by limiting vehicle and train conflict points



TRANSPORTATION GOAL 6:

Driving on Dempster Street will be a safe and efficient way to travel across the village.

1. Evaluate traffic signal improvement opportunities at Lehigh Avenue and Dempster Street
2. Improve lighting in the Residential Sub-district
3. Identify opportunities to reduce vehicular speeds along Dempster Street and ensure enforcement of speed and traffic violations

Bicycle Facilities

Building a bicycle network that provides comfortable and safe access for users of all ages and abilities requires identifying the right type of facility. Bicycle facilities with lower infrastructure effort often cost less but are typically only appropriate on low-traffic, low-speed streets. Bicycle facilities with higher infrastructure effort typically have higher costs but are often necessary to facilitate safe and comfortable travel on higher-traffic, higher-speed streets or particularly complex segments of a network. Guidance below is based on the National Association of City Transportation Officials (NACTO) All Ages & Abilities design standards. See more information in the Design Toolbox, page 42.

Bicycle boulevards are low-volume (less than 2,000 vehicles per day), low-speed (25mph or less) streets where cyclists can safely share the street with vehicle traffic. Bicycle boulevards typically feature physical traffic calming elements to further slow and reduce motor vehicle traffic.

Striped bike lanes feature a painted lane on the street surface designating space for cyclists. Striped bike lanes may be appropriate on streets with volumes less than 3,000 average daily vehicles and speed limits of 30mph or less.

Protected bike lanes are on-street facilities that provide physical protection between people cycling and driving by utilizing barriers such as concrete curbs, planters, or bollards. Protected bike lanes are recommended on streets with daily motor vehicle volumes over 6,000 and/or speed limits over 30mph or in areas with turning conflicts.

Multi-use or Shared-use paths are off-street trails entirely separated from vehicular roadways and provide a paved space for both people cycling and walking. Shared-use paths typically provide the highest levels of safety and comfort.

Bicycle Racks

For future bicycle parking installations, utilize guidance from the Association of Pedestrian and Bicycle Professional's (APBP) "Essentials of Bike Parking." The Inverted-U rack is typically the highest-quality bike rack from a durability and security perspective, and they tend to keep bicycles upright and organized better than alternative designs. Decorative bike racks that provide inferior security, durability, and organization should be avoided.

Long-Term Bicycle Parking

Long-term bicycle parking comes in multiple forms, including covered parking shelters, indoor parking rooms, and secure storage structures. Long-term bicycle parking can provide specific benefits at transit stations and employment centers and can be free-standing or incorporated into larger structures. Any bike rack type that meets APBP guidance can be utilized for a long-term parking facility, but high-capacity racks can help meet expected higher long-term parking demands. Key features of long-term and secure storage will include some or all of the following:

- Weather protection
- Effective signage explaining usage
- Controlled access via keycard or app for facility users
- Enhanced lighting
- Visible security cameras

Bicycle Network

Given existing geometric constraints, there are very limited opportunities for safe and comfortable bicycle facilities on Dempster Street itself. Therefore, east-west bicycle travel within the corridor study area should rely on a network of adjacent parallel routes. The following roadways should be considered for inclusion in a connected bicycle network, depicted in the map in Figure 1.6.

- Between Ozark Avenue and Waukegan Road, Greenwood Street could accommodate a bicycle boulevard. Crossing improvements would be needed at Harlem Avenue, Shermer Road, and Waukegan Road to accommodate safe and comfortable travel. Options include cyclist/pedestrian-activated RRFB or HAWK signals and pedestrian refuge islands. Coordination with IDOT would be needed.
 - Existing trails through Prairie View Park and a bicycle boulevard on Churchill Street could provide cyclists with access to the existing Lehigh Avenue protected bike lanes, which would then connect riders to Dempster Street.
 - At Dempster Street and Lehigh Avenue, new or improved shared-use paths south of Dempster Street could take cyclists south to the Metra station area. New or improved shared-use paths on the north side of Dempster Street could take cyclists to existing paths in Harrer Park, which then connect to Greenwood Street.
 - Greenwood Street could serve as a bicycle boulevard on the north side of Dempster Street between Moody Avenue and Linder Avenue, with a jog between Meade Avenue and Austin Avenue.
 - On the south side of Dempster Street, a bicycle boulevard on Carol Avenue could carry cyclists east-west between School Street and Central Avenue. A new shared-use pathway connection would be needed between Menard Avenue and Mango Avenue, potentially facilitated by the redevelopment of the adjacent site.
 - At School Street, a bicycle boulevard south to Capulina Avenue and then west to Ferris Avenue could provide a route to/from the Metra Station. Additionally, a route north via School Street would be used to cross Dempster Street at the proposed new crossing, making a connection to Harrer Park and new shared-use pathways with further connections to the west.
 - Bicycle boulevards on Marmora Avenue and Major Avenue could provide north-south connections through the eastern part of the village. Recommended pedestrian crossing improvements where these streets intersect Dempster Street would also facilitate safer and more comfortable bicycle travel.
- Additional trails into and south of Sawmill Station could provide improved bicycle connectivity to the Dempster Street corridor, via the North Branch Trail.
 - The Village is seeking future funding for phase one engineering to study the potential for an on-street bike facility along Lincoln Avenue from the eastern municipal boundary to the Forest Preserves or Dempster Street.

Proposed major crossing improvements include:

- Bicycle crossing markings, pedestrian/cyclist refuge island and crossing signal (Pedestrian Hybrid Beacon or RRFB)
- New crosswalk /bike crossingwalk
- New crosswalk with pedestrian/cyclist refuge island and RRFB

Proposed minor crossing improvements include:

- Bicycle crossing markings and RRFB
- Bicycle crossing markings and signage (consider RRFB)

Figure 1.6: Proposed Bicycle Network Map

