

Five Freeways Planned To Speed Traffic In Future

The Greater Winnipeg area needs five high-speed freeways fanning out into the suburbs from the downtown area, according to the Winnipeg area transportation study prepared by Metro's streets and transit department.

The study reaffirms the need for a 37-mile beltway circling through the Greater Winnipeg suburbs within the Perimeter Highway. Metro council has already agreed in principle to the inner beltway and now is acquiring land for the project.

To accommodate the freeway system proposed, a total of nine river crossings and one railway yard crossing would have to be built. In addition, seven other river crossings, according to the report, are needed to extend the existing street network.

The proposed freeway routes tentatively would take the following courses:

WESTERN
The western freeway would start at about Higgins Avenue and Main Street and run west from the north side of the downtown area through western part of Winnipeg and the St. James-Assiniboia industrial areas. It would arc southward around the International Airport and continue west along the undeveloped Silver Avenue right-of-way to connect with Saskatchewan Avenue in St. James-Assiniboia, which would become

a major thoroughfare to the Perimeter Highway.

NORTHERN
The northern freeway would parallel McGregor Street from Inkster Boulevard to Dufferin Avenue, overpass the Canadian Pacific Railway's marshalling yards to provide access to the downtown area via Sherbrook and Maryland Streets. North of Inkster, the right-of-way would be developed as a major thoroughfare to connect to Highway 8. A connection would be made to the western freeway.

EASTERN
The eastern freeway would extend westward from Transcona alongside and adjacent to the Canadian National Railways mainline to the downtown area in the vicinity of Bannatyne and McDermot Avenues. A branch would veer slightly northward to cross the Red River and join the western freeway at Higgins and Main. Points of access would be provided to the industrial areas of St. Boniface and the most important connection would be an interchange at Highway 59.

SOUTHERN
The southern freeway would begin in the vicinity of the existing south terminal of the Disraeli bridge. It would proceed south as the eastern bypass of the downtown area, parallel to the CN mainline. It

would pass through the vacated Fort Rouge railway yards to Pembina Highway where it would swing west along the CN railway to an extension of Taylor Avenue near Kenaston Boulevard.

SOUTHEASTERN
A southeastern freeway would

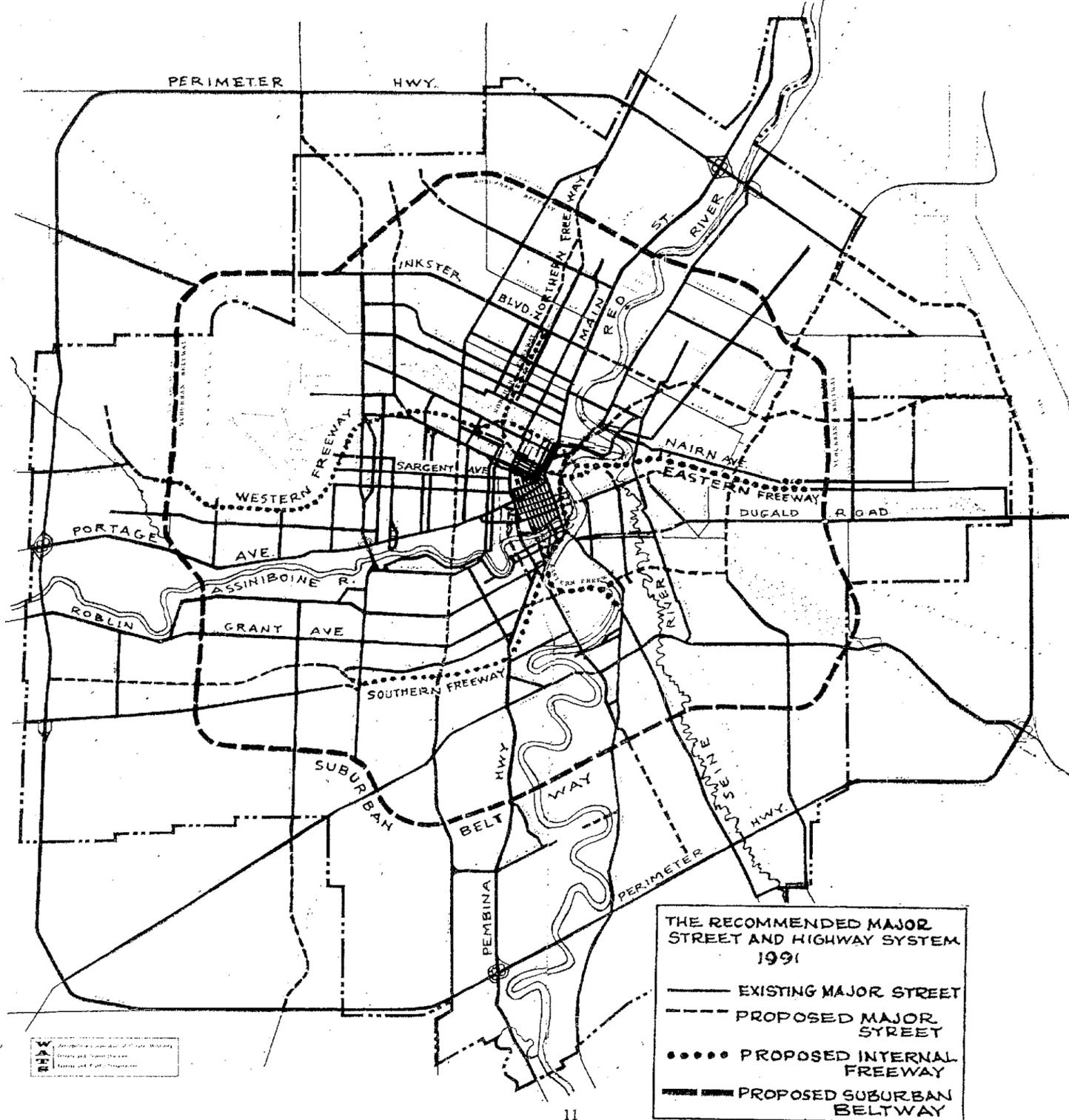
connect St. Anne's and St. Mary's Roads in St. Vital with Edmonton and Kennedy Streets in the downtown area. It would be parallel to the west bank of the Red River in the Fort Rouge area and would interchange with the southern freeway, to accommodate traffic

wanting to bypass the downtown area. In addition to the bridges required for the freeways and beltway, seven more are recommended to allow for the extension of existing streets. The bridges' proposed locations, subject to change, include:

- Across the Red River to connect St. Mary's Road in St. Vital with the University of Manitoba campus.
- Across the Red River to connect Oakenwald Avenue in Fort Garry with Dunkirk Drive in St. Vital.
- An extension of Broadway

- across the Red River to connect with Provencher Avenue in St. Boniface.
- Across the Red River, east of the existing Disraeli Bridge, to provide an alternative route to the downtown area for East Kildonan residents in the Watt Street and Gateway Road areas.
- Across the Red River to

- connect West Kildonan and East Kildonan in the vicinity of Inkster Boulevard and Munroe Avenue.
- Across the Assiniboine River slightly west of the existing Osborne Bridge.
- Across the Assiniboine River to connect Waverley and Arlington Streets.



Stories by
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Long-Range Benefits Seen

About \$3 billion will be invested in industrial, commercial and residential developments in the Greater Winnipeg area during the next 23 years, according to a "conservative" projection contained in Metro's Winnipeg area transportation study released Thursday.

But the expanding development cannot be realized without an accompanying public investment in facilities and utilities necessary to support and service it, the report warns.

Roads and public transportation constitute one of the most essential elements of necessary public services.

The transportation study states the recommended network of freeways, major thoroughfares and transit lines will provide a good level of mobility to the Greater Winnipeg area which will be reflected by the following benefits:

• Substantial direct savings to the average motorist from improved mobility, higher average travelling speed and overall transportation efficiency provided by the recommended plan.

• Reduced travel time and a more convenient and attractive service for transit riders because of the higher operating speeds for transit vehicles and a more efficient transit system.

• Significant direct cost savings should accrue to the trucking industry to reduce the cost of doing business in the area and should indirectly affect the ultimate cost of goods and services to the community.

• A more attractive environment for commercial and industrial investment will be provided by the plan.

• Existing investment should be stabilized and new investment encouraged in the downtown area by providing good access and circulation in the central business district as well as a downtown-oriented public transit system.

• The opportunities of choice of residence and employment location will be increased by the proposed transportation network and major recreation and park areas will be more accessible to the public.

• The general community environment will be improved by the reduction of traffic on heavily congested arterial streets and the removal of through traffic on secondary and local streets.

• The rapid transit line should accelerate significant residential and commercial development along its Portage Avenue and Main Street route to create a substantial increase in taxable assessment.

Construction Timetable Covers 22-Year Period In Four Stages

The Winnipeg area transportation study presented a detailed timetable covering a 22-year period to 1991 for construction of new freeways, major streets and transit facilities recommended for the Greater Winnipeg area to meet its future traffic requirements.

The timetable prepared by Metro's streets and transit department estimates about \$31,980,000 will have to be spent annually to meet the area's future transportation requirements.

The timetable is divided into four stages with the first stage covering the period from now to the end of 1971.

The study recommends the periodical review of construction priorities so adjustments can be made to account for actual patterns of growth in the Greater Winnipeg area.

The first stage, according to the study, provides the most realistic assessment of need because the deficiencies of today's transportation system is apparent. The requirements for the period from 1972 to 1981 can be predicted with a reasonable degree of confidence while the final 10-year period to 1991 represents the best estimate that can be made on available land use and travel forecasts.

First Stage

Projects, including street widenings and extensions (some of which have already been approved) for the first stage to the end of 1971, include:

- Highway 59 relocation between the Trans-Canada Highway and Perimeter Highway on

northern outskirts of the area.

• Portage Avenue widening, Sharpe Boulevard to Sturgeon Road.

• Archibald Street, Marion Street to Elizabeth Road.

• Leila Avenue, McPhillips Street to Main Street.

• Highways 6 and 7, Dublin Avenue to the north Perimeter Highway.

• Grant Avenue extension from Pembina Highway to Highway 59.

• Trans-Canada Highway, St. Anne's Road to Plessis Road.

• McGillivray Boulevard, Pembina Highway to Waverley Street.

• Bison Drive, Waverley Street to Pembina Highway.

• Waverley Street, Grant Avenue to Bison Drive.

• Des Meurons Street, Marion Street to Grant Avenue extension.

• Logan Avenue, Keewatin Street to King Edward Street.

• Ness Avenue, Sharpe Boulevard to Sturgeon Road.

• Pembina - Jubilee interchange.

• Maryland Bridge reconstruction.

• Northern freeway, Cumberland Avenue to Selkirk Avenue.

• Southern freeway, Assiniboine River to Water Avenue.

• Completion of Fort Rouge Metro transit base and increase in transit fleet.

Total cost of the projects to December, 1971, would be \$87,140,000 with \$53,040,000 for major streets, \$21,810,000 for freeways and \$12,290,000 for transit facilities and buses.

Second Stage

Projects recommended for the second stage from 1972 to the end of 1976 include:

- Inkster Boulevard extension, Main Street to Highway 59.
- Provencher Avenue extension east to Dawson Road at Plinquet Street.
- Keewatin Street, Logan Avenue to Inkster Boulevard.
- Elgin and William Avenues, Arlington Street to Princess Street.
- McGregor - McKenzie streets extension, Inkster Boulevard to Perimeter Highway.
- Broadway, Borrowsman Place to Osborne Street.
- St. Anne's Road, Bellevue Avenue to suburban beltway.
- Pembina Highway, University Crescent to Matheson Road.

• Dawson Road, Plinquet Street to Dugald Road.

• Archibald Street, Elizabeth Road to Trans-Canada Highway.

• Ness Avenue, Sturgeon Road to Cavalier Drive.

• Portage Avenue, Sharpe Boulevard to Perimeter Highway.

• Leila Avenue, McPhillips Street to Main Street.

• Dugald Road, Dawson Road to Plessis Road.

• Grant Avenue, grade separation at Canadian Pacific and Midland railways.

• Portage Avenue, underpass widening at CPR-Midland railways crossing.

• Western freeway between Sturgeon Road and Notre Dame Avenue.

• Southern freeway, Pembina Highway to Assiniboine River and Water Avenue to Disraeli Bridge.

• Southeastern freeway, Grant Avenue extension to Broadway.

• Suburban beltway, Waverley Street to St. Anne's Road.

Total cost of construction proposed for the 1972-76 period would be \$149,890,000 or about \$29,970,000 a year.

1977 To 1981

Recommended construction for

the period from 1977 to the end of 1981 includes:

• Hargrave - Carlton streets extensions north to Logan Avenue.

• Edmonton - Kennedy streets extensions to Logan Avenue.

• Marion - Goulet Avenues extensions to Dawson Road.

• St. Mary's Road, Greendell Avenue to Perimeter Highway.

• Kenaston Boulevard, Taylor Avenue to suburban beltway on south.

• University connection to St. Mary's Road.

• Pembina Highway, Matheson Road to St. Norbert.

• McPhillips Street extension

south from Notre Dame Avenue to Portage Avenue.

• Western freeway, Notre Dame Avenue eastern freeway including Des Meurons Street connection.

• Suburban beltway, Grant Avenue to western freeway; Kenaston Boulevard to Waverley Street and Main Street to Henderson Highway.

For the five-year period to 1981, a total of \$165,830,000 would be spent or \$33,170,000 annually. New bus purchases would cost \$8,220,000 during the period.

Final Stage

The final stage from 1982 to the end of 1991 would see the following construction:

• Construction of a 5.4-mile rapid transit system line along Portage Avenue and Main Street.

• Eastern freeway, Rorie Street in downtown Winnipeg to Regent and Pandora Avenues in Transcona.

• Southern freeway, Pembina Highway to Kenaston Boulevard.

• Northern freeway, Selkirk Avenue to Inkster Boulevard.

• Suburban beltway, western freeway to Main Street, Henderson Highway to St. Anne's Road and Grant Avenue to Kenaston Boulevard.

• McPhillips Street - Waverley Street connection, Grant Avenue to Portage Avenue.

• Disraeli Bridge twin, western freeway to Inkster extension.

• Midtown Bridge twin, Gertrude Avenue to Broadway.

• Provencher extension, Tache Avenue to Christie Street.

• St. Anne's Road, suburban beltway to Perimeter Highway.

• Taylor Avenue, Kenaston Boulevard to Perimeter Highway.

• Shaftesbury Boulevard, Corydon Avenue to McGillivray Boulevard.

• Waverley Street, Bison Drive to Perimeter Highway.

• McPhillips Street, Leila Avenue to McGregor-McKenzie extension.

• Leila Avenue, McPhillips Street to west suburban beltway.

• Keewatin Street, Inkster Boulevard to north suburban beltway.

• Highway 59, Trans-Canada Highway south to Perimeter Highway.

Need \$158,210,000 For Transit

The Winnipeg area transportation study released Thursday estimates a minimum of \$158,210,000 will be required for expansion of Metro's transit system in the next 23 years.

A 5.4-mile rapid transit system, complemented by a fleet of 680 regular buses, will be required to handle the passenger volume expected to be handled by Metro transit in the year 1991.

The rapid transit system recommended in the transportation study would start at Polo Park and run eastward to Portage Avenue and Main Street. It would then run north to about Redwood Avenue where it would turn eastward to cross the Red River and end at Hesper Avenue and Henderson Highway.

The rapid transit system would have 15 trains running on it. During peak hours they would be operating with a two-minute time lapse between trains.

Eleven stations would be established along the right-of-way of the rapid transit system, and feeder buses would deliver passengers to the stations. In addition, parking facilities would be provided for transit users who want to use their cars from their home to the terminal stations.

In estimating \$158,210,000 as the cost of the transit system based on 1968 prices, it was assumed by Metro's transit system that an underground subway system would be constructed. But D. I. MacDonald, streets and transit director, said

the proposal could change because of technical advances in rapid transit facilities.

The rapid transit system wouldn't be required until after 1982, according to the study.

The four underground subway stations in the downtown area could serve as future local points for a network of weather-protected pedestrian concourses. Freeway express bus routes would also be established to shorten trip times to the downtown area from the suburbs.

A total of 680 buses, 190 more than the present number in service, will be required to serve 98.3 square miles of area, compared with 55.6 square miles now.

It is estimated about 285,000 persons will be using Metro transit daily in 1991, compared with 202,000 now.

Total estimated cost of construction for the 10-year period to 1991 would be \$364,570,000, of which \$254,540,000 would be used for streets and freeways and \$130,030,000 for transit including the express system.

Total cost for the 22-year period under study is \$787,400,000.