

MARATHON TALKS

Result in teacher salary agreement

After 19 1/2 hours the Halton Board of Education reached an agreement with the Ontario Secondary School Teachers Federation. Negotiations ended Friday at 6 a.m.

The one year accord, from Sept. 1985 to Sept., 1986, is a "tentative agreement that will go to both parties for ratification," trustee Pat Hillhouse of Oakville said. She is Chairman of the board's Salaries Policy Committee.

The ratified agreement is expected to be presented at the Nov. 14 board of

education meeting, she said.

The board announced an agreement with elementary teachers, the Ontario Public School Teachers Federation (OPSTF) and the Federation of Women Teachers Association of Ontario (FWTAO), at their Oct. 10 meeting.

Elementary teachers, consultants and co-ordinators receive a 4 per cent retroactive increase from September, 1985 to February, 1985. Principals and vice-principals receive a 3.8 per cent

increase for the same period.

For the remainder of their year, until September of 1986, principals and vice-principals will receive a 5 per cent raise. Teachers were given a 4.5 per cent raise, co-ordinators were given a 4.8 per cent raise and consultants receive a 4.5 per cent raise.

Elementary school employees will have 100 per cent of their extended health plan paid for, as of Feb. 1, 1985. Payment of their dental plan will increase from 70 to 80 per cent in February.

Traffic report suggests changes for Mountainview

By ANI PEDERIAN
Herald Staff

Another school crossing guard should be hired for Mountainview Road, a regional report indicates.

Released this week by the region's public works department, the 18-page report makes 11 other recommendations in response to a petition by Mountainview Road residents concerned about traffic volumes and pedestrian safety in their neighborhood.

The report notes pedestrian traffic at the Mountainview Road and Comet Gate-Pennington Court intersection is comparable with pedestrian traffic at Mountainview Road and Sinclair Avenue, where there is a school crossing guard. It recommends a crossing guard be hired for the south side of this intersection, at Pennington.

The report identifies a need to annually review pedestrian traffic in conjunction with the annual vehicular traffic review. This review will help regional staff assess the need for traffic signals, or pedestrian crossings.

Halton regional police are requested to continue their speed enforcement on Mountainview Road. Apparently, police have been charging more than 50 drivers a month with speeding over the past three months.

The regional radar survey indicated most cars were speeding, from between Campbell Gate to Eden Place, but that most trucks were at or below the speed limit.

The report recommends the right-of-way increase from 30 meters to 35 meters for Mountainview Road, between Highway 7 and Summit Place, as noted by the recent Halton Hills Transportation Study. This increase would allow for a centre turning lane in the future.

As well, it advises the town contact local businesses and talk about alternative truck routings other than Mountainview Road.

The heaviest truck traffic was found between 7 and 9 a.m., 11 a.m. to 2 p.m. and from 3 to 6 p.m. by public works staff. Of the total traffic volume on Mountainview, however, trucks made up from 1.3 to 2.7 per cent of the total, which shows few heavy trucks in comparison with other regional roads.

Future truck traffic is expected to remain consistent with what the region

is now seeing on Mountainview Road. Most of the larger trucks were either William Neilson Company Ltd. or Leferink Disposals Limited trucks. Sewer and watermain improvements on McNabb Street, the reconstruction of Maple Avenue and construction of the Calvert Dale homes on Sinclair may have caused the truck figures to be higher than usual because of material deliveries and removals to and from these sites, the report notes.

The current "Senior Citizen Crossing" signs at Mountainview and

Sargent Road should be replaced with symbolic signs at that intersection and new "Senior Citizens Crossing" signs in advance of Sargent Road, the director of public works recommended.

The report also recommends the development agreement between Halton and Enterac Corporation Limited, a developer south of Hungry Hollow, include a provision requiring heavy construction trucks use Trafalgar Road instead of Mountainview Road while the Enterac homes and roads are being constructed.

Can't keep trucks off road

You can't keep trucks off Mountainview Road, the regional public works department states in a report released last week.

"The suggestion to post load limits along Mountainview Road, or indeed prohibit truck traffic is not considered by staff to be practical," the public works director's report says.

Bob Moore stresses the definition of an arterial road, which is what Mountainview Road is now and has been since 1957 when the Town of Georgetown adopted its first Official Plan.

As an arterial road, Mountainview has the function of connecting municipalities, servicing medium distance traffic, providing access to and from activity centres, and distributing traffic to and from the provincial highway system.

Posting load limits or prohibiting truck traffic isn't compatible with this function, the report says.

Arterial roads must be allowed to carry all forms of traffic, including trucks, if they are to serve the community, the report stresses.



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WELCOME TO CANADA

MECCA meets DECA. It happened this weekend when four students from western New York State visited Georgetown District High School. The

GDHS marketing club is affiliated with Distributive Education Club of America. DECA talked to the Marketing Education Clubs of Canada members

about their organization. Seen here with principal Don Baker are DECA visitors: (left to right) Johanna Caputo, Serena Maslona, Kevin Kelly and Rob Fisher. (Herald photo)

Head lice problem split 50/50

By ANI PEDERIAN
Herald Staff

A third party has been welcomed into the fray between the Halton Board of Education and the Halton Health Department over head lice screening in the schools.

Neither the Halton board nor the regional health department want to be responsible for controlling the lice problem.

Halton's Medical Officer of Health Dr. Graham Pollett recently made it very clear he didn't want his public health nurses to be screening children for lice or having to call parents and ordering students to stay home until

the lice problem is resolved.

School principals didn't want the responsibility either, so an agreement was made this month by the health department and the school boards that a private nursing agency be hired to take on this job.

The cost of hiring para-professionals, that is, registered nursing assistants, is to be split 50-50 between the board and the region.

During 1984, the health department's school pediculosis (lice) program cost about \$14,000 to operate.

The region will be eligible for a Ministry of Health grant of \$5,250 for its share of \$7,000, leaving a net cost of

\$1,750 to Halton.

Public health nurses are to provide educational and consultative services only to schools, school volunteers and parents when it comes to how to identify head lice and get rid of it.

Dr. Pollett originally stressed that head lice is the sole responsibility of the schools and not of the regional health department.

However, at the meeting with board of education representatives, Dr. Pollett agreed the regional health department is also responsible along with the boards and parents in dealing with pediculosis.

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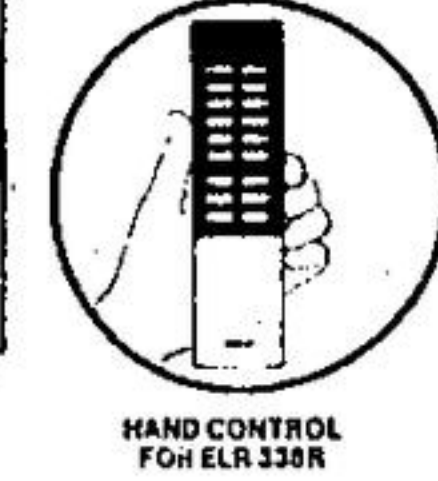
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