

**Keeping the highways safer**

**Impaired drivers can't hide it**

There are few places where an impaired driver can hide, according to Halton Police 11 Division breathalyzer technician, Ron Hrcak.

"All we need is reasonable suspicion to ask for a breath sample," said Constable Hrcak, who added that symptoms of intoxication are "obvious".

"Most symptoms you see are the same... slurred speech, red glossy eyes, there's an odor of strong alcohol on their breath, their complexion might be red, and they're unsteady on their feet, lacking coordination."

The more impaired the person, the greater the symptoms, he added. And these symptoms attract police attention. Impaired drivers will drive at inconsistent speeds, swerve in their lanes and misjudge distances, said Constable Hrcak.

Once impaired driving is suspected, police can administer a breathalyzer called ALERT (Alcohol Level Evaluation Road Tester) available in the police cruiser, or the suspected offender can be driven to the police station where the breathalyzer technician will provide pretested equipment, determining the alcohol to blood ratio. A suspect who blows into ALERT and fails is immediately taken to the police station for further testing. A suspect blowing WARN, with between 50 and 100 mg of alcohol in the bloodstream, is given a 12-hour driving suspension. The driver's licence is physically taken by police, and must be retrieved at the station the next day, said Constable Hrcak.

Most people are co-operative when given the test, said the constable, but he added that in the 650 breathalyzer tests he's administered, there have been attempts to avoid the breathalyzer.

"Some people would pretend they'd fallen asleep, or passed out, so they wouldn't have to take the test," he said.

The breathalyzer system used by Halton police is an apparatus containing vials of a potassium dichromate mixture, a liquid which loses color when mixed with alcohol. When the suspect puffs into the blowing device, with its plastic-wrapped mouthpiece, the breath is trapped inside to be measured when a dial is turned to "analyze".

The analyzed breath can then be read for its alcohol content. If the level is above a meter reading of .08 per cent, or 80 mg, impaired driving charges are laid. A conviction is not made until police give testimony at a



Halton Police Constable Ron Hrcak holds the vial of liquid that determines the alcohol level in a suspect's bloodstream. This breathalyzer model stays in the

precinct and is used by the breathalyzer technician, but police also have access to ALERT, Alcohol Level Evaluation Road Tester. (Herald photo)

create awareness of the dangers of impaired driving, but more can be done, said Constable Hrcak.

"If people could become more aware, if they could see what I've seen. (There are many) injuries and deaths from impaired driving."

**Region debates project plan for 'Hungry Hollow' hot spot**

Halton Regional Chairman Peter Pomeroy voiced disapproval of a \$237,000 plan to rebuild Mountainview Road South in Georgetown, at a Halton Regional Council meeting Wednesday.

Mr. Pomeroy said the problems experienced on what Halton Region planner Bruce Kitchen called a "dangerous" road, could be settled for less money.

"A thousand dollars and a mirror for that intersection (at Summit Lane) would do a lot more than spending \$237,000," he told regional council members.

According to a preliminary feasibility report conducted by the region's planning department, Mountainview Road between Sideroad 10 and Summit Lane, a stretch known as 'Hungry Hollow', provides "poor visibility" to motorists. And the flashing light placed on the road does little good, said Mr. Kitchen.

"It's a severe location... I had to put blind faith in that flashing light," he said.

Mr. Kitchen said that 4,400 vehicles travel Mountainview Road daily, often at excessive speeds. "There have been five accidents in the area in the last eight or nine months," he said.

The planning department would like to "cut the top off the hill and

widen the roadway," Mr. Kitchen said. "These two things will improve the stopping sight distance."

A delegation appearing before regional council reminded councillors that "it's an election year. You have responsibilities." The delegation, including Bob Stuart, a Metcalfe Court resident, said the region should practise "budgetary restraint," saying it was unfair to listen only to the demands of five Summit Lane residents.

"(The road) is not being fixed for five people, it's being fixed for everyone using Mountainview Road," replied Mr. Kitchen. Mr. Stuart called for a less costly solution than the \$237,000 proposal, instead suggesting a 'no left turn' sign be placed at Summit Lane and Mountainview Road.

Regional councillors themselves disagreed with the results of Mr. Kitchen's preliminary study of Hungry Hollow.

Coun. Bill Johnson said he was "reluctant" to fund a project that might only be a temporary measure.

Coun. Johnson expressed concern that someone would "clobber" a stopped vehicle on Mountainview Road.

And Coun. Walter Mulkeiwich disagreed with any funding for a Halton north road project, suggesting that the Town of Halton Hills pay for road costs. Coun. Mulkeiwich

said Halton's regional road plan is a "vestige" of the old system.

The origin of Mountainview Road South's problems lie in poor planning, Chairman Peter Pomeroy told the council. "The Summit Lane should never have been put there," he said. "Nobody told the provincial ministers that we were trying to develop Georgetown south."

Coun. Pam Sheldon suggested that costs for the levelling and widening of Mountainview Road South, if approved, could be partially paid for by Enterac Property Corporation, the company constructing the nearby subdivision. But no action will be taken for several years, said Mr. Kitchen.

"The project will not reach the construction stage before 1990, maybe 1991," he said. "The ultimate solution is at least five years away."

The Region will continue its feasibility study of the area and will present a more complete report before Regional Council at a later date.

**CVCA plans introduction of new processing fees**

Property owners whose land lies in the Credit Valley watershed will soon pay a processing fee in order to make alterations to their land.

The Credit Valley Conservation Authority has approved a processing fee to help cover the costs of administering the more than 300 applications it receives each year.

Personal residence or property owners and member municipalities which file applications to make alterations to land or buildings on CVCA land will now pay a \$45 processing fee. Anyone else will pay \$100.

The new fee goes into effect on Jan. 1.

The Authority wants to recover part of the \$45,000 a year it incurs in processing costs, said Vicki Barron, general manager of the CVCA.

"We've got to become more self sufficient," she said.

However, the new processing fees will only recover about \$10,000 of the actual costs, she said.

Two other conservation authorities do have processing fees and 36 others have not initiated such a fee, said Ms. Barron.

**Solo parents**

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Georgetown Branch 120 of the Royal Canadian Legion was greatly honored recently to receive two awards from their friends of the American Legion, Post 40 in Plymouth, Mass. In the left photo, Georgetown Branch President Hank Russell is presented with a citation by Commander Robert Webb of Post 40. In the above photo, a presentation of another citation is made with Zone President Ron Elliott joining in. (Photos submitted)

**Legion branch awarded high honor**

The American Legion Post 40, Plymouth, Mass. visited Branch 120 Georgetown recently, to renew acquaintances and take part in the Warriors Day Parade at the Canadian National Exhibition.

Post 40 has been the winner of the Color Party, Visiting Unit for the last two years.

It has been the custom to exchange gifts and memorabilia at Plymouth during the Memorial Day weekend, and in Georgetown during Warriors Day ceremonies.

This year was no exception. However, Branch President Hank Russell and the members of the Georgetown Legion were left speechless when gifts were being exchanged.

Commander Robert Webb of Post 40 presented two citations to the Georgetown Legion.

The inscription on one award read:

"The Commonwealth of Massachusetts, Michael S. Dukakis, Governor to Royal Canadian Legion Branch 120 in appreciation for your annual participation with the American Legion Post 40 in Canada's Warriors Day and the United States Memorial Day, which is deserving of recognition by all the citizens of Massachusetts." It was signed by Michael S. Dukakis, Governor.

The other award presented to the local branch of the legion read:

"The Commonwealth of Massachusetts, Official Citation Be it known that the Massachusetts Senate hereby extends its congratulations to the Royal Canadian Legion Branch 120.

In recognition of their participation annually with the American Legion Post 40, Plymouth in Canada's Warriors Day and the United States Memorial Day.

Be it further known that the Massachusetts Senate extends best wishes for continued success." It was signed Wm. M. Bulger, President of the Senate.

Halton Hills Mayor Russ Miller gave each member of the American contingent a glass engraved with the Town of Halton Hills crest.

Norman Ward, the leader of the Canadian contingent presented Legionnaire John McCann of Kingston, Mass. with the Canadian flag to replace the one flown over the Kingston Post every day.

**Escapes injury**

A 57-year-old Georgetown man escaped injury when his 1988 GMC hit a house Aug. 22. Police say the man was adjusting his seat belt when the car went out of control, hitting an east curb on Weber Drive and "veering" across the road toward the house, which received damage to its roof and veranda. The driver is charged under the Highway Traffic Act.

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