

Project Gateway curbs erratic behaviour in rural Halton Hills

by Donna Danielli

Everyone can make a difference even the average citizen.

That's the theory behind the Halton Hills Rural Community Policing Committee (HHRPC), a citizen group teamed with police, who want to improve their community.

Concerned about traffic issues, HHR CPC initiated Project Gateway last spring.

"All of our arterial roads are gateways into our community," explains former HHRPC Chairman Geoff Knuff.

"A statistical analysis was done looking at tickets and accidents in Halton Hills and it was discovered that half of these tickets were being issued to people living outside of Halton Hills and passing through daily on their way to work and home."

Over 800 tickets have been issued since Project Gateway began, primarily in those intersections which had been identified as a higher risk for speeders.

As a result, personal injury rates have been lowered by 56 per cent in Halton Hills and property damage is down 28 per cent. Statistics for the month of November also showed break and enters were down 25 per cent for shops and 7 per cent for homes, and auto thefts were down 11 per cent.

"We have a network of commercial, political and resident stakeholders involved in communi-

ty policing," explained Mr. Knuff. "We're trying to create a culture in Halton that policing is a community concern."

"Police services need community support to function and the primary reason that the Region of Halton is the safest community in Canada, with a population greater than 100,000, is because of its volunteers," said Halton Police Inspector Bill Ford.

Project Gateway has proven so successful, this pilot project has now become a regular deployment of officers. A crime unit has been added to the Georgetown station, and two additional radar cars will soon be available for traffic enforcement along the 202 km of rural roads in Halton Hills. Three rural constables will also have access to the district's new motorcycle to better intercept speeders along country roads with narrow shoulders.

Community involvement and encouragement of this project have been key. When a complaint was made to Dufferin Aggregates, owners of the Blue Circle Quarry in Acton, about the speed of truck drivers past residential homes, Dufferin Aggregates worked in partnership with HHRPC to correct the problem.

A Dufferin Aggregates employee was trained to use the radar message board HHRPC makes available to anyone wishing to use it. The Dufferin employee used the radar board to track truck speeds,

and armed with a cellular phone, informed the quarry of incoming trucks exceeding posted speeds.

Dufferin Aggregates refused to allow the offending drivers to pick up aggregate on any day they were caught speeding by the radar board.

Any civilian wishing to, can also sign out this board and arrange for Road Watch to send warning letters, signed by a constable work-

ing with Road Watch, to offending motorists.

"Project Gateway has let people in the county know that we've been having some success with traffic issues," said Mr. Knuff. "At a time when the police department is experiencing downsizing and restructuring, it's amazing the way they've been keeping concerns about road safety at the forefront."

Anyone wishing to become involved with The Halton Hills Rural Community Policing Committee is encouraged to phone Mr. Knuff at 905-877-8446 or Barb Johnson at 905-873-8547.

The next meeting of the HHR CPC will take place at the Georgetown Police Station at 7 p.m. on March 26.

Lanes to be widened on Trafalgar Road

by Kim Pickering

Think Trafalgar Road traffic is bad now? The Region's predictions show residents haven't seen anything yet.

Ever increasing traffic demands on the road have the Region currently seeking a pleasing resolution for both local residents and drivers.

On Thursday, January 24, a second Public Information Centre (PIC) was held at Percy Merry Public School in Milton.

The Region of Halton has retained UMA Engineering Ltd., of Mississauga, to undertake the Class Environmental Assessment Study to consider options to satisfy travel demand on Trafalgar Road (a Major Arterial), from Britannia Road north to the south ramp of Highway 401.

Trafalgar Road serves as a primary north-south link between Milton, Halton Hills and Oakville. It passes through a predominately rural area, currently under considerable development pressure. Consequently, future traffic volumes are expected to increase due to population and employment growth.

The first PIC was held last September to introduce the project, present the findings to date and solicit input from land owners, municipal and provincial representatives and interested stakeholders.

At this initial meeting the Preliminary Preferred Solution presented was the proposed widening of Trafalgar Road, from two to four through traffic lanes. Feedback from the attendees generally endorsed the road widening.

This recent information session presented the findings to date and solicited feedback on the preliminary preferred design to implement the preferred solution.

Murray Balfour, a landowner on the east side of Trafalgar Road, in the effected study area, was in attendance and backed the idea of widening the road.

"I am not concerned at all with the proposed widening of Trafalgar Road from two to four lanes," he said. "They (the Region) already own the land that will be effected. I will only lose about one foot of my property."

Elmer Bailey, a neighbour to the south of Mr. Balfour, agreed.

Following the review of all feedback received from the second PIC, the project team will proceed to Phase 4 (preparation and filing of an Environmental Study Report for review by all interested stakeholders).

"This work will probably get started in approximately three years, if no problems arise," said John Grebenc, P.Eng., Project Manager with UMA Engineering Ltd.

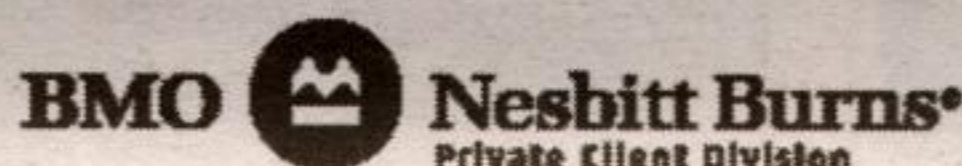
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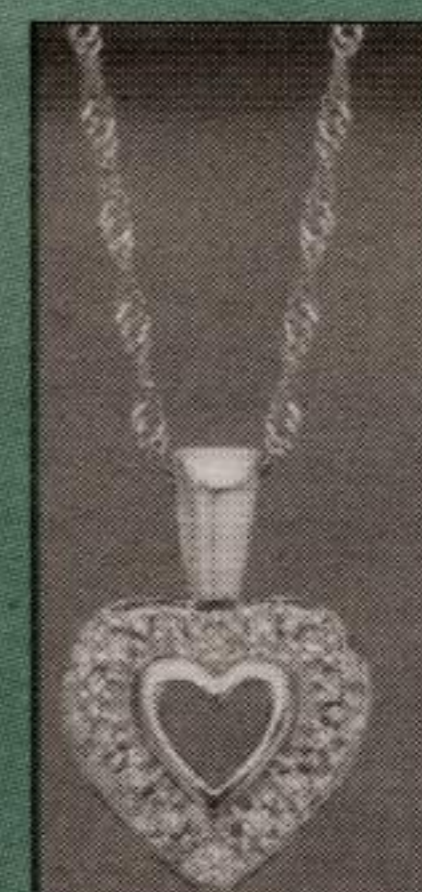
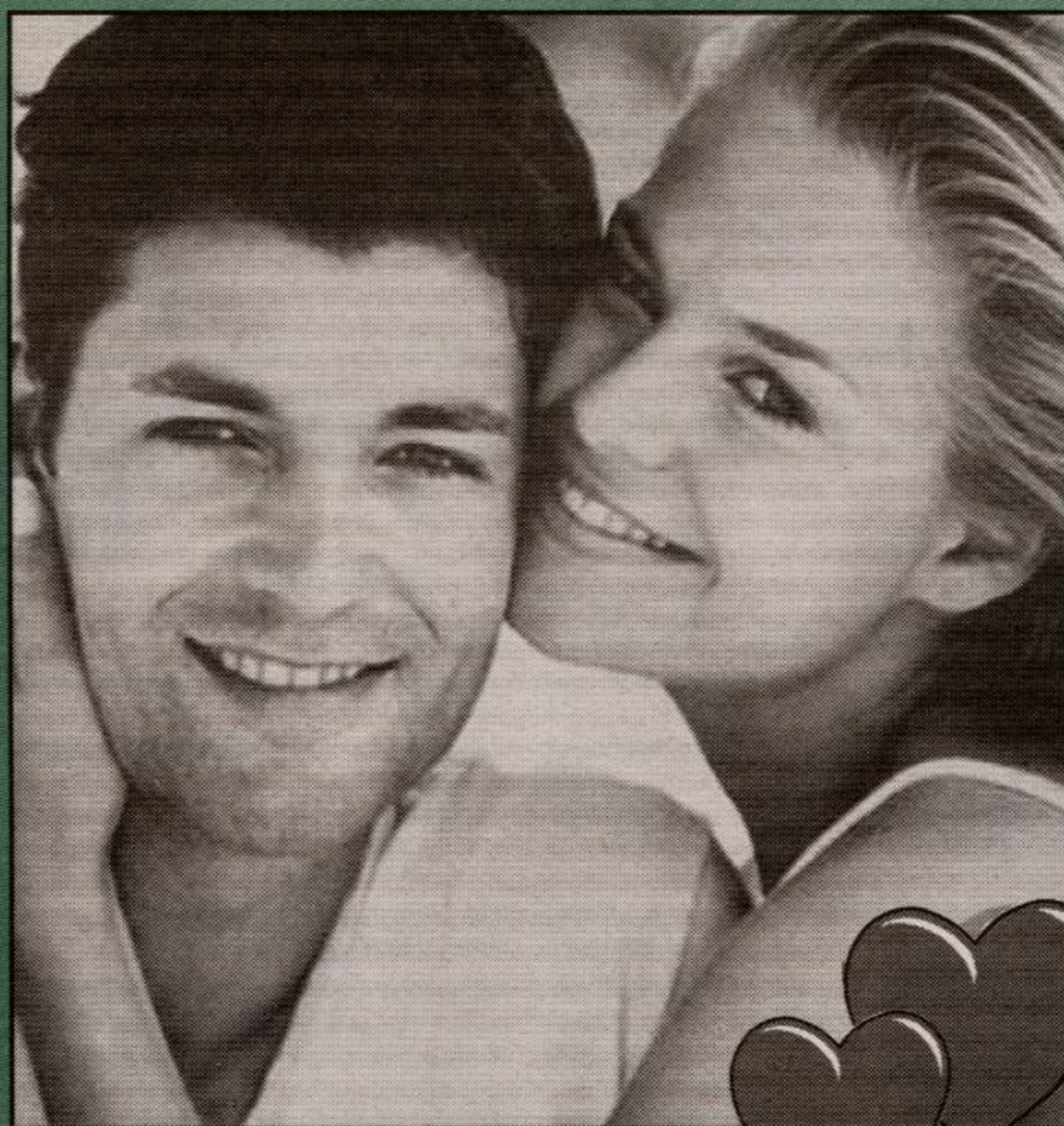
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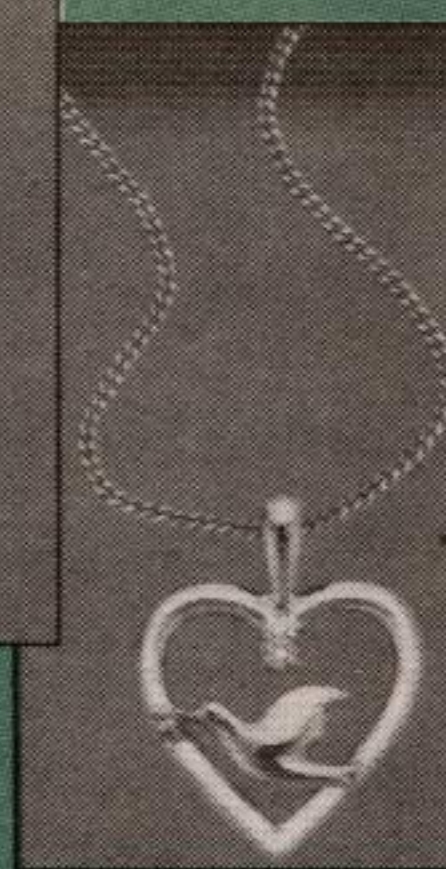


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