Department of Public Works
7840 N. Nagle • Morton Grove, IL 60053

MORTON GROVE
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TRAFFIC SAFETY COMMISSION MEETING AGENDA

Richard T. Flickinger Municipal Center
Council Chambers
February 5, 2026 at 7:00 p.m.

CALL TO ORDER

1.	Call to order	Liaison Tomich
2.	Pledge of Allegiance	Liaison Tomich
3.	Roll Call	Secretary
4.	Selection of Chairperson Pro tem	Liaison Tomich
5.	Approval of the November 6, 2025 meeting minutes.	Chairman Pro tem

STAFF REPORT

6.	Leadership Updates	Liaison Tomich

OLD BUSINESS

NEW BUSINESS

7.	**Request for Review** Request for all-way stop control at the intersection of Austin Avenue and Capulina Avenue	Melissa Bernal Pulido

PUBLIC COMMENTS

ADJOURNMENT

Chairman Pro tem

MINUTES OF THE NOVEMBER 6, 2025
MEETING OF THE TRAFFIC SAFETY COMMISSION
VILLAGE HALL 6101 CAPULINA, MORTON GROVE, IL 60053

CALL TO ORDER

1. **Call to Order**
   Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Traffic Safety Commission was called to order at 7:00 p.m. by Chairperson Shah.

2. **Pledge of Allegiance**
   Chairperson Shah led the assemblage in the Pledge of Allegiance.

3. **Roll Call**
   Commissioners Present:
   - Commissioner Bradley Alper
   - Commissioner Robert Campanella
   - Commissioner Ninous Chalabi
   - Commissioner Jeff Dahlberg
   - Commissioner Chris Sheehan
   - Commissioner Frank Wang
   - Chairperson Amit Shah

   Commissioners Absent:
   - Commissioner Mike Dibra (with notice)

   Village Staff Present:
   - Chris Tomich, Village Engineer
   - Brandon Nolin, Community Development Administrator
   - Keith White, Village Trustee
   - Rita Minx, Village Trustee
   - Justin Jurasz, Police Department Liaison
   - Rick Dobrowski, Fire Department Liaison

4. **Approval of Minutes**
   Chairperson Shah sought approval of the October 2, 2025, meeting minutes. With no changes or alterations made to the minutes, Commissioner Dahlberg moved to approve the minutes. Commissioner Alper seconded the motion. A roll call voice vote ensued. The motion passed with Commissioner Chalabi abstaining.

PUBLIC COMMENTS

None

STAFF REPORT

None.

OLD BUSINESS
None

NEW BUSINESS

1. **PC 25-12 – Hynes School Expansion (9000 Belleforte Avenue)**
   Applicant: Jae Yoo; DLA Architects, Ltd

   Brandon Nolin, Community Development Administrator, introduced the case. For PC25-12, the applicant, DLA Architects, Ltd on behalf of Golf School District 67, is requesting approval of a Special Use Permit to allow the expansion and modification of an existing school, Hynes Elementary, at 9000 Belleforte Avenue. The school expansion will include a new administration office at the west end of the school which will also create a new primary entrance for the school. A second addition will create a media center within an existing inner courtyard. Temporary classrooms west of the school will be demolished and removed as part of this project. The south drop-off lane will be reconfigured to one-way traffic, the southwest parking area will be reconfigured to accommodate bus traffic, and a parking area will be added west of the school. The project will net an additional ten parking spaces as a result of the reconfiguration. In summary, the east entrance from Belleforte Avenue will be one-way traffic westbound, whereas the west entrance on Marion Avenue will allow two-way traffic.

   Ms. Tina Ewanio, Director of Business Services for Golf School District 67, addressed the Commission. Ms. Ewanio stated that she was happy for the addition of space as well as the design improvements for site circulation which should provide a safe and more efficient traffic flow during arrival and departure times including improved pedestrian crosswalks. The applicant's architect, DLA Architects, Ltd, has a representative present to answer Commissioners' questions.

   Chairperson Shah asked if there were any questions from the Commissioners at this time.

   Commissioner Dahlberg asked whether school staff would be present outside to direct traffic during arrival and departure times. Ms. Ewanio responded they do. She further explained that their custodians help outside to direct traffic. The south, east-west drive is blocked to force one-way travel through the existing circle drive which can currently accommodate approximately five vehicles, whereas the new design should accommodate up to ten vehicles. Buses will be separated from car traffic with the new design. Commissioner Dahlberg also confirmed that school staff directing traffic do wear high-visibility safety vests, including teachers and teacher's aides who assist.

   Commissioner Dahlberg noted he lives near Park View School which prompts concern based on his observations. He has noted people parking south of the school and then

walking their kids the rest of the way to avoid the traffic congestion near the school building. This creates more pedestrian traffic near the drop-off areas. He asked if this would be a concern for Hynes School staff which might prompt additional school staff supervision in the area south of the school. Ms. Ewanio responded that more students have been riding the buses since she began working there, and National Avenue provides a situation for parents to park and drop students off. The school does block off their parking spaces to prevent pedestrian traffic from all directions and create a more orderly process.

Commissioner Alper inquired about which parking spaces are blocked off during arrival and departure times. Ms. Ewanio explained that is a current process, but no spaces will need to be blocked with the new design. Commissioner Alper asked about after school activities and traffic control. Ms. Ewanio explained this is a Pre-school through 4th grade school campus which has after-school clubs and band. All sports are held at another campus for middle-school students.

Commissioner Chalabi asked to clarify where the buses enter and exit. Mrs. Ewanio explained the buses arrive via Marion Avenue, then circle counter-clockwise around the west parking area, and then depart along Marion Avenue. This separates the bus traffic from the car traffic on Belleforte Avenue. Currently buses arrive via Belleforte Avenue and need to negotiate the lines of parents arriving the same way. The southern, east-west drive aisle which is blocked off to prevent car traffic then needs to be opened by staff to allow bus passage. Commissioner Chalabi asked whether this might cause congestion due to parked vehicles on Marion Avenue or if school staff anticipates parents parking on Marion Avenue for any reason. Ms. Ewanio responded no.

Mr. Kyle Sand, an engineer with TYLin which developed the traffic study for the applicant, addressed the Commission regarding this question. Mr. Sand clarified with existing conditions, the drop-off/ pickup circle drive only accommodates a single line of traffic, therefore if a car in the line delays departure, then the whole line behind is required to wait to proceed. Some parents use National Avenue for drop-off/pickup to avoid getting stuck. Some parents have been observed stopping and dropping their children off on Belleforte Avenue to avoid getting stuck in the queue. The key difference for the proposed circular drive aisle is it is longer which should reduce vehicles queueing back onto Belleforte Avenue while waiting their turn. Also, the circle drive is widened to allow a trailing vehicle to bypass a stopped vehicle. These added efficiencies should encourage parents not to park along Belleforte and walk their kids the final distance to the school building. TYLin staff does recommend posting a crossing guard in the drive aisle due to the aisle's increased capacity and width which creates a dual threat crash potential for vehicle/pedestrian conflicts.

Commissioner Chalabi asked to clarify the existing and proposed circular drive capacity. Mr. Sand clarified 5-6 vehicles with current conditions before the queue extends onto

Belleforte Avenue, and almost double that with the new design. Mr. Sand believes there might still be some initial backup onto Belleforte during pickup times just before dismissal, but he expects that to quickly dissipate once dismissal begins.

Commissioner Dahlberg asked if there will be signage directing traffic or whether it will be up to school staff to do so. Mr. Sand stated the signage that is in place directing parents into the pickup/drop-off circular drive will remain in place. Mr. Sand stated that it will be important to provide advance communication to parents explaining the desired procedure for arrival and departure times. Mr. Sand also clarified that pickup/drop-off will not be allowed from the southern, one-way aisle through the angled parking lot near the Belleforte Avenue entrance which is to be blocked off during arrival/departure times. Commissioner Campanella then asked to clarify whether the whole parking lot will be blocked off during these times. Mr. Sand clarified that only the one-way aisle would be blocked off.

Commissioner Chalabi asked about concerns regarding emergency vehicle access during peak traffic times. Rick Dobrowski, Fire Department Liaison, stated the Fire Department has a concern during arrival and departure times when parent vehicles might be queued in the east circular drive. Mr. Dobrowski showed where the fire department water connection is on the school building's south façade, north of the east circular drive and east of the school's main entrance. He explained the Fire Department would not fully approach the building but would stop the pump rig near the south entrance to the circular drive just north of the Belleforte Avenue entrance. Because the Fire Department is expected to all arrive via the Belleforte Avenue access to the school property, the trailing emergency vehicles need to be able to turn left at the entrance and proceed west along the one-way parking aisle since the circular drive would most likely be blocked by the pump rig. The Fire Department requests confirmation that their emergency apparatus will be able to make that turn. Commissioner Dahlberg asked what would need to be done to accommodate the Fire Department's request. Commissioner Chalabi further confirmed this would only be a concern during peak traffic times.

Carrie Matlock, President of DLA Architects, Ltd., addressed the Commission. Ms. Matlock stated that they can and will adjust the radius of the curb there to accommodate emergency vehicle access described by Mr. Dobrowski.

Chairperson Shah asked the applicant to clarify how many full and part-time staff are typically on site so the Commission can better analyze the appropriateness of the parking supply provided. Ms. Ewanio stated there are 50 staff regularly, but there are other staff who travel between the buildings, including staff from the Niles Township Special Education cooperative, and administration staff from Golf School, which comes to the Hynes School campus for both daytime and evening meetings.

Chairperson Shah asked the applicant to clarify how the various building entrances are used. Ms. Ewanio explained that students dropped off by parents are expected to use the new main front entrance, those students who travel by bus are expected to use the west side access door or they may use the main front entrance, pre-schoolers are expected to use the door on the pre-school side. School staff is there to guide students and parents where to go. Chairperson Shah asked if there is any signage posted to denote each entrance. Ms. Ewanio stated that the school Principal typically sends out notices which explains to the parents where they should go based on their child's student status.

Chairperson Shah asked if there were any public comments. There were none.

Chairperson Shah asked the Police Department for comments. Justin Jurasz, Police Department liaison, stated the Police Department believed that if access is confirmed for the Fire Department's vehicle apparatus, then the Police Department staff know they would have adequate access for their vehicles.

With no further comments, Commissioner Dahlberg moved to approve the application with the following recommendation: expand the Belleforte Avenue south entrance curb radius to accommodate Fire Department vehicle turns thereby allowing them to proceed through the proposed angled-parking, one-way aisle. The motion was seconded by Commissioner Alper and passed unanimously by the following vote:

C. Alper	aye
C. Campanella	aye
C. Chalabi	aye
C. Dahlberg	aye
C. Sheehan	aye
C. Wang	aye
Chair. Shah	aye

OTHER BUSINESS/COMMENTS

None.

ADJOURNMENT

With no further business, Chairperson Shah asked for a motion to adjournment. Commissioner Dahlberg made the motion, seconded by Commissioner Chalabi, and it was unanimously approved. The meeting was adjourned at 7:23 p.m.

Minutes By: J Garcia, Engineering Technician
Checked by: C Tomich, Village Engineer

Department of Public Works
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MORTON GROVE
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MEMORANDUM

To: Trustee Thill
Traffic Safety Commission

From: Chris Tomich, Village Engineer CRT

Date: January 30, 2026

Re: Traffic Safety Commission Meeting on February 5, 2026

1. Request for Review – Requesting All-Way Stop Control (Austin Avenue at Capulina Avenue)

Request

The Village has received a Request for Review with a signed petition. The request is to change the traffic control at the intersection of Austin Avenue at Capulina Avenue from two-way stop control to all-way stop control. The petitioner asserts in the request form that: drivers do not stop for pedestrians crossing Austin Avenue at Capulina Avenue; there is a lack of Speed Limit signs; no Stop signs on that stretch of Austin Avenue; and it is becoming increasingly less safe on or around Austin Avenue.

Background

Austin Avenue at Capulina Avenue is a typical crossing intersection with two-way stop control. Capulina Avenue is the minor street with stop control. Austin Avenue is the major street and is uncontrolled. High-visibility crosswalk markings are on the Austin legs and standard crosswalk lines are marked on the Capulina legs. The intersections of Austin Avenue at Lincoln Avenue and at Dempster Street are both controlled by a traffic signal.

Austin Avenue is a two-lane, two-way, north-south oriented collector street between Lincoln Avenue to the south and Dempster Street to the north. Capulina Avenue is an east-west oriented local street located midway between the intersections of Austin Avenue with Lincoln Avenue and Dempster Street with approximately 925 feet distance from both ends. Parking is allowed on both sides of both streets. Both streets have posted 25 mph speed limits. On Austin, speed limit signs are posted approximately 155 feet south of Dempster Street facing southbound traffic and approximately 155 feet north of Lincoln Avenue facing northbound traffic. Both north and south approaches on Austin Avenue at Capulina Avenue have a high-visibility, fluorescent yellow-green, Pedestrian Crossing assembly signage at the intersection. Neither approach has an Advanced Pedestrian Crossing assembly signage posted in advance of the intersection.

The petitioner sent an email to Mayor Witko and others about this matter in June 2025. The Police Department used its equipment to measure the number and speed of vehicles on Austin Avenue in early June 2025 and again for one month in roughly August 2025. The Department of Public Works counted bicycles and pedestrians in July 2025 and again in August 2025. The Department of Public Works retrieved five years of crash data for this intersection.

Village crash records were reviewed for intersection related crashes at this intersection that occurred between December 1, 2020 through December 24, 2025, five years of data. Five crash reports were retrieved and reviewed. A high-level summary of each report is provided below with a classification of whether additional stop signs may alleviate each crash.

A crash occurred at this intersection on March 18, 2023 around 2:25 pm. It was a rear end collision between a passenger car and commercial van traveling northbound on Austin Avenue. There were no injuries requiring hospital transport. This type of crash is not susceptible to correction by the installation of all-way stop control.

A crash occurred at this intersection on July 1, 2023 around 5:10 pm. It was an angled collision between a passenger car traveling eastbound on Capulina Avenue and a passenger car traveling southbound on Austin Avenue. The driver of the eastbound vehicle was from Skokie and expressed an assumption there are stop signs on all four legs. There were no injuries requiring hospital transport. This type of crash is susceptible to correction by the installation of all-way stop control.

A crash occurred at this intersection on August 18, 2023 around 8:00 am. It was an angled collision between a passenger car traveling eastbound on Capulina Avenue and a passenger car traveling northbound on Austin Avenue. The driver of the eastbound vehicle was from Chicago and did not see the other vehicle before the collision. The driver of the eastbound car was transported to the hospital. This type of crash is susceptible to correction by the installation of all-way stop control.

A crash occurred at this intersection on December 21, 2024 around 6:15 am. It was an angled collision between a passenger car traveling eastbound on Capulina Avenue and a passenger car traveling northbound on Austin Avenue. There were no reported injuries. This type of crash is susceptible to correction by the installation of all-way stop control.

A crash occurred at this intersection on March 28, 2025 around 8:30 pm. It was an angled collision between a passenger car traveling eastbound on Capulina Avenue and a passenger car traveling northbound on Austin Avenue. There were no injuries requiring hospital transport. This type of crash is susceptible to correction by the installation of all-way stop control.

Traffic Counts for volume and speed distribution were collected along Austin Avenue for northbound traffic from July 26, 2024 to August 10, 2024 and June 2, 2025 to June 8, 2025 and for southbound traffic from August 10, 2024 to August 24, 2024. The peak traffic volumes on Austin Avenue typically occurred at 8 a.m. for the morning and at 4 p.m. for the evening. Peak times had an average speed between 23.9 and 26.8 mph. The 85th percentile speeds for these periods were 31.4 mph, 29.5 mph, and 29.5 mph respectively. The 85th percentile speed is the speed at which 85 percent of measured vehicles travel at or below during a given time period and is a common measure used for traffic engineering applications. The average daily traffic volume on Austin Avenue reported by the Illinois Department of Transportation (IDOT) for 2022 is 6,050 vehicles per day. The traffic count performed by the Police Department used equipment and methods that would not necessarily conform to an engineering standard and likely include sources of error that make a precise calculation of the volume less practical. This information is more useful for assessing the traffic speeds. Traffic was not counted on Capulina Avenue. Based on a 2024 traffic study performed for a development near Capulina Avenue and Menard Avenue, we estimate that the average daily traffic on Capulina Avenue is

less than 2,000 vehicles per day and probably even less than 1,000 vehicles per day.

Pedestrian and bicycle volume counts were collected at the intersection July 29, 2025 through July 31, 2025 and August 5, 2025 through August 7, 2025. These daily counts were made during one-hour periods typically from 7:30 a.m. to 8:30 a.m. and then from 4:30 p.m. to 5:30 p.m. which overlap with peak vehicular traffic volume times on Austin Avenue. These time periods were selected as a reasonable time for pedestrians to be active and, more importantly, to encounter shorter gaps in Austin Avenue traffic to safely cross Austin Avenue. These counts only included those crossing the free-flowing traffic on Austin Avenue using the north-leg and south-leg marked crosswalks. No bicycles were observed during the count. The maximum pedestrian hourly count of seven occurred on the morning of July 31, 2025. The minimum pedestrian hourly count of zero occurred during the evenings of July 30, 2025 and August 6, 2025. Staff observations of the delay from pedestrians starting to cross Austin Avenue varied between no delay and less than 15 seconds of delay.

Analysis

This staff analysis that follows adheres to a review of factors related to determining if installing stop signs on Austin Avenue would provide a higher level of safety and mobility for all road users. The determination to make a change to the status quo should include an engineering study. This staff analysis collects relevant data and uses some engineering judgment, but we will characterize it as something short of an engineering study. The results from this analysis are useful to the Traffic Safety Commission to determine whether an engineering study prepared by a consultant would be justified.

It is common for the public to desire stop signs to improve safety at an intersection. It is essential for the public and, especially decision-makers to understand that stop signs (any traffic sign) are passive devices—drivers may choose to obey them, disregard them entirely, or do something between the two. A stop sign is not a physical safety barrier, so its effectiveness relies on voluntary compliance. Voluntary compliance relies on the credibility of the stop sign by being installed where it is useful. The proliferation of stop signs that are not useful can reduce the effectiveness of stop signs. There is a standard the Village (must) use to determine whether installing a stop sign would likely be useful. The standard is used in an engineering study for that purpose.

The Manual on Uniform Traffic Control Devices (MUTCD) is published by Federal Highway Administration and contains the national standards governing all traffic control devices in the United States. All public agencies and owners of private roads open to public travel across the nation rely on the MUTCD to bring uniformity to the roadway. The MUTCD plays a critical role in improving safety and mobility of all road users.

This request is for all-way stop control. The implied benefit in that request is that the intersection would be safer for users and incidents of speeding would be reduced with additional stop signs. The MUTCD includes a standard for analyzing the need for all-way stop control; the analysis will first review this part of the request in the interest of directly addressing the explicit desire for stop signs on Austin Avenue. The MUTCD also offers alternative treatments to address safety, operational, or other concerns before converting to a more restrictive form of traffic control; the analysis also reviews these alternatives.

The standard to determine all-way stop control considers five factors, of which the following four apply to this intersection:

1. Crash Experience
2. Sight Distance
3. 8-Hour Volume
4. Other Factors

A brief summary of the topics and conclusions follows.

1. Crash Experience - All-way stop control may be installed at an intersection where an engineering study indicates that there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control. This intersection had four crashes occur in a 36-month period that were of a type susceptible to correction by all-way stop control.
2. Sight Distance - All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a stop sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. The northeast corner of the intersection has shrubbery that encroaches on the line of sight between westbound and southbound traffic. However, none of the reported crashes involved an westbound vehicle, so the shrubbery does not seem to contribute to crashes. There are no obvious sight line impediments that would significantly interfere with a driver's ability to detect an approaching vehicle and none were reported as a factor in any of the crashes.
3. 8-Hour Volume - All-way stop control may be installed at an intersection where an engineering study indicates the volume of forms of traffic entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day and the volume of all forms of traffic entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours. It is important to understand the traffic volumes obtained by the Police Department equipment likely includes sources of error and pedestrian counts were taken for 1 hour, not 8 hours, so we use techniques to make estimates of the volumes for comparing to the standards. We estimate the hourly volume on Austin Avenue would exceed the 300 vehicles per hour threshold and that the hourly volume on Capulina Avenue would not exceed the 200 vehicles per hour threshold.
4. Other Factors – A sample of other explicit factors identified in MUTCD follow. Although thought was given to other factors (pedestrian and police vehicle traffic to Village Hall), no additional relevant factors were evaluated. It is possible an engineering study would identify additional factors.
    a. The need to control left-turn conflicts can be a relevant factor. The crash pattern does not include turning crashes on Austin Avenue, but angled crashes between Austin Avenue and Capulina Avenue traffic.
    b. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection. Capulina is a local street with a low traffic volume directing traffic to and from Austin Avenue, which is a collector street. This should not be considered to be a relevant factor in this matter.
    c. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

> Pedestrian and bicycle volumes are very low and there was no observable operational problem for the pedestrians. We would not want to be dismissive of the needs of pedestrians and bicyclists crossing into and through intersections, which is why we spent time observing these movements. There is more to review with regard to pedestrians after concluding the review of the need for all-way stop control.

Village staff considers none of the factors included in the MUTCD for converting to all-way stop control to be met.

As previously stated, the MUTCD includes alternative treatments to converting an intersection to all-way traffic control. The MUTCD instructs that these measures should be reviewed and implemented before installing additional stop signs. The goal of the treatments would be to improve accommodations for pedestrians and reduce vehicular crashes. The treatments would involve improving the sight distances between all traffic on the major street and the minor street and increasing awareness of traffic on the major street approaching this intersection.

The shrubbery at the northeast corner of the intersection, previously described, likely does not conform to the Village's standard for landscaping near an intersection. The Village's criteria for shrubbery near an intersection is 2 feet above grade. The shrubbery exceeds this height. Lowering the shrubbery would lengthen the sight distance between southbound and westbound traffic for drivers of passenger cars that sit closer to the ground. This would involve determining whether the shrubbery is on private property or within the Village's right-of-way.

There are opportunities to improve pedestrian accommodation at this intersection beyond the crosswalk warning signs on Austin Avenue. Four options are described.

1. Advanced Crosswalk Warning signs with a supplementary plaque such as "AHEAD" or "XX FEET could be added along Austin between Dempster and Lincoln. This could increase awareness of Austin Avenue drivers of the upcoming crosswalk, but the pedestrian comfort would likely not be increased or satisfy the petitioner.
2. The Village has a few locations (e,g, Lincoln/Menard and Ferris/Capulina) where we have installed portable signs at crosswalks at the centerline of the street instructing traffic of the requirement to stop for pedestrians in the pavement. The intention has been to remove them during the winter maintenance season, but they remain in place during this winter. The sign likely increases a driver's awareness of hazards within the pavement; it may improve compliance with the requirement to stop for a pedestrian in the pavement and may improve the pedestrians' comfort during the crossing. This is considered a low-cost safety improvement.
3. A flashing beacon can be installed on the crosswalk warning signs to provide a visual warning of a pedestrian crossing the intersection. This warning device is in place at many crosswalks in neighboring communities, but has not been used in the Village. The flashing beacon is activated by a pedestrian when they arrive on the near side of the crosswalk. The beacon flashes for a period of time while a pedestrian is crossing. It is highly visible during the day and night. The installation cost for this device is generally modest. The Village has other similar battery-operated devices and finds the maintenance effort can be burdensome with regular replacement of rechargeable batteries and resident requests for service outage.

4. A physical traffic calming measure would reconfigure the layout of the intersection to extend the curbs on the east and west sides of the intersection to the edge of the northbound and southbound travel lanes. The effect is shortening the Austin Avenue crossing distance for pedestrians from roughly 40 feet to 24 feet or less. It is possible to improve the side street sight distances by moving the stop sign with the extended curb and may reduce crashes. This type of traffic calming measure can slightly reduce travel speeds. The cost is significant and fits into a larger plan of pedestrian routes and capital improvements authorized by the Village Board.

Village staff recommends no further consideration of all-way stop control at this time based on the information that was analyzed.

Conclusion

Village staff completed a technical review of the need for all-way stop control at this intersection and concludes the intersection operates with acceptable safety and capacity. Village staff has provided a description of alternative treatments that could improve visibility of all road users and increase pedestrian accommodation.

Village staff recommends there to be no further consideration of changing the traffic control to all-way stop control at this time. If based on the information provided by the applicant in the Request for Review materials and at the meeting, along with comments made by other attendees and Village staff, the Traffic Safety Commission (TSC) would be inclined to support the request for all-way stop control at this intersection, then the recommendation should be for a detailed engineering study to be performed by an outside consultant.

The TSC may also make explicit recommendations about the described alternative treatments to improve the sight distances between all traffic on Austin Avenue and Capulina Avenue and increasing awareness of traffic on Austin Avenue approaching this intersection..

Cc: Mr. Chuck Meyer, Village Administrator
Mr. Michael Lukich, Director of Public Works
Ms. Zoe Heidorn, Assistant Village Administrator

VILLAGE OF MORTON GROVE
TRAFFIC SAFETY COMMISSION

REQUEST FOR REVIEW
(Parts A and B to be completed by Requestor)

PART A:

1 **Name** Melissa Bernal Pulido, Quinn Hagan
2. **Address** 8637 Austin Ave
3. **Phone No.** 312-874-8103, 847-636-1954

Signature Here

PART B:

Describe nature of request:

a) What is being requested?
We are requesting stop signs to be installed at the intersection of Austin & Capulina. We are just requesting for you to hear our neighbors and ourselves out, and what we think is best for our community here.

(Attach additional sheets if necessary.)

b) What are the reasons for the request?
There is currently a crosswalk sign that cars do not stop for. There is a lack of speed limit signs and no stop sign on that stretch of Austin. As a result, it is increasingly becoming less safe for pedestrians and our neighbors (including many small children) on or around Austin.

(Attach additional sheets if necessary.)

c) If the request involves traffic control signs, signals or parking restrictions, please attach a petition signed by neighbors or adjacent businesses indicating support for the request.

Upon completion the form should be returned to:

Traffic Safety Commission
Village of Morton Grove
7840 Nagle Avenue
Morton Grove, Illinois 60053

You will be notified as to the time and date the Commission will review your request.

Part C (Office Use):

Date Received: _____
Scheduled for Commission Meeting of _____
Date of Notification to Requestor: _____
Commission Action: _____

_____

Board of Trustees Action: _____

_____

PETITION TO INSTALL STOP SIGNS AT INTERSECTION OF AUSTIN AVE & CAPULINA AVE

By signing below with printed name, address, and signature, you are voicing your support to get stop signs at this busy intersection. With drivers constantly speeding and not stopping for the current crosswalk signs, we believe this is a much safer solution to protect our neighbors. Once completed, these petitions will be sent to the Village of Morton Grove for review. Thank you!

NAME / last name	ADDRESS	SIGNATURE
Ethan Robles	9508 Oriole Avenue	
Lani Nakka	9249 Major Ave.	
Daniel Parker	9186 Osceola	
Julia Termanowski	8921 Oriole ave	
Amber Pavlak	6122 Crain St	
Kevin Jennetten	5705 Rebe St	
Sue Hennessy	9120 Major Ave	
Tiago Silva	9010 Meade	
Patrick Shane	8707 Ferris ave	
Regan Leahy	9411 Osceola	
Myoanne Kyodhe	7113 Palma Ln	
Marzyba Abdullah	8511 Mango Ave	
Aaknes, Antonio	5506 Church St	
Quinn Hagan	8637 Austin Ave	
Nina Khoshaba	8535 Mango Ave	
Elise Wittum	8246 N Octavia	
Michelle Ryczek	8246 N. Octavia	
Brigid Williams	5921 Capulina Ave	
Nivyan Poole	8939 Mansfield Ave	
N Ferenth	8841 Meade Ave	

PETITION TO INSTALL STOP SIGNS AT INTERSECTION OF AUSTIN AVE & CAPULINA AVE

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NAME	ADDRESS	SIGNATURE
Nikolaos Kokos	8340 Colfax Ave	
Kaitlin Dingayan	8950 National Ave	
LISA VILCHIS	8649 AUSTIN AVE	
Hans diocampo	8539 Austin Ave	
EJ AQUINO	8641 AUSTIN AVE	
Maria Odelka	8633 Austin Ave	
Amena Nufum	6250 Capulina	
Blerim Delisi	6001 Capulina	
Abraham chacko	8629 Austin	