

# CITY OF CROOKED STREETS

Nov 1938

## 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.

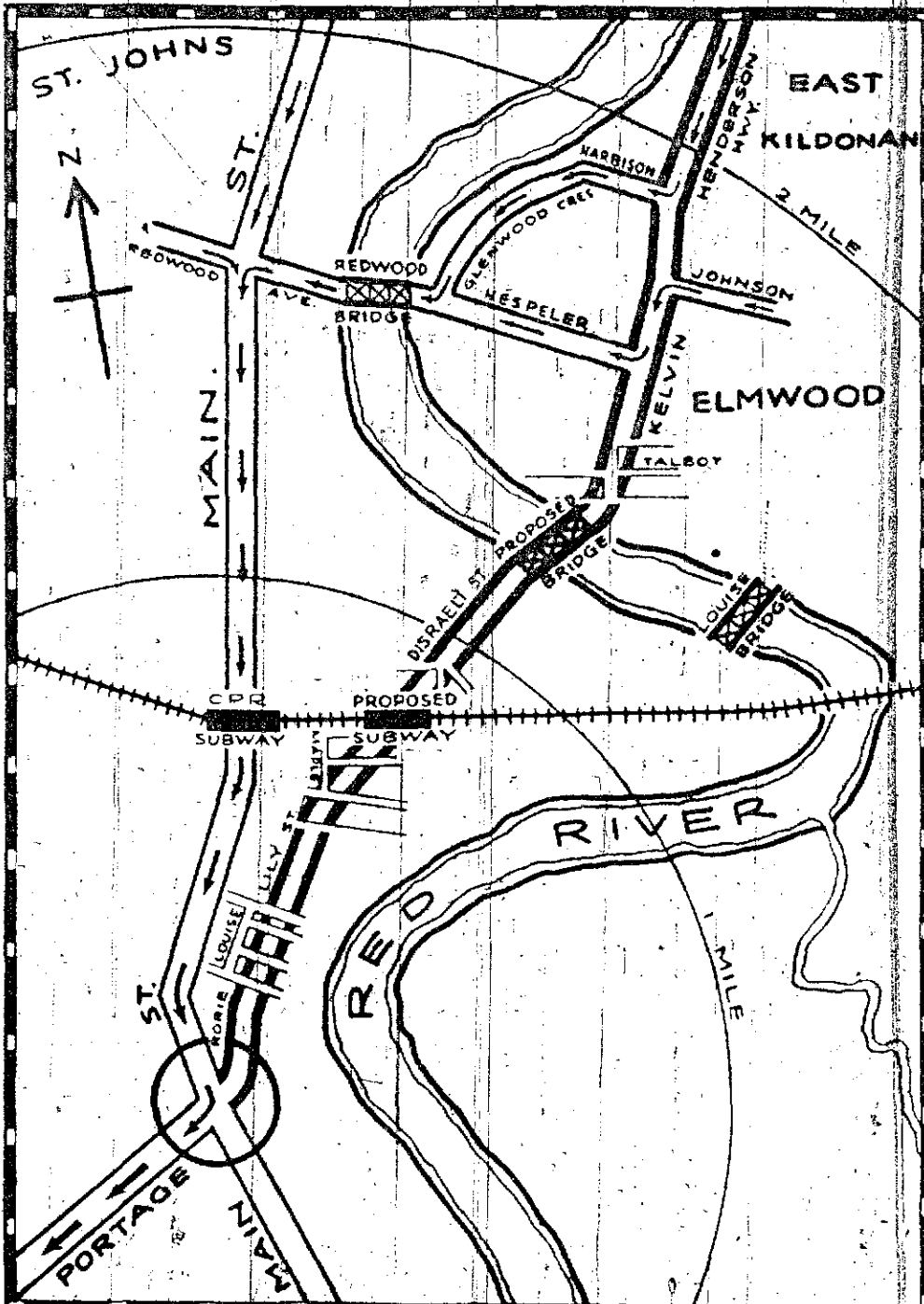
When automobile traffic expanded the maze developed madhouse proportions. Main street and Portage avenue, despite their splendid width, could not cope with the traffic and so town planning experts went to work to devise ways and means of easing the traffic flow.

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.

verse effect on one of the finest residential districts of the north end. Glenwood crescent has become a veritable arterial highway, particularly over week-ends. Motorists from all over the city use it to get to Henderson highway. **Nov 1938**

Last year traffic in the Glenwood district became so hard on residential nerves that they went gunning for their aldermen. As a result, an ordinance was passed prohibiting through truck traffic on Glenwood crescent and Harbison, Carmen, Martin, Cobourg and Hart avenues. However, nothing has or could be done about automobile traffic. Construction of a bridge at Kelvin street would divert most, if not all, the East Kildonan traffic as well as that from east of Kelvin street. The distance from Harbison avenue and Kelvin street to Portage avenue would be cut by almost one-third.

In addition to these advantages, other benefits would accrue to the construction of this new highway. It might do something to revive property values along the route, just as the development of Graham avenue followed the widening of that thoroughfare. Merchants along Main street, who gain nothing from the traffic that speeds past their doors, might also benefit. Holidayers would have easier access to the trans-Canada highway by way of Henderson highway.

#### **Louise Traffic Negligible**

There is, of course, the Louise bridge, but the traffic from East Kildonan and Glenwood over it is practically negligible. It might be argued that the city would not be justified in building such a system for the benefit of people living in East and North Kildonan. Winnipeg, however, contributed about \$250,000 toward the cost of the two south Main street bridges, and these are used a great deal by St. Boniface and St. Vital residents.

There is, of course, a lot more to town planning than straightening, widening and construction of highways. One of the signal accomplishments of the town planning committee, which is also the zoning board, has been the classification of the city into residential, commercial and industrial zones. In an unplanned city, commercial enterprises creep into residential districts and the inevitable result is the lowering of property values in such areas. The committee, through its zoning rules, has done a great deal to prevent this in the last 10 years.

# New Structure Proposed At Foot of Kelvin Street

First major step toward construction of two new bridges across the Red and Assiniboine rivers in Winnipeg was taken Tuesday by civic public works committee. One of the proposed bridges would be built across the Red river to connect Disraeli street, in Point Douglas, with Kelvin street in Elmwood. The other would cross the Assiniboine river to connect Aubrey street with Waverley street.

Building of the bridge across the Red would take a tremendous traffic load off Main street. It would be tied in with a plan to provide an alternative north-south arterial street east of Main street. Under the proposed route, traffic bound for Elmwood and East Kildonan, instead of turning north off Portage into Main street, would move from Portage into Rorie street, and then north along existing streets and several cut-throughs to Disraeli street and the new bridge.

Officials say construction of the bridges will go a long way toward solving two of the city's biggest traffic problems.

The projects, which will likely cost about \$2,000,000, will first have to be approved by ratepayers. The committee hopes to have plans and estimates prepared in time to submit a money bylaw to the ratepayers next fall.

Approval for the hiring of a bridge engineer to draw plans and submit estimates by midsummer was given by the committee. The appointee is W. L. Walkden, 91 Ferndale avenue, Norwood, former bridge engineer, Canadian National Railways, western region. His appointment is effective Feb. 1 and is for five months.

The projects were recommended about two years ago in the original report of the Metropolitan planning commission, as part of its major thoroughfare plan.

W. D. Hurst, city engineer, told the committee that no estimate of the cost of the proposed bridges could be made yet, but he pointed out that the Kelvin-Disraeli bridge would be similar in construction to the Norwood bridge and the Aubrey-Waverley bridge would be similar to the Main street bridge.

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## Community Club, Eastern Division, To Open Club House

The Eastern Division of the East Kildonan Community Club will hold the official opening of the newly renovated club house on Saturday at 2.30. Mayor J. L. Bodie will officiate. An interesting program has been arranged for the afternoon followed by a moccasin dance at 8.

The afternoon will start with figure skating by members of the Ice Club of Greater Winnipeg. There will be speed skating by members of the Winnipeg Speed Skating club which will include Frank Stack and Betty Mitchell. Games of hockey and broomball will complete the program. The social committee, N. Erickson and Mrs. W. Irving, will be in charge of refreshments.

The club, which boasts 197 members, has operated on all voluntary labor by the members themselves. A midget and senior hockey club has been organized.

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## ST. CUTHBERT'S CHURCH W.A. EVENING BRANCH ELECTS 1949 OFFICERS

The annual meeting of St. Cuthbert's Evening Branch W.A. was held at the rectory on Jan. 13th, the Rector presiding. Splendid reports were presented by the retiring officers. The following officers were elected: president, Mrs. R. E. Park; vice president, Mrs. A. Laing; secretary, Mrs. H. Allan; treasurer, Miss Frances Burrows; thank-offering secretary, Mrs. W. B. Ferguson; educational secretary, Mrs.

Oct 1959

# Twice-Defeated Disraeli Bridge Is Now Open

The Disraeli bridge, which twice met defeat at the hands of Winnipeg ratepayers, was officially opened Tuesday morning — giving metropolitan Winnipeg a brand new traffic artery over the Red River to the downtown area.

Finally built by the provincial government, the bridge has a companion piece — the Disraeli Freeway, which is still to be completed. The freeway was finally approved by ratepayers after the river crossing itself was started.

The bridge was the second new crossing of Greater Winnipeg's rivers since 1917.

The 11 a.m. opening ceremony took place on the centre span to the music of bagpipes and the whoosh of rockets.

The musical color was provided by the Winnipeg Police Pipe Band. The rockets — three of them — were fired in honor of the three governments which shared in the cost of the bridge: Winnipeg, East Kildonan and Manitoba.

Premier Duff Roblin and Mayor Stephen Juba of Winnipeg snipped the ceremonial ribbon and declared the bridge officially open. About 150 invited guests looked on.

The ribbon-cutting ceremony came after Mayor George Suttle of East Kildonan walked, with his city council, from the north end of the bridge to join Winnipeg officials who came from the south end. The two councils joined forces in the centre of the bridge where the gold shears were presented to

the premier and Mayor Juba by senior engineering officials of the province and city.

Following the ceremony the guests were provided with a police escort to the Fort Garry Hotel where a civic reception and luncheon were held.

Speakers at the luncheon were George Collins, deputy minister of public works, and W. D. Hurst, Winnipeg city engineer.

A featured dish on the luncheon menu was Cream Of Chicken Disraeli.

## \$687,000

## Winter Works Aim

Winnipeg is aiming at \$687,000 worth of winter works projects this winter. Of this total, \$112,000 would be labor costs which the federal government would share.

The city will also send a delegation to the provincial minister of labor to find out whether the province intends to contribute toward any municipal winter works programs undertaken in Manitoba this year. Last winter the province assisted in the projects but the government has made no announcement of any such intention this winter.

# Mayor Juba Opens Disraeli Freeway

The Disraeli Freeway was officially opened to Winnipeg motorists Wednesday forenoon as Mayor Stephen Juba cut a ribbon at the intersection of Main street and James avenue.

The Disraeli Bridge and Freeway, which was started two years ago, cost a total of \$5,500,000. The provincial government contributed just under \$3,500,000 of the cost and the City of East Kildonan added about \$92,000 in per capita contributions.

Representing East Kildonan at the ceremonies were Ald. Bruce Bodie, Ald. W. T. Snowdon, Ald. Stan Botterill, Ald. Stewart McLeod and Ald. Thos. Armstrong.

Ald. Bodie, who addressed the gathering in the absence of Mayor Suttie, said it was a privilege to be able to extend congratulations on behalf of the citizens of East Kildonan, to the provincial authorities and the Winnipeg City Council, as well as the engineers and planners and other officials who brought about the Freeway, and the many workers and companies who took part in its construction.

We were pleased, he said, when East Kildonan whole-heartedly supported the project and offered financial assistance to become a part of the undertaking. This was the first completed example of what can be accomplished through Metro type of action and one of which we can be just proud.

Officials claim the Freeway will reduce traffic on Redwood Bridge by one-half and on Louise Bridge by one-third.

In recent months congestion on north Main street has seen traffic backed up as far as Manitoba avenue during peak morning periods, and from Higgins avenue to Portage avenue during the evening rush.

With the extensive system of signs and directions to help city motorists find approaches and exits in the freeway system, traffic experts are hopeful of major changes in traffic movement within 36 hours.

## Three Candidates Seek Ward 1 Seat In North Kildonan

A new councillor will be elected to North Kildonan Council next Wednesday and electors in two of the four wards will vote on a \$435,000 school money bylaw.

George Janzen, Henry Redekopp and John R. Searcy will contest the seat in Ward 1 being vacated at the end of the year by Councillor R. Schwartz.

Wards 1 and 2 will vote on a \$435,000 school money bylaw to build additions to Springfield Heights and Maple Leaf Schools.

Councillor Leo Rougeau was returned by acclamation in Ward 4.

All four wards will vote on the Metro 5 Division candidates. They are:

Charles A. Barry  
Walter Berestiansky  
Bert Randall  
Jack Willis  
Daniel A. Yanofsky

Following are the polling places:  
Ward 1 — Princess Margaret and Springfield Heights Schools.

Ward 2 — Lord Kitchener and Maple Leaf Schools.

Wards 3 and 4 — Rosewell School.

Electors are reminded to mark ballots with an "X", with the exception of the metro ballot, which must be marked with figures.

### TELECAST CALGARY-B.C. GAME

J. R. Finlay, director of the CBC, announced Wednesday that arrangements have been completed to telecast the Calgary-B.C. football game Saturday night.

The original telecast called for the Edmonton-Regina game. However, CBC officials moved quickly to

## Don't Spoil Your Ballot

Electors of Kildonan, Pa...



# Disraeli Routes

Sept 1966

## Will Open Monday

The new approach system giving motorists three separate routes to the Disraeli freeway from downtown Winnipeg will open Monday morning.

The \$1.2 million project at Main Street and Alexander Avenue was built this summer to replace the former approach roadway at Main Street and James Avenue.

The three new routes to the freeway are:

- From Main Street to the new Alexander approaches.

- From King Street by way of James and Main to Alexander.

- From Logan Avenue eastbound across Main to the freeway.

Metro officials say the new facilities should improve traffic movement in the area, but they advise motorists to use caution during the initial period because of the large number of traffic changes.

(See map on Page 9).

Among the many changes are the following:

- Inbound traffic on the free-

way can turn on to Logan, and thence to destinations west of Main Street, or continue on the freeway to Alexander and Main. (Formerly all inbound vehicles had to take Logan.)

- Logan now will be a two-way street, and motorists can enter the freeway from it. (Formerly Logan was one-way westbound from the freeway to Princess Street.)

- Left turns will be prohibited at Logan and Main for east, west and southbound vehicles. Only northbound vehicles may turn left at this intersection.

- James Avenue, which has carried two-way traffic during construction of the approaches, now reverts to one-way eastbound movement from King to Main.

- Rupert Avenue will have a distinctive restriction. It will be one-way eastbound from Main to Lily; and one-way westbound from Main to Princess.

A variety of additional changes will be noted by motorists, and others will follow when construction of more traffic cut-offs is completed.

the tents will serve as hitchhik-

# Disraeli

June 1971

# Paving

# Okayed

Metro council approved the paving of the Disraeli Bridge at its regular meeting Thursday, and awarded a \$565,180 contract for the work to Dominion Bridge Company Ltd.

The total cost of the job is estimated to be \$633,000.

Metro intends to put steel sheets and a bracing structure underneath the existing steel grating deck. Concrete and then asphalt will be placed on top.

Work is scheduled to begin Monday.

In other business, council:

● Approved a grant of \$75,000 to the Greater Winnipeg Industrial Development Board, bringing the corporation's grant to the board to a 1971 total of \$150,000.

● Approved a grant of \$20,000 to Rainbow Stage.

● Received from Finance Minister Saul Cherniack provincial approval of an extra appropriation of \$32,000 for grants to the United Nations Association (\$2,000), St. Jean-Vianney relief fund (\$5,000), and Get Together '71 (\$25,000).

● Agreed to pay \$14,008 toward the cost of a fountain at Broadway and Donald Street, the amount being \$4,008 more than was originally agreed upon. The balance of the cost, \$21,012, is being paid by M.E.P.C. Canadian Properties Limited.



## Bridge Traffic

## To Be Curbed

The Disraeli Bridge will be narrowed to two lanes beginning Monday at 9 a.m., a Metro transportation department spokesman said Friday.

The bridge will carry two-lane two-way traffic for about three months while Metro applies concrete to the present steel grating on the bridge deck.

No specific detours have been arranged. Motorists are urged to use other bridges during rush