



In response to requests made by the public under the Freedom of Information and Protection of Privacy Act, The City of Winnipeg released the *Core Fire Hall Access Management Study* (also referred to as the Station No.11 traffic study report) on Tuesday, February 24, 2015.

The *Core Fire Hall Access Management Study* was used to identify potential traffic issues with locating a new fire paramedic station at the interchange of Portage Avenue and Century Street.

To date, the proposed access management strategies noted in the report that were accepted by the City combined with modifications to the facility made during the final design, have resulted in safe traffic flow and efficient operation of the fire paramedic station.

A summary of recommendations made in the *Core Fire Hall Access Management Study* and the status of those recommendations is noted below.

<b>Stantec Recommendation</b>	<b>Status</b>
1. The use of either a fire truck entrance traffic control (Canada MUTCDC) or an emergency vehicle hybrid beacon (US MUTCD) for the emergency activated signal at the south approach is recommended. It is felt that these two types of signals are more effective in altering users to emergency vehicles crossing Portage Avenue compared with typical red/yellow/green signals. Also, signals of this type should minimize demand for mid-block pedestrian crossing.	Accepted by City and implemented.
2. The emergency actuated signals on Portage Avenue should be located in both the median and boulevards with a minimum of two signal faces per	Accepted by City and implemented.

<p>approach to ensure signals are visible from all lanes of traffic. Large signal backboards should be used to improve signal visibility.</p>	
<p>3. Implement a pre-emption signal system that ties operation at the emergency actuated signal to that at Queen and St. James Street. Extend east-west green time on Portage Avenue at Queen and St. James Street upon activation of the emergency signal to allow passage of emergency vehicles and clear any traffic queues.</p>	<p>Accepted by City and implemented.</p>
<p>4. Eliminate the return of emergency vehicles via the southbound to westbound ramp from Century Street. Southbound traffic exiting Century Street would be travelling too fast to slow down safely for emergency vehicles turning onto a separate lane. Also, with the separate lane being located on the outside of the ramp curve, traffic may turn onto the new roadway instead of following the ramp alignment.</p>	<p>Accepted by City and implemented.</p>
<p>5. Provide a minimum 1.5 m safety median at the proposed Queen Street rear access lane to improve separation with the southbound Century Street to Queen Street off ramp. The widened median provides a refuge for pedestrians crossing the Queen Street access lane and the southbound Century Street to Queen Street ramp, along the east sidewalk on Queen Street. This recommendation will likely require the purchase of additional right-of-way from the parking area of the St.</p>	<p>Not implemented because they were related to the proposed rear access to the facility from Queen Street which was not approved for construction by the City, thereby rendering this recommendation moot.</p>

James Hotel.	
6. Install a traffic signal on the westbound to southbound Portage Avenue off ramp to allow emergency vehicles to safely cross the loop ramp to re-enter the fire all at the north access. The signal would be controlled by a vehicle detector located in the access lane off Queen Street. Due to available sightlines, an advance warning system beacon would also be required on the loop ramp.	Not implemented because they were related to the proposed rear access to the facility from Queen Street which was not approved for construction by the City, thereby rendering this recommendation moot.
7. Provide mountable curbs at the Queen Street access lane entrance, the rear site access and the Portage Avenue median curb. Cut along with the signage indicating emergency vehicle only use to deter the public from using these accesses. If these measures prove insufficient to deter use by the public, consideration should be given to gating the queen street access lane and/or Portage Avenue media opening.	Was not implemented as it was partially related to the Queen Street access that was not approved and to the Portage Avenue median opening, where it was determined that operations of emergency equipment would be negatively affected by a partially raised median. To date, illegal use of the opening by the public has not been an issue.
8. Relocated garbage pickup to the front of site. In this way all employee/delivery/garbage access would be via the right in / right out off of Portage Avenue with the rear access being used only by returning emergency vehicles.	Accepted by City and implemented.
9. Eliminate the museum static display to minimize distractions to traffic along Century Street and Portage Avenue within the interchange.	Accepted by City and implemented.
10. Eliminate the school bus parking adjacent to Portage Avenue to minimize conflicts with traffic in the weaving lane.	Accepted by City and implemented.
11. Schedule shift changes and deliveries outside peak traffic periods to minimize	No changes were made to fire or paramedic shifts. These shift changes are

conflicts with traffic in the weaving lane.	set but occur towards the very start and finish of rush hour. Internal deliveries to the station are scheduled for outside of rush hour.
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For questions related to the *Core Fire Hall Access Management Study*, please contact 311, open 24 hours every day, by phone at 311 or by email at [311@winnipeg.ca](mailto:311@winnipeg.ca).