

VILLAGE OF GILBERTS

ORDINANCE NO. 09-2022

AN ORDINANCE AMENDING CHAPTER 3 OF TITLE 6 OF THE VILLAGE CODE REGARDING STOP SIGNS AT THE INTERSECTION OF COLUMBIA LANE AND ROCKVILLE LANE

WHEREAS, the Village of Gilberts (the “*Village*”) is an Illinois municipal corporation organized and operating under the Illinois Municipal Code (65 ILCS 5/1, *et seq.*); and

WHEREAS, The Illinois Vehicle Code (625 ILCS 5/11-302(a)) authorizes the Village to install traffic control devices, including stop signs, at intersections that are under the Village’s jurisdiction; and

WHEREAS, Section 6-3-3 of the Gilberts Village Code specifies the stop intersections in the Village; and

WHEREAS, the intersection of Rockville Lane and Columbia Lane (the “*Intersection*”) is under the Village’s jurisdiction and currently operates as a three-way stop; and

WHEREAS, the Village engaged an engineering firm – Robinson Engineering, Ltd – to analyze the Intersection and provide its professional engineering judgment as to whether the Intersection warrants the installation of an additional stop sign; and

WHEREAS, Robinson Engineering prepared a report, attached hereto as Exhibit A, recommending that an additional stop sign be installed on the westbound approach to Columbia Lane in order to improve overall traffic operations at the Intersection; and

WHEREAS, the President and Board of Trustees of the Village of Gilberts wish to install an additional stop sign at the westbound approach to Columbia Lane at the Intersection in accordance with the terms of this Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Gilberts, Kane County, Illinois, as follows:

Section 1. RECITALS. The foregoing recitals are incorporated as though fully set forth herein.

Section 2. AUTHORIZATION; INSTALLATION. The President and Board of Trustees hereby authorize the installation of an additional stop sign on the westbound approach to Columbia Lane at the Intersection. The Village Administrator is hereby authorized and directed to take all necessary actions to install the stop sign at the Intersection in accordance with the recommendation set forth in Exhibit A.

Section 3. AMENDMENT TO SECTION 6-3-3 OF THE VILLAGE CODE. Section 6-3-3 “Stop Intersections” of Chapter 3 “General Traffic Regulations” of Title 6 of the Gilberts Village Code shall hereby be amended to read as follows (deletions in ~~strikethrough~~, additions in **bold** and underline):

“6-3-3. Stop intersections.

The driver of any vehicle shall stop in obedience to a stop sign and shall proceed, cautiously yielding to the vehicles not so obligated to stop which are within the intersection or approaching so close as to constitute a hazard. Stop signs shall be erected pursuant to this section at the following locations:

Galligan Road. On the following streets and roads at their respective intersections with Galligan Road:

- Westbound Binnie Road
- Eastbound Freeman Street
- Westbound Silver Trail Parkway
- Eastbound Willey Street

* * *

Tyrrell Road. On the following streets and roads at their respective intersections with Tyrrell Road:

- Eastbound Arrowhead Drive
- Westbound Arrowhead Drive
- Eastbound Brighton Lane
- Westbound Columbia Lane
- Westbound Kildare Street
- Eastbound Koppie Drive
- Eastbound Mason Road
- Westbound Mason Road
- Westbound Pierce Street
- Eastbound Raymond Drive
- Northbound Town Center Boulevard (north)
- Eastbound Welch Street
- Westbound Welch Street

Columbia Lane and Rockville Lane. At the intersection of Columbia Lane with Rockville Lane and the intersection of Rockville Lane with Columbia Lane (four-way stop).”

Section 4. SUPERSEDER. In the event a conflict exists between the terms of this Ordinance and any other ordinance of the Village, the terms of this Ordinance shall govern.

Section 5. SEVERABILITY. If any part, subsection or clause of this Ordinance shall be deemed to be unconstitutional or otherwise invalid, the remaining section, subsection and clauses shall not be affected thereby.

Section 6. EFFECTIVE DATE. This Ordinance shall be in full force and effect from and after its passage and publication in pamphlet form, in accordance with law.

PASSED BY VOTE OF THE BOARD OF TRUSTEES of the Village of Gilberts, Kane County, Illinois, this 2 day of Aug 2022.

	<u>Ayes</u>	<u>Nays</u>	<u>Absent</u>	<u>Abstain</u>
Trustee Jeanne Allen	✓	—	—	—
Trustee Dan Corbett	✓	—	—	—
Trustee Lou Hacker	✓	—	—	—
Trustee Brandon Coats	—	—	✓	—
Trustee Justin Redfield	✓	—	—	—
Trustee David LeClerc Sr.	✓	—	—	—
President Guy Zambetti	—	—	—	—

APPROVED this 2 day of Aug, 2022.



Guy Zambetti
 Village President Guy Zambetti

ATTEST: *Courtney Baker*
 Village Clerk, Courtney Baker

EXHIBIT A

Village Engineer's Stop Sign Analysis

[Attached]

4821-5227-7541, v. 1



Village of Gilberts

Village Hall

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To: Gilberts Village Board of Trustees

From: Todd Block, Chief of Police

This letter is written to express the Police Department's support for the proposed stop sign at the intersection of Rockville Lane and Columbia Lane.

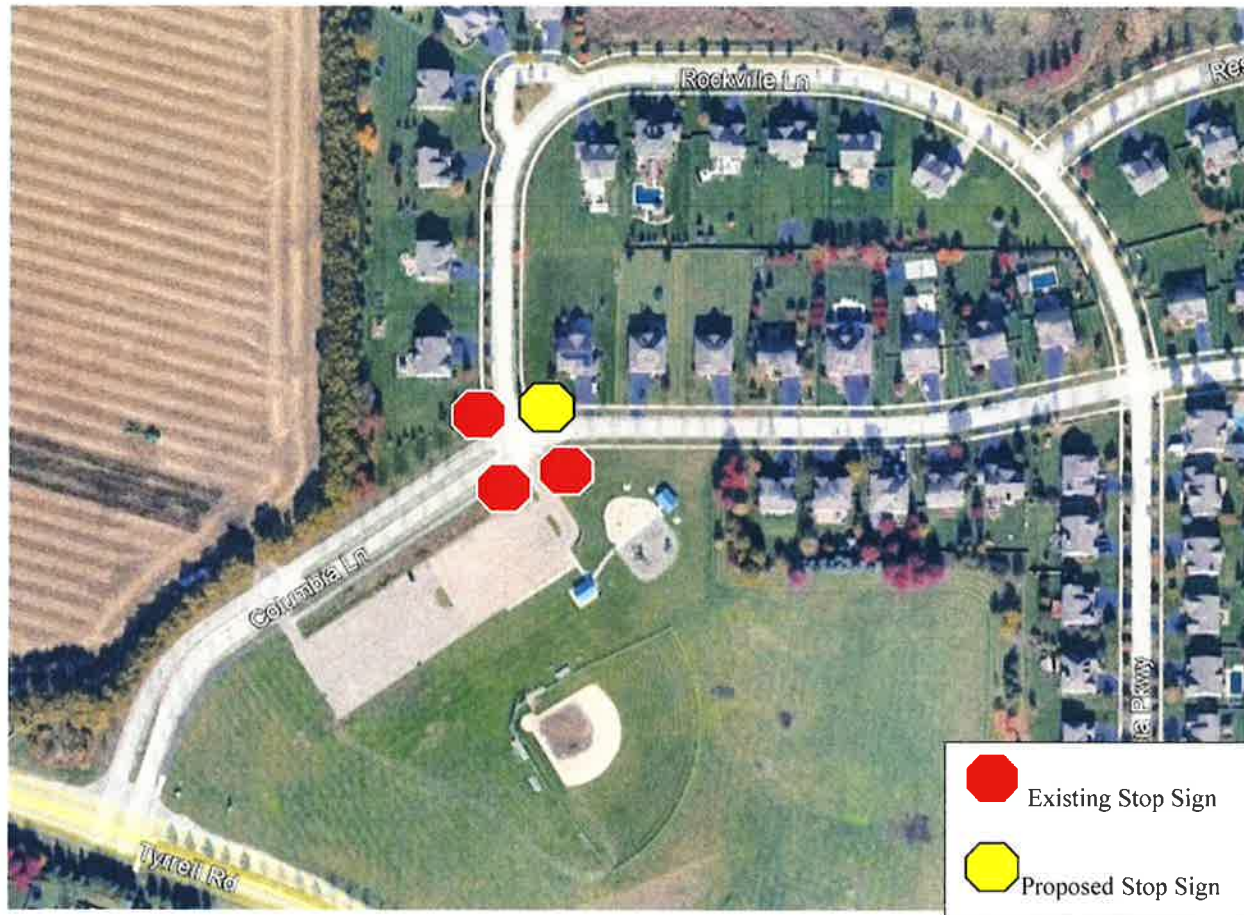
The average driver expects this intersection to be a four-way stop, however westbound traffic on Columbia does not have to stop. This puts drivers and residents at risk. Additionally, the crosswalk at this intersection makes it dangerous for pedestrians and families who want to visit the park and splashpad.

It is the Police Department's recommendation that this stop sign be approved.

Todd J Block

To: Riley Lynch Date: 7/15/22Author: Jonathan Flowers, PE (Reviewed by: Jonathon Zabrocki, PE)Subject: Village of Gilberts / Stop Sign at Rockville and Columbia Intersection Project No. 22-R0560**Background and Current Conditions:**

The Village of Gilberts (Village) has requested Robinson Engineering, Ltd. (Robinson) to evaluate the addition of a stop sign on the westbound approach to the intersection of Columbia Lane and Rockville Lane. It should be noted that the 4th leg of this intersection (opposite Rockville Lane) is the entrance into Town Center Park. The following exhibit show the location of the requested evaluation:



Analysis:

There are currently three (3) existing stop signs at this intersection which are denoted by the red octagons on the previous page. The westbound approach on Columbia Lane is not current under stop control. The Manual of Uniform Traffic Control Devices (MUTCD) is used to set minimum standards for all traffic control devices used on U.S. roads and highways including stop signs. Generally speaking, a multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is generally used where the volume of traffic on the intersecting roads is approximately equal.

The MUTCD presents a methodology to evaluate the placement of stop signs that includes the following criteria:

- *The decision to install multi-way stop control should be based on an engineering study.*
- *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. Minimum volumes:*
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition*

Robinson has consulted with the Village's Police Department and, while they do not have crash records readily available for this intersection, they do fully support this installation and have witnessed multiple near misses at this location. Also, there is not readily available traffic counts (pedestrian, bicycle, and vehicle) for this location.

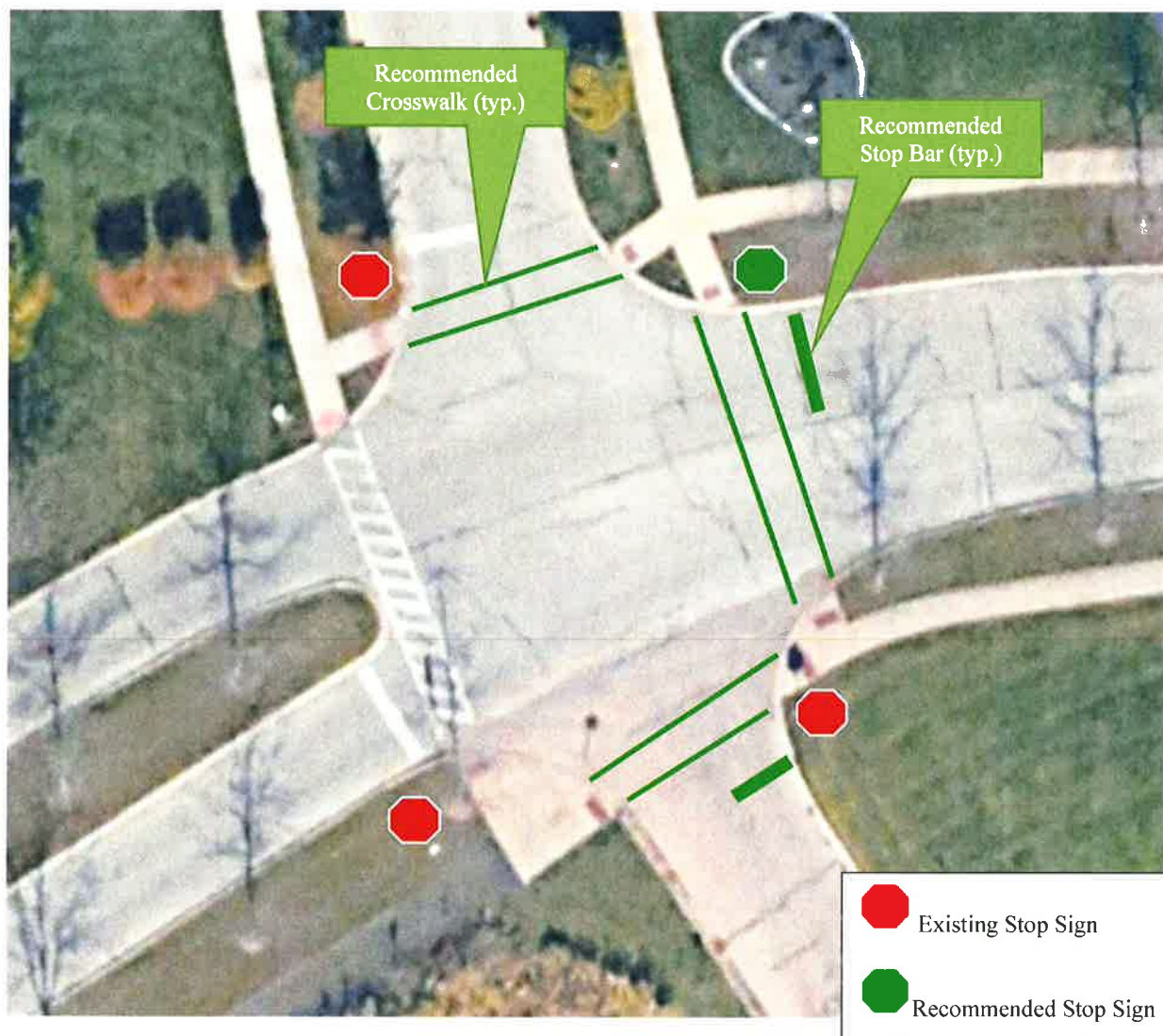
In lieu of the more typical criteria used above, the MUTCD does allow the engineering study to look at the following other criteria in the evaluation process:

- A. The need to control left-turn conflicts;*
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.*
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

In reviewing this location, Robinson has found that the presence of Town Center Park does serve as a draw for pedestrians in the area thereby generating higher than average pedestrian (and bicycle) volumes. Also, the intersection itself is not typical in that the "thru movement" of east-west traffic on Columbia Lane is only stop-controlled for eastbound movements. The "typical driver" would expect this intersection to be a 4-way stop and not a 3-way stop with westbound flow to be uncontrolled.

In addition to the addition of the stop sign on the westbound approach of Columbia Lane, there are several other improvements that we would recommend at this intersection. These include the following:

1. The addition of cross walks on the north, east, and south approaches. We do note that the southern approach is a park entrance so that would be less critical than the cross walks across the public streets on the north and east approaches. There is already a crosswalk on the west approach.
2. Add stop bars to the north, east, and south approaches. We do note that the southern approach is a park entrance so that would be less critical than the stop bars across the public streets on the north and east approaches. There is already a stop bar on the west approach.



Conclusion:

It is Robinson's professional opinion that the addition of a stop sign on the westbound approach of Columbia Lane would provide a more prototypical intersection (i.e., expected by the average driver) and would improve the overall traffic operational characteristics of the intersection. In addition, we recommend the Village consider adding crosswalks and stop bars at the above-referenced locations to provide additional safety mitigation at this location.