

# CITY OF CROOKED STREETS

## Bridge Would Ease Traffic Troubles

By J. H. GRAY

If Winnipeg originally had been laid out by surveyors instead of meandering cows, and if the pioneer urge to erect the most outlandish buildings in the most outlandish places had been squelched, Winnipeg would have little cause to worry about town planning today. Such was unfortunately not the case. Buildings were thrown up along crooked trails, the crooked trails became streets and presently the city became a hopeless maze of streets and avenues that started and stopped without rhyme or reason.

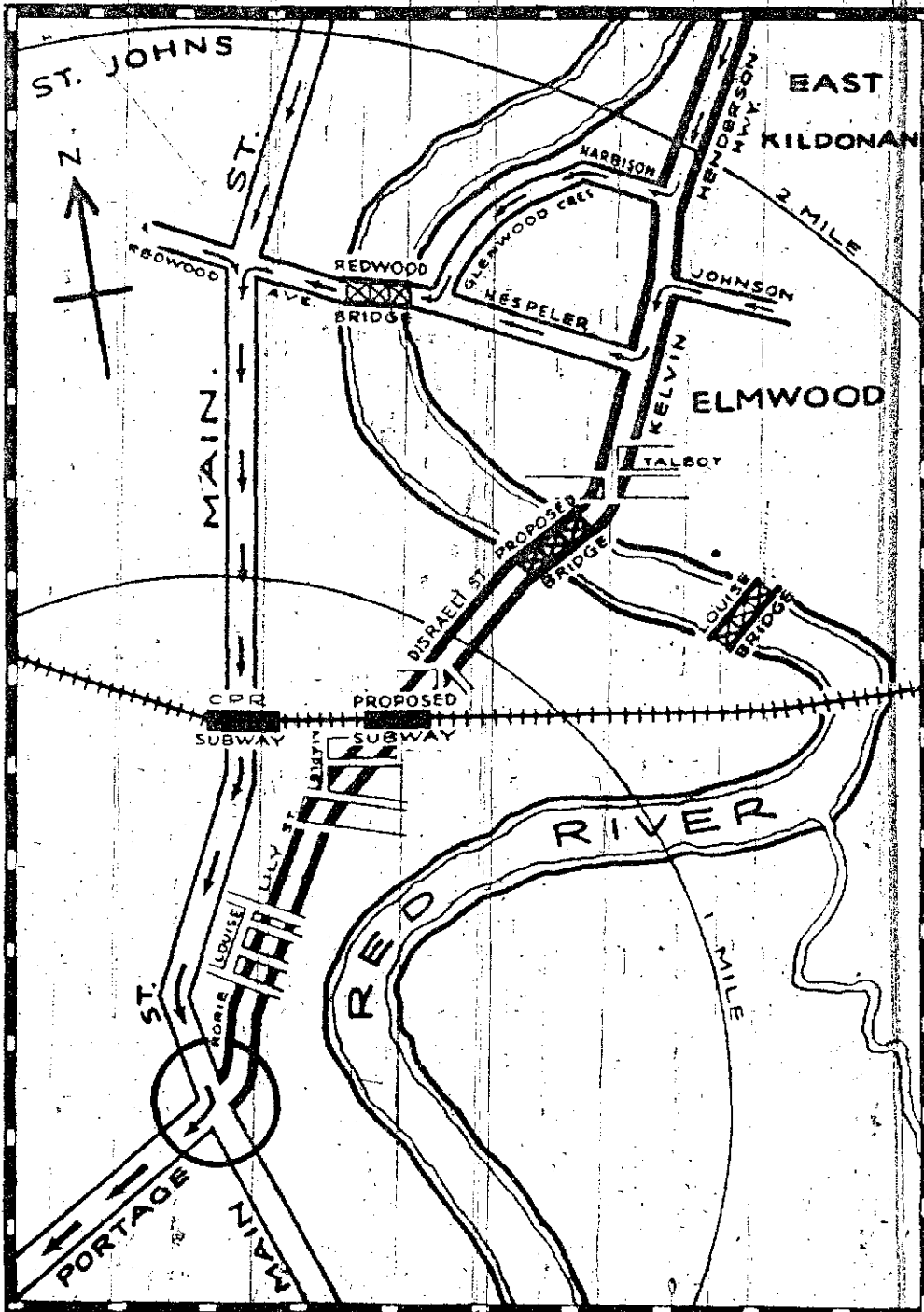
When automobile traffic expanded the maze developed madhouse proportions. Main street and Portage avenue, despite their splendid width, could not cope with the traffic and so town planning experts went to work to devise ways and means of easing the traffic flow.

They suggested the building of a system of arterial highways to take the pressure off Portage avenue and Main street. First came the paving of River avenue, then the Osborne extension, then the widening of Ellice avenue and Arlington street and finally the crosstown highway connecting Salter street with Portage avenue.

### Needed Improvements

Also on their books was a bridge over the Red river at the foot of Kelvin street to connect with Disraeli street, a subway under the Canadian Pacific railway tracks, Lily street, an extension of Rorie street and Portage avenue east. If this improvement was desirable a decade ago, it is hardly less so today.

Much of the congestion on Main street comes from the Elmwood-East Kildonan traffic that flows over the Redwood bridge. Traffic is so heavy along this route that an opening of the bridge will quickly back it up for as much as a quarter of a mile. This heavy traffic has an adverse effect on one of the finest residential districts of the north end. Glenwood crescent has become a veritable arterial highway, particu-



Here, with the heavy black lines, is the route of the Rorie street extension to a Kelvin street bridge. It was suggested many years ago by town-planning experts, but nothing was ever done about it. To construct such a highway it would be necessary to extend Rorie street four blocks to connect with Lily street. A new subway under the Canadian Pacific railway tracks would connect Disraeli street with an extension of Lily street. At present most of the traffic from western Elmwood and East Kildonan flows across Redwood bridge to Main street. Construction of the new highway would ease the congestion on that street, particularly between Portage avenue and Sutherland avenue.