

ITEM	4
MANAGER'S REPORT NO.	75
COUNCIL MEETING	Nov. 22/76

Re: LETTER FROM MR. AND MRS. J. ROMANS WHICH APPEARED ON THE AGENDA  
FOR THE NOVEMBER 8, 1976 MEETING OF COUNCIL (ITEM 4b)  
BOUNDARY ROAD - GRANDVIEW HIGHWAY - 401 TRIANGLE

Appearing on the agenda on November 8 was a request from Mr. and Mrs. Romans for a traffic signal at Grandview Highway and Esmond Street. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATIONS:

1. THAT no action be taken on the request for a traffic signal at Esmond Avenue and the Grandview Highway; and
2. THAT a copy of this report be sent to Mr. and Mrs. Romans.

\* \* \* \*

16 November, 1976

TO: MUNICIPAL MANAGER

FROM: MUNICIPAL ENGINEER

SUBJECT: BOUNDARY ROAD - GRANDVIEW HIGHWAY - 401 TRIANGLE

Reference the submission of Mr. and Mrs. J. Romans for a traffic signal at the intersection of Grandview Highway and Esmond Street.

The disposition of those parcels of land in the triangle formed by the Trans Canada Highway, Boundary Road and the Grandview Highway was the subject of Manager's Report No. 62, Item No. 7, Council Agenda 4 October, 1976.

To answer the specific request for a signal to service the existing land use we must advise that the normal signal warrant does not exist. We must also advise that any signal device on the Grandview Highway so close to the existing signal on Boundary could create serious congestion to the Grandview Highway rush hour traffic. While it is possible to provide an interconnect between signals, it could only benefit the westbound movement. The distance between intersections is only 360' and this length is not sufficient to store the approximately 300 V.P.H. turns off Boundary that could occur during the red at Esmond. Such a condition would back traffic into the Boundary intersection.

Mr. and Mrs. Romans also wrote to the Department of Highways regarding their request for a traffic signal. As Clydesdale (Grandview) from the west side of Esmond Avenue easterly is under the responsibility of the Department of Highways, their approval would be required before any thought could be given to signalizing this intersection. We have been in contact with them and they advise that they would be very concerned over the detrimental effect such a signal could have on the major traffic flows on the Grandview. As an alternative, they suggested that we look at providing an opening in the Boundary Road median at Regent Street to accommodate left turns.

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We have checked this suggestion out and would advise that the southbound left turn lane approaching the Grandview Highway extends **111** past the intersection of Regent Street. It is our opinion that to introduce traffic into the left side of left turn channelization is potentially dangerous and should not be considered.

While we would agree that left turns out of Esmond Avenue or straight south movements are very difficult during rush hours, we cannot support the request for a traffic signal. Residents entering or leaving the triangle during rush hours will have to do so by means of right turns.

RECOMMENDATION:

THAT no action be taken on the request for a traffic signal at Esmond Avenue and the Grandview Highway.

  
MUNICIPAL ENGINEER

HB:cmg

c.c. ( ) Traffic Supervisor