

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
November 29, 2016**

REPORTS

Item No. 18 Controlled Intersection – Sandusky Drive

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That this report be received as information.

ADMINISTRATIVE REPORT

Title: Controlled Intersection – Sandusky Drive

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
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EXECUTIVE SUMMARY

Construction of an additional westbound approach lane to serve the right turn movement will not provide a significant benefit due to low vehicle delay. No changes to the westbound approach are recommended at this time. The matter will be monitored.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On May 31, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee, as amended, and directed the Winnipeg Public Service to conduct a traffic study to determine if a controlled intersection or widening of the Sandusky Drive northbound turning lane is warranted due to existing traffic from Kirkbridge Park that backs up at the intersection and report back to the Standing Policy Committee in 180 days.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of the recommendation.

HISTORY / DISCUSSION

BACKGROUND INFORMATION

In 2012, traffic control signals were installed at the intersection of Waverley Street and Sandusky Drive / John Angus Drive.

The Winnipeg Public Service interprets “widening of the Sandusky Drive northbound turning lane” to mean the westbound right turn lane at the intersection of Sandusky Drive and Waverley Street.

INTERSECTION OF SANDUSKY DRIVE AND WAVERLEY STREET

The westbound approach to the intersection of Sandusky Drive and Waverley Street is a single lane; which is shared by the left, through, and right turn movements. The most recent traffic count was completed in June 2016 on a typical weekday. The count indicates that during the

12 hour (07:00-19:00) duration of the count; there were 304 westbound left turns, 521 westbound through movements, and 1137 westbound right turns.

The westbound approach is busiest during the AM Peak Period. During AM Peak Hour, there were 22 westbound left turns, 35 westbound through movements, and 146 westbound right turns. The westbound right turn represents 72% of the approach volume; as there is no “No Right Turn on Red” regulation, the westbound right turn may be delayed due to lower volumes of left turns and through movements which do not have the option to proceed on a red traffic signal display when safe to do so.

Observations undertaken indicate that the westbound traffic may queue up on the red traffic signal display to or beyond the intersection of Sandusky Drive and Craigmohr Drive (~60m); however, this entire queue clears on the green traffic signal display, and no vehicle is left waiting for a subsequent green display.

The following figures show imagery taken from the southwest corner of Waverley Street and Sandusky Drive / John Angus Drive facing east. The westbound approach is on the far side of the intersection; the westbound queue immediately before the eastbound/westbound green signal is shown in Figure 1, and the cleared approach immediately following the eastbound/westbound green signal is shown in Figure 2 (approximately 34 seconds later).



Figure 1: westbound approach (queued) before green signal display



Figure 2: westbound approach (cleared) after green signal display

Further review of the intersection performance with traffic simulation software (Synchro) indicates that the intersection and all of the approaches perform acceptably during both the AM Peak Hour (average delay per vehicle 14 seconds) and PM Peak Hour (average delay per vehicle 11 seconds), with slightly better overall performance during the PM Peak Hour. For the westbound approach, the calculated average delay per vehicle is 10 seconds in the AM Peak Period and 22 seconds during the PM Peak Period.

Accordingly, construction of an additional westbound approach lane to serve the right turn movement will not provide a significant benefit due to low vehicle delay both observed and calculated. No changes to the westbound approach are recommended at this time. The matter will be monitored.

FINANCIAL IMPACT**Financial Impact Statement****Date:** **October 25, 2016****Project Name:****Controlled Intersection – Sandusky Drive****COMMENTS:**

There is no financial impact associated with the recommendation of this report.

"Original signed by J. Ruby, CPA, CA"

J. Ruby, CPA, CA

Manager of Finance & Administration

CONSULTATION

In preparing this Report there was consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

SUBMITTED BY

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Division: Transportation
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