

TRAFFIC SAFETY COMMISSION
MEETING AGENDA

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

CALL TO ORDER

1. Call to order
2. Pledge of Allegiance
3. Roll Call
4. Approval of the February 5, 2026, meeting minutes.

Chairperson Chalabi
Chairperson Chalabi
Secretary
Chairperson Chalabi

STAFF REPORT

5. None.

OLD BUSINESS

6. None.

NEW BUSINESS

7. **Request for Review** - Requesting to sub-divide the existing Zone 1 Special Permit Parking area into three smaller areas with no changes to restriction parameters.

Morton Grove Staff

PUBLIC COMMENTS

ADJOURNMENT

Chairperson Chalabi



**MINUTES OF THE FEBRUARY 5, 2026
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 7:01 p.m. by Liaison Tomich.

2. Pledge of Allegiance

Liaison Tomich led the assemblage in the Pledge of Allegiance.

3. Roll Call

The Secretary called the roll. Commissioners Bradley Alper, Ninous Chalabi, Jenny Cleary, and Chris Sheehan were present. Commissioners Robert Campanella, Jeff Dahlberg, Michael Dibra, and Frank Wang were absent.

Village Staff Present:

Chris Tomich, Village Engineer; TSC Liaison

John Thill, Village Trustee

Keith White, Village Trustee

Justin Jurasz, Police Department Liaison

4. Selection of Chairman Pro tem

Liaison Tomich explained that the unplanned resignation of Chairperson Shah last year occurred before a new Chairman could be appointed by the Village President or a Chairman Pro tem could be assigned by the Traffic Safety Commission to preside over this meeting. That appointment is expected to occur at an upcoming Board Meeting. The Commissioners need to make a motion to select and approve a Chairman Pro tem for the purposes of conducting business at this meeting and until the Village President formally appoints a Chairperson.

Commissioner Alper moved to nominate Commissioner Chalabi to be Chairman Pro tem until such time as a permanent Chairman is appointed by the Village President; seconded by Commissioner Sheehan.

Motion passes: 4 ayes, 0 nays, 4 absent.

Co. Alper	<u>aye</u>	Co. Campanella	<u>absent</u>	Co. Chalabi	<u>aye</u>
Co. Cleary	<u>aye</u>	Co. Dahlberg	<u>absent</u>	Co. Dibra	<u>absent</u>
Co. Sheehan	<u>aye</u>	Co. Wang	<u>absent</u>		

Mr. Tomich acknowledged the result of the motion and yielded the floor and control of the meeting to elected Chairperson Pro Tem Chalabi.

5. Approval of Minutes

Chairperson Pro tem Chalabi sought approval of the November 6, 2025, meeting minutes. With no corrections given, Commissioner Sheehan moved to approve the minutes as presented; seconded by Commissioner Alper. A roll call voice vote ensued. The motion was adopted with Commissioner Cleary abstaining.

STAFF REPORT

Mr. Tomich provided Leadership Updates. Mr. Tomich reiterated that Chairperson Shah had resigned last year. Chairperson Pro tem Chalabi is expected to be appointed Traffic Safety Commission Chairman by the Village Board at the next Board Meeting on February 10. Resigned Chairperson Shah's position remains vacant. There is a new Commissioner Jenny Cleary to be welcomed. Commissioner Cleary was appointed last year to fill the position vacated by the resignation of Commission Puljic last year.

OLD BUSINESS

None

NEW BUSINESS

1. Request for Review – Request for All-way Stop Control at Austin and Capulina Avenues **Applicant:** Melissa Bernal Pulido

Chairperson Pro tem Chalabi introduced the Request for Review as a request for all-way stop control at the intersection of Austin Avenue and Capulina Avenue. This intersection currently operates with two-way stop control on Capulina Avenue. He thanked the applicant and attendees for bringing this issue before the Commission and Village and added that the Commission takes these matters very seriously. He then requested the applicant to approach the podium and present the case to the Commissioners and attendees.

The applicant, Melissa Bernal Pulido from 8637 Austin Avenue stated she initially made a request on June 10, 2025, via email to the Mayor for all-way stop control at this intersection due to speeding and heavy traffic. Ms. Pulido feels it is unsafe at this intersection because vehicles speed and nobody stops for the marked pedestrian crossing. She was then made aware of the Village's Traffic Safety Commission and the Request for Review process to address such matters. After submitting the Request for Review form, she was told that Village staff (Staff) would not support all-way stop control at that intersection, but she was offered other, Staff supportable options to address her concerns including enforcement or parking controls. She refused other remediating options offered at the time other than enforcement, then again reached out to Village staff in December 2025 and was then asked about attending and presenting the Request for Review to the Traffic Safety Commission as an agenda item. Ms. Pulido understands

the all-way stop control still is not supported by Village staff which is further supported by traffic studies provided by Village and Police Department staff. She remains concerned about area safety, including access to resident properties and vehicles parked on the street or walking, sometimes with dogs. She had noticed some enforcement and a feedback speed limit sign was posted, but the sign is gone and she notices no notable improvement since then. Ms. Pulido and her neighbors still do not feel safe and continue to request all-way stop control but, if that will not be possible, she is open to other options.

Chairperson Pro tem Chalabi asked if there were any Commissioner questions or comments. There were none.

Chairperson Pro tem Chalabi asked if Village staff could describe the traffic studies performed and any conclusions. Mr. Tomich explained crash records were retrieved for the intersection for the last five years back to 2020. Five records were retrieved with four of those crashes being angle-type collisions which may be susceptible to correction by the installation of all-way stop control. The crash record is low with relatively minor property damage or personal injury and therefore does not meet criteria to support the installation of all-way stop control. The crash records indicate that this intersection operates relatively safely and acceptably given the five-year history. There would be relatively little improvement gained from installing all-way stop control. But, given the daily traffic volumes on Austin of nearly 6000 vehicles per day, stop signs on Austin would cause harm to the desired efficient movement of Austin traffic when considering the very low volumes on Capulina. Also, it is common for a driver approaching what is believed to be an unwarranted stop sign to roll through or completely ignore the stop control. That may actually make it less safe for pedestrians or vehicles approaching and crossing from Capulina. Village staff obtained pedestrian counts at the intersection during peak traffic times on Austin. Those counts showed low pedestrian volumes with acceptable wait times from the pedestrian's approach to Austin until a gap in traffic occurs allowing the crossing. Wait times to cross varied from zero to 15 seconds. A wait time greater than 30 seconds to cross is when most pedestrians tend to get impatient and may take chances. The maximum number of pedestrians crossing Austin during the peak hours studied is seven.

Commissioner Sheehan asked if the main concern is for the pedestrian traffic. Ms. Pulido replied, yes, but includes pedestrian access to and from parked vehicles on Austin and for exiting a residential driveway. Co-applicant, Quinn Hagan, described what he believed was a near accident which he observed just before this meeting when a driver had to speed across Austin to avoid a vehicle approaching on Austin at a high speed. He wonders how many close calls, which are not recorded like crash reports, might be avoided with Stop signs on Austin. He also wonders whether stopping traffic on Austin might reduce the average daily traffic volume and near misses on Austin due to the congestion caused by anticipated queues at the stop sign or induced slower speeds. Ms. Pulido believes that some people might speed to catch a green light at Dempster Street. Ms. Pulido believes

pedestrian counts might be lower during peak traffic times on Austin because she and others choose other routes to walk where they perceive it to be safer to do so. Mr. Hagan stated their concern is more directed at preventative safety in trying to prevent any accident or close call.

Commissioner Sheehan asked if Staff had considered Stop for Pedestrians signage like those in place at the corner of Lincoln Avenue at Ferris Avenue. Mr. Tomich confirmed and noted it was discussed in the Analysis section of the Staff Report memo distributed for this meeting. Mr. Tomich stated it is an option in this case which was offered to the Applicant during an earlier discussion on this matter.

Commissioner Alper asked if there are other crosswalks besides this one on Austin between Lincoln and Dempster. Mr. Tomich stated there are crosswalks at South Park, Crain, and Carol Avenues. The ones at South Park have standard crosswalk line pavement markings but he does not believe the ones at Carol or Crain have markings in place. None of these have Pedestrian Crossing signage like at Capulina.

Chairperson Pro tem Chalabi inquired about the speeds measured by the Police Department. Mr. Tomich replied the 85th percentile travel speeds measured were 31.4, 29.5, and 29.5 mph. The 85th percentile speed is used to determine the speed at which the average driver feels comfortable driving through an area. It is not the posted speed, but it typically is used to set the posted speed.

Mr. Hagan asked if there is a record of how many people were pulled over. Police Department liaison Justin Jurasz stated that from May 29 through November there were 6-7 stops with citations issued. Officer Jurasz explained that often the presence of police personnel in the area can change behavior causing reduced speeds and better compliance with the laws. Mr. Hagan acknowledged he noted how traffic on Austin was when he bought the house a couple of years ago. He was concerned about seeing and hearing tractor trailers on this section of Austin which he understands should not be allowed.

Commissioner Alper asked about the option with a flashing pedestrian beacon. Mr. Tomich confirmed it was mentioned in the Staff Report's Analysis section. This type of device typically has a button which when pushed will activate a flashing beacon which give a pedestrian time to cross before turning off.

Commissioner Sheehan asked if any of the crashes involved driveway access. Mr. Tomich explained though there may be crashes north and south of the intersection, only intersection-related crash records were retrieved which would not include driveway related crashes. Commissioner Sheehan asked Ms. Pulido if she was aware of any driveway-related crashes. Ms. Pulido responded, no, but she has trouble exiting her driveway and feels Austin is treated like Dempster by drivers who drive along it.

Commissioner Sheehan asked if the feedback speed signs could be permanent or only temporary. Mr. Tomich explained there are various types, but the Village and Police Department have fixed and mobile feedback speed signs. Fixed signs tend to lose their effectiveness over time because motorists become used to them and eventually ignore them, whereas mobile signs often work better due to the element of surprise which a driver will react to when the sign appears in a different and unexpected location. The Police Department used their mobile trailer in this case. Commissioner Sheehan asked what the Village's position is on this. Mr. Tomich said there is none, but explained though these are considered relatively low-cost options, they are more expensive than passive signs with a continuing element of cost and Staff time for monitoring and maintenance which can create a maintenance burden for Staff. Commissioner Sheehan asked to clarify if Advance Pedestrian Crossing signs are considered a simpler and less costly option. Mr. Tomich replied, yes. Commissioner Sheehan asked if pavement markings are also a lower cost option. Mr. Tomich replied, yes, and clarified high-visibility crosswalk markings are on Austin at Capulina, and the Village generally refreshes the pavement markings approximately every four years.

Chairperson Pro tem Chalabi thanked the applicant again for their time tonight and for bringing this to the Commission's attention.

Chairperson Pro tem Chalabi asked if there were any audience questions or comments.

Ms. Lisa Vilchis from 8649 Austin said she complained twice to the Police Department about speeding along Austin which prompted the feedback speed signs to be implemented. She works from home which enables her to monitor traffic on Austin all day long. She once noted the sign indicating a vehicle going 54 mph along Austin. She was told there would be increased police presence with the signs. She often sees what she believes to be non-stop speeding while gardening outside and hears noisy Lin-Mar trucks between midnight and 2 a.m. while sitting up at night. Ms. Vilchis perceives no one going the speed limit. She believes this is not just a pedestrian problem, but a general speeding problem. She believes increased speed enforcement may cause driver awareness and result in reduced speeds. She was told by Police staff that 67,000 people pass through the area in two weeks. She believes at least 25 percent are speeding, and, if they were ticketed it would produce a significant revenue for the Village. Ms. Vilchis is upset she was cited by the Village for having marigolds on the sidewalk. She does not understand why that is a bigger concern for the Village than citing speeders. She understands semi-trucks are not supposed to be allowed on that portion of Austin and does not understand why that is not being enforced. Ms. Vilchis asked her ex-husband, who is a retired fire fighter, what to do and he advised her to call the Police Department. She believes the long stretch of uncontrolled Austin from Lincoln to Dempster enables speeding between the two limits, but installing stop signs would break this up and allow for easier enforcement if the stop sign is not properly obeyed.

Commissioner Cleary asked if this stretch of Austin is considered a school zone. Mr. Tomich responded, no. He explained that, while researching this Request, Staff noted School Zone speed limit signs had been posted on this section of Austin up to a few years ago, but they were removed for unknown reasons. In order to designate this a school zone, a school's staff would need to work with the Village to define and officially designate these. The Village has plans to work with schools in the next two years to develop a plan to formally define school routes throughout the Village. Mr. Tomich clarified that a school zone would have a speed limit of 20 mph for 200 feet in each direction from the school crossing. Commissioner Cleary asked if it has been determined how many students might cross Austin. Mr. Tomich replied the count was done during the summer months when school was out, so the Village does not have numbers for students. Based on what he knows about the local schools and observations over the years travelling in the area, he has noticed there are a lot of drop-offs. The closest schools at the MEC and Jerusalem Lutheran do not have designated student capture areas, so it is difficult to predict from where students might travel.

Ms. Vilchis stated that she often observes when someone tries to comply with the speed limit, there is a person tail-gating that vehicle in an aggressive manner, including honking and swerving around the slower vehicle. She understands that when parking lines are marked on the street, it also causes the travelled lane to appear narrower, which is a traffic calming technique. She recommends this be considered. She believes this would also make enforcement easier if impatient drivers illegally used the marked parking lane for aggressive passing.

Bill Feldman from 5934 Capulina Avenue asked to speak. He asked the Commission to consider speed bumps. He said they are very annoying, but they tend to be effective. He noted there are different types which are effective at slowing down traffic.

Chairperson Pro tem Chalabi noted a Fire Department representative was not present to offer a comment or ask a question and he moved on.

Chairperson Pro tem Chalabi asked for Police Department comments. Police Department liaison Justin Jurasz stated the Police Department had no further comments to add to those made earlier in the meeting regarding enforcement counts.

Chairperson Pro tem Chalabi asked for Village Staff comments. Mr. Tomich stated that this is a request for stop signs which has included a lot of testimony about speeding concerns. He noted that the Analysis in the Staff Report provided to the Commission refers to the Manual on Uniform Traffic Control Devices (MUTCD) which is a national source used to evaluate these things. The Manual explicitly advises that stop signs should not be used to control speeding. Studies have shown there is very often the opposite effect. Therefore, the Village's Engineering Division and Public Works would never support the use of Stop signs to control a speeding issue.

With no further comments, Commissioner Sheehan moved to recommend not making the intersection of Austin Avenue at Capulina Avenue an all-way stop controlled intersection. Commissioner Sheehan included the following recommendations: to add Advanced Pedestrian Crossing warning signage on Austin Avenue for the approaches to Capulina Avenue; to install Stop for Pedestrians signage at the intersection of Austin Avenue and Capulina Avenue; and to install high-visibility crosswalk markings on all four legs of the intersection of Austin Avenue at Capulina Avenue. The motion was seconded by Commissioner Alper and passed by the following vote:

Motion passes: 4 ayes, 0 nays, 4 absent.

Co. Alper	<u>aye</u>	Co. Campanella	<u>absent</u>	Chair. Chalabi	<u>aye</u>
Co. Cleary	<u>aye</u>	Co. Dahlberg	<u>absent</u>	Co. Dibra	<u>absent</u>
Co. Sheehan	<u>aye</u>	Co. Wang	<u>absent</u>		

PUBLIC COMMENTS

Ms. Vilchis asked to be recognized and approached the podium. Ms. Vilchis noted the crosswalks on Austin at Crain and Carol Avenues do not have pavement markings. She asked if crosswalk pavement marking lines could be added to those crossings. She still believes this issue is more about speeding and she stated that she has not heard a solution for that at this meeting. Chairperson Pro tem Chalabi explained that they had covered the speeding issue during the discourse including the Staff Report Analysis. Ms. Vilchis stated that when there is a location with stop control every block, she believes that no one could speed then. Chairperson Pro tem Chalabi explained that he understands her conviction, but the recommendations are set which the Commission believes to be appropriate in this case. Ms. Vilchis asked what will be done to control speeding in this case. Mr. Tomich stated Staff can convey Ms. Vilchis's concern to the Village Board and Police Department staff which may result in a request for additional, selective speed enforcement. The Traffic Safety Commission does not address speeding issues as that is an enforcement issue to be handled by the Police Department according to available assets and other priorities. Commissioner Sheehan added that it is a jurisdictional issue in that the Commission is empowered to receive, review, and make recommendations to the President and Board of Trustees, but cannot direct the Police Department how to do their job. Mr. Tomich explained Public Works staff has the authority to add certain low-cost items including pavement markings or certain types of signage without needing the Board's approval. But Public Works staff can pass-on resident concerns to other Departments within the Village. Commissioner Sheehan reiterated that the recommendation made tonight does not exclude the message being passed on to others regarding speeding. Chairperson Pro tem Chalabi stated the subject has been covered and the Commission needs to move on.

Ms. Pulidos asked to be recognized and approached the podium. She asked for more clarification regarding the proposed Stop signs recommended for the Austin at Capulina case. Chairperson Pro tem Chalabi clarified again that additional stop signs are not recommended. What was

recommended is Stop for Pedestrians signage. It was clarified to Ms. Pulido that the push button type with a flashing beacon was not recommended.

ADJOURNMENT

There being no further business before the Commission, Commissioner Alper moved to adjourn the meeting; seconded by Commissioner Sheehan. It was unanimously approved. The meeting was adjourned at 7:56 p.m.

Minutes By: J Garcia, Engineering Technician

Checked by: C Tomich, Village Engineer

NOT APPROVED

MEMORANDUM

To: Trustee Thill
Traffic Safety Commission

From: Chris Tomich, Village Engineer *CT*

Date: April 27, 2026

Re: Traffic Safety Commission Meeting on May 7, 2026

1. Request for Review - Requesting to sub-divide the existing Zone 1 Permit Parking area into three smaller areas with no changes to the restriction parameters.

Request

Village Staff is recommending to sub-divide the existing Zone 1 Permit Parking area into three smaller areas with no changes to the restriction parameters. Maps of **Existing Zone 1 Permit Parking Areas** and **Proposed Zone 1 Area Sub-divisions** are attached at the end of this report for reference. Staff's intentions are to address resident concerns regarding Niles West High School students parking in the area. Staff has confirmed there is misuse of Zone 1 parking passes that contribute to concerns expressed by residents.

Background

The Zone 1 Special Permit Parking (Zone 1) area was first implemented on certain streets around 1991 to preserve the ability of residents within Zone 1 to park on their street near their property. Area residents complained that students parking on local streets were causing problems and hardships for the residents. Parking is restricted in Zone 1 to no more than 1 hour between 8 a.m. and 3 p.m., on weekdays when school is in session, except for vehicles displaying a Zone 1 special parking permit or guest pass. This is intended to prevent school-related Niles West High School students from parking in the area.

Zone 1 started on the streets north of Oakton Street, due north of the high school and west of the Edens Expressway on the streets closest to the high school campus. These streets likely included Warren and Keeney Streets between Marmara and Major Avenues and Menard Avenue from Oakton to Keeney.

The initial Zone 1 restriction improved the situation for some, but had the side effect of pushing the problem of student parking onto the next closest streets to the high school without the Zone 1 restriction.

Zone 1 expanded in 1993, 2002, 2004, and 2005. The map of **Existing Zone 1 Permit Parking Areas** illustrates the extent of the parking restriction. There has been no expressed desire to expand the zone, so the existing limit is likely located a distance from the school that students were willing to park and walk to school. There was a minor amendment made in 2013.

Village staff has been aware of traffic safety concerns in the area of Oakton Street and Menard Avenue due to Niles West High School student drop-off and pick-up since 2017. The Village worked with a resident and School District 219 about unsafe driving behaviors ranging from illegal U-turns, dropping passengers from travel lanes, speeding through congested areas, etc. The Village has used engineering and enforcement efforts intermittently to make minor improvements to the safety. Efforts needed to be made each year when school started and often in the Spring when travel habits slackened. A stronger approach was taken in 2025 and 2026 to enact additional parking regulations to prohibit parking, standing, passenger drop-off and U-turns. School officials and Village officials have concluded the result is decreased congestion and improved safety based upon observations and positive feedback from residents. It also introduced in the conversation the deficiencies of Zone 1 parking restrictions.

Village staff has surveyed parked cars with Zone 1 parking passes parked nearest the school and determined them to be registered to properties within the Zone, but more distant from the school. Village staff is also aware of solicitations for parking passes from people outside Zone 1. The Zone 1 restrictions were intended to benefit residents of properties within the zone to park near their property and the same for their guests. The parking pass was never intended to provide a benefit to Niles West High School students, rather to discourage school parking on Village streets.

The proposed changes include subdividing Zone 1 into three zones. It is important to note that there is no change to the number of permit holders, only the zone identifier that some permit holders will receive in the future. The three zones are referred to at this point as Zone 1, Zone X and Zone Y. Zone X and Zone Y would likely be given numerical zone designations at the time the ordinance would be written. Village staff expects that three zones will reduce the incentive for permit misuse, reduce enforcement burden, and improve the ability for residents to have convenient on-street parking for themselves, their neighbors, and guests.

As the **Proposed Zone 1 Area Sub-divisions** map shows, the Zone 1 area west of the Edens^h Expressway would generally be divided at the east-west alley midblock between Keeney Street and Reba Street. The area between Oakton Street and this division limit would remain "Zone 1." The area north of the division limit would become "Zone X". The area east of the Edens Expressway included in Zone 1 would all become "Zone Y".

This change should have negligible impact on the affected residents other than some receiving differently numbered and colored zone parking stickers and guest passes when vehicle stickers are renewed in August of each year.

There are over 400 properties within the current Zone 1. As the requester of this change, Village staff took the initiative to provide information to the residents within proposed Zone X and Zone Y and invite them to a public information meeting. There are 123 properties within Zone X and 201 within Zone Y. Meetings were held on April 15 and April 16. Six residents attended the meeting for Zone X and one resident attended the meeting for Zone Y. Village staff had forecasted 80 people would attend the meetings, so Village staff considers the low attendance may indicate the proposed change is not objectionable. The people who attended the meetings were supportive of the change and there was no

feedback that caused staff to consider changes to the proposal. All properties notified about the proposed changes to Zone X and Zone Y have been notified and invited to the TSC meeting for this review.

Analysis

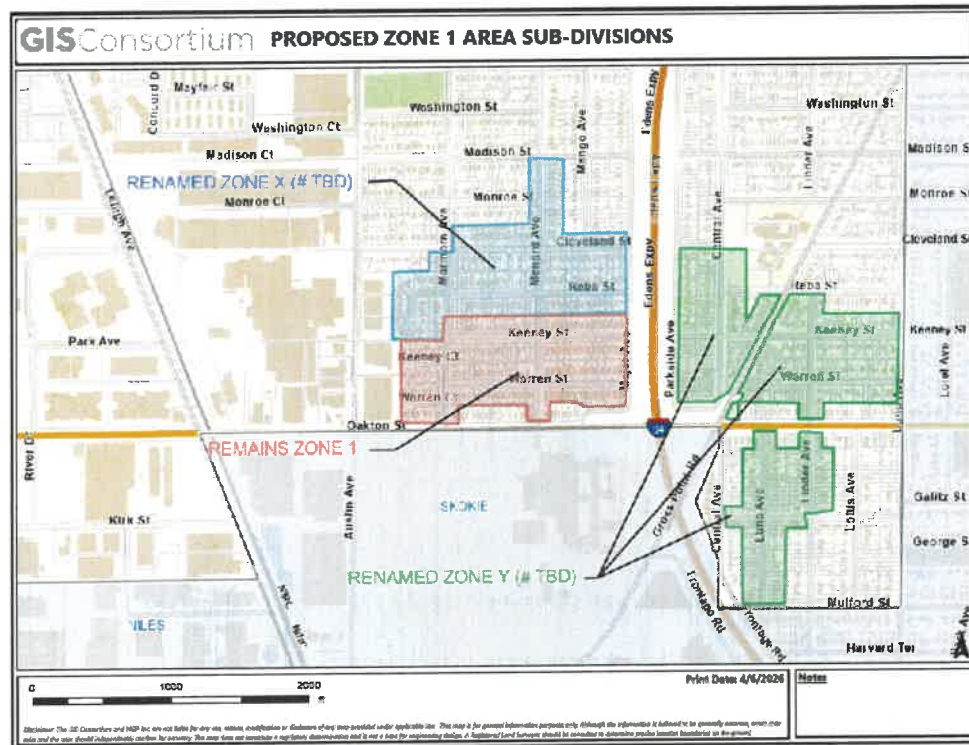
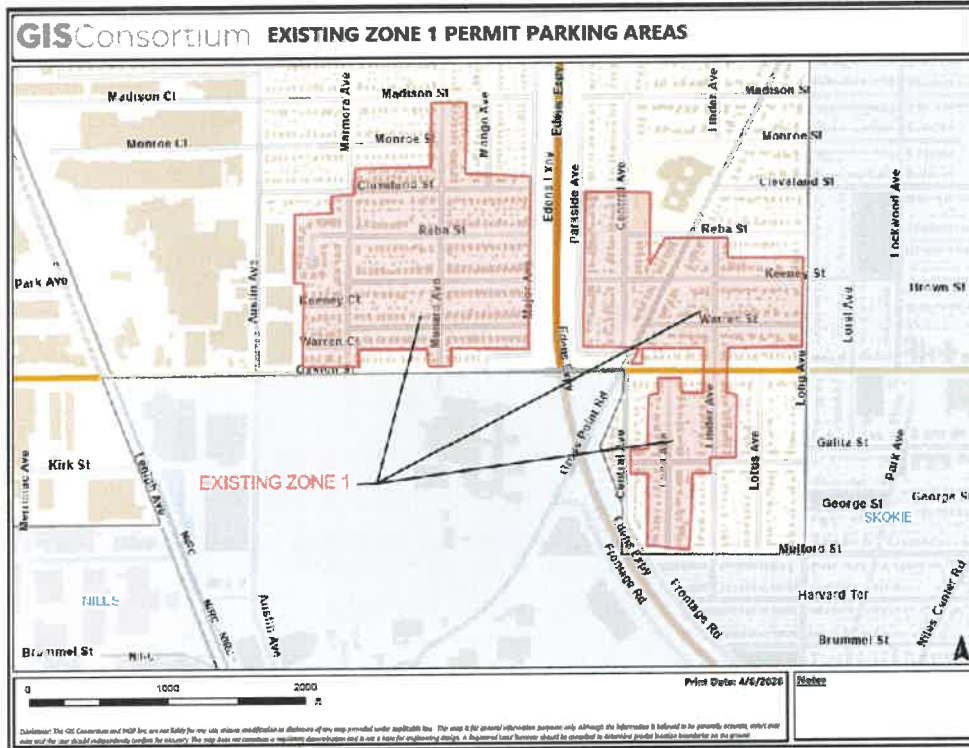
The proposed change is simple in its scope. Every property entitled to special permit parking on their street will be entitled to parking on their street with the proposed changes. The Village is not aware of a need or desire to expand the zone. The Village has chosen to avoid complication by evaluating whether it is practical to reduce the size of the zone.

Village staff developed an expectation from the meeting attendance and feedback that this change is not objectionable.

Conclusion

Village staff has proposed changes to Special Permit Parking Zone 1 by subdividing the existing zone into the three zones described above. If the TSC supports the proposal as presented, then a simple motion recommending to subdivide existing Zone 1 into three zones as presented by Village staff would be sufficient. If the TSC rejects any change to existing Zone 1, then a simple motion recommending no need to change Zone 1 is advised. If TSC supports changes to Zone 1, but with deviations from those changes proposed by Village staff, then the motion included in TSC's recommendation would need to identify each street, side, and time to be changed--Village staff can assist at the meeting with articulating those details at the meeting.


Cc: Mr. Chuck Meyer, Village Administrator
Mr. Michael Lukich, Director of Public Works



**VILLAGE OF MORTON GROVE
TRAFFIC SAFETY COMMISSION**

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

PART A:

1. **Name** Chris Tomich, Village Engineer
2. **Address** 7840 Nagle Avenue, Morton Grove, IL 60053
3. **Phone No.** 847-470-5235
Signature Here 

PART B:

Describe nature of request:

a) **What is being requested?**
Village Staff proposes to sub-divide the current Zone 1 Special Permit Parking area into three smaller areas, while retaining the same restricting parameters as the existing Zone 1 Permit Parking area. One area will remain "Zone 1", and the other two sub-areas will be designated "Zone X" and "Zone Y". If the request is approved, Zone X and Zone Y will each be given a unique, available zone number at that time.

(Attach additional sheets if necessary.)

b) **What are the reasons for the request?**
Village Staff's proposal is in response to Zone 1 resident concerns regarding area traffic safety, parking violations, and possible permit abuse. Village Staff believe this simple measure will alleviate the existing concerns and facilitate better enforcement with the least effect to current Zone 1 residents.

(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:

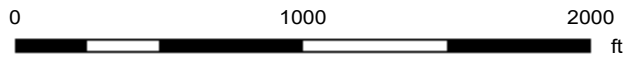
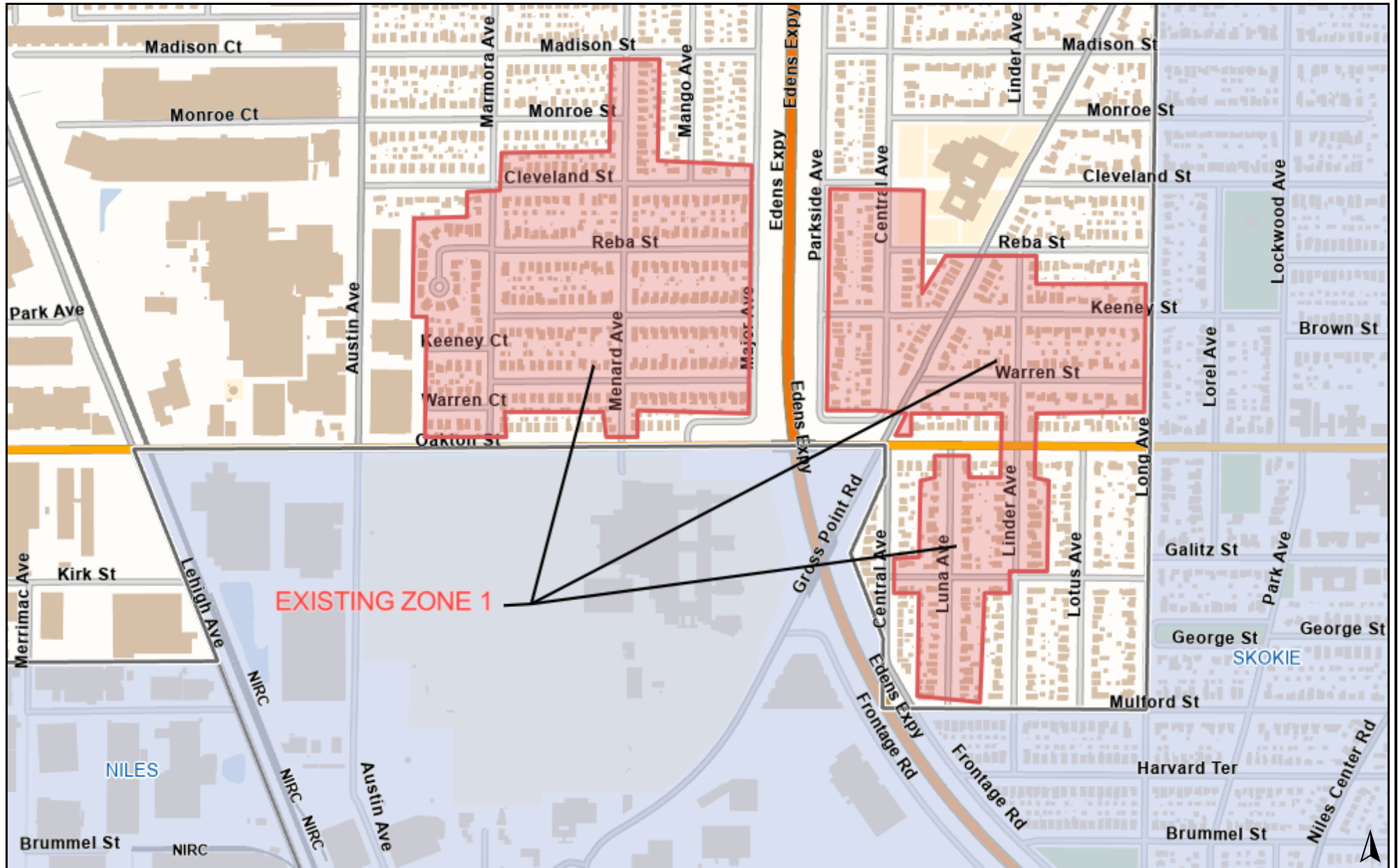
**Traffic Safety Commission
Village of Morton Grove
7840 Nagle Avenue
Morton Grove, Illinois 60053**

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

Part C (Office Use):

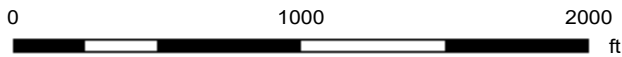
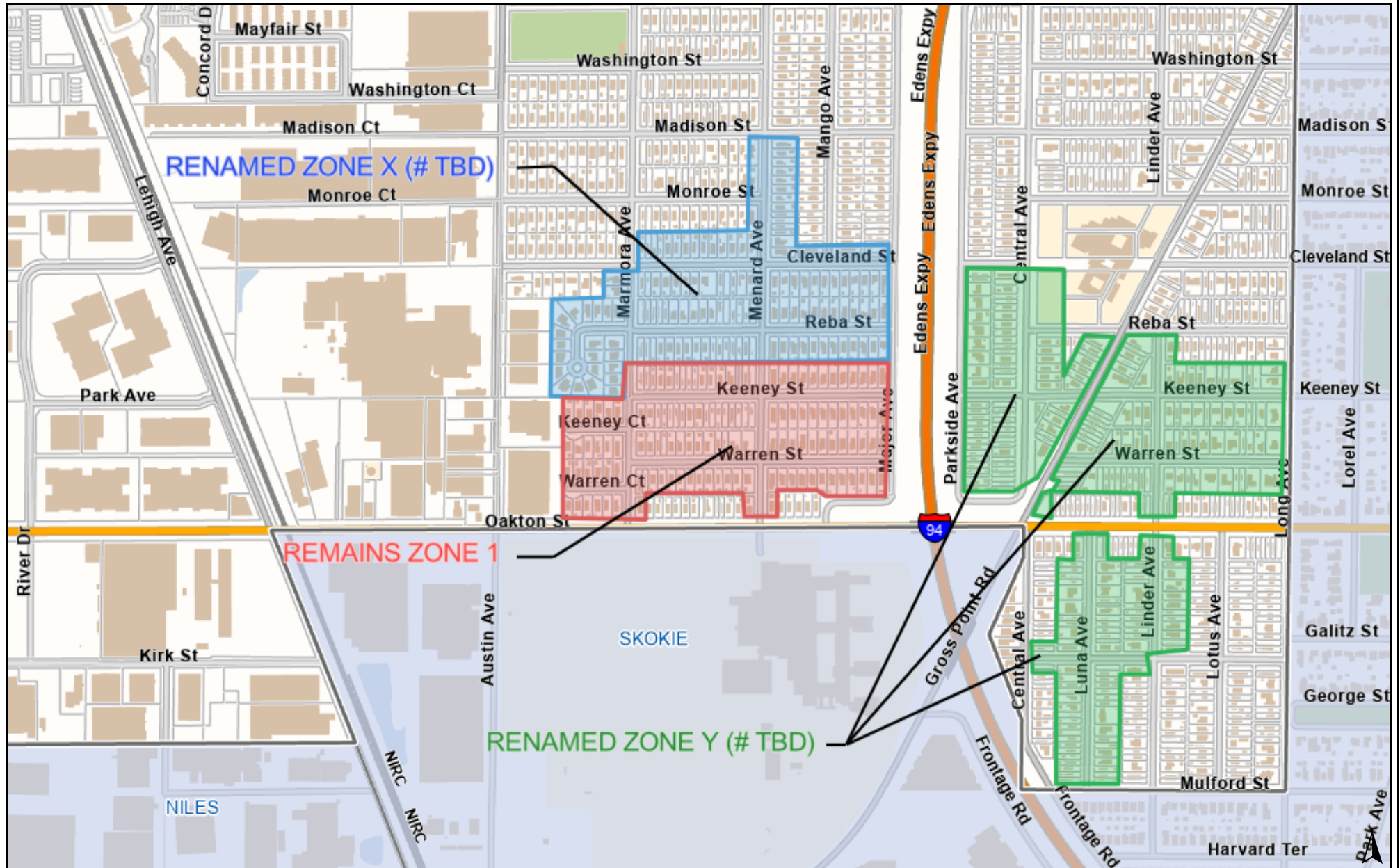
Date Received: 4/24/26
Scheduled for Commission Meeting of May 7, 2026
Date of Notification to Requestor: N/A
Commission Action: _____

Board of Trustees Action: _____



Print Date: 4/6/2026

Notes



Print Date: 4/6/2026

Notes