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\*† Leasing/financing plans from Toyota Financial Services. O.A.C. Offers valid on 2004 Corolla/Echo Hatchback/Camry/Matrix. License, registration fees, insurance and taxes extra. Lease includes freight and P.D.E. cost of \$1,010/\$960/\$1,110/\$1,010. Freight and P.D.E. not included in MSRP. Based on 60 mos. walkaway lease rate of 3.4% on Echo Hatchback (Model JT123MA). Based on 48 mos. walkaway lease rate of 3.1%/4.5% on Corolla/Camry and Matrix (Models BR32EMB/BE32KPA/KR32EMB). Down payment of \$2,999/\$999/\$4,097/\$2,885 or trade equivalent required. First payment due on delivery. Total lease obligation of \$12,023.00/\$10,539.00/\$17,488.77/\$13,877.53 and purchase option price of \$7,839.00/\$4,938.10/\$11,408.46/\$8,933.66 based on a maximum of 96,000 KMS for Echo Hatchback. Additional KM charge of \$.07/.07/.10/.07 if applicable. MSRP of \$17,420/\$12,995/\$24,800/\$19,420. †Finance example: \$20,000 at 2.8%/2.9%/3.9% per annum equals \$579.86/\$590.74/\$599.59 per month for 36 months. C.O.B. is \$874.96/\$906.64/\$1,225.24 for a total obligation of \$20,874.96/\$20,906.64/\$21,225.24. 2.8%/2.9%/3.9% no limit purchase financing for up to 36 months available on the 2004 Corolla and Matrix/Echo Hatchback/Camry. All rights are reserved. These are limited time offers. ††Based on 2004 Fuel Consumption Guide ratings published by Natural Resources Canada. Please see your participating Toyota Dealer for complete details. Dealer may sell/lease for less.



## Residents urge Region to make road safer

By STEPHANIE THIESSEN

The Champion

When Hawthorne Village resident Jessica Cassidy, 18, was sitting on the guardrail last month where James Snow Parkway ends at Waldie Way, the last thing she expected was to end up in the hospital with serious injuries.

But when a driver, presumably unfamiliar with the area, slammed into the guardrail, that's exactly what happened.

Accidents at that spot aren't unusual, said Milton resident Chris Ursulak, who's urging Halton Region to put up more effective signage to ensure motorists know the new James Snow Parkway — which runs between Derry Road and Waldie Way — ends rather abruptly.

He said the injuries Ms Cassidy suffered could have been prevented had the driver known the road ended.

"(She) suffered a fractured hip, lacerations of the face and had various lacerations on her leg from the accident," Mr. Ursulak said, adding, "She is expected to have complications for the rest of her life."

Ms Cassidy is currently involved in a lawsuit in connection with the accident.

Mr. Ursulak, with his wife, Rhonda, live near the road in question and said they see everything that goes on there — including the four accidents they said happened there this year alone.

They said they think more — and bigger — signs could help the situation. The Region doesn't necessarily agree.

### Road to be extended

James Snow Parkway first opened at the end of October, 2003. It will eventually be extended north to connect with Main Street. Construction is slated to begin later this year and the road is expected to be finished by the end of 2005, said Tim Dennis, Halton Region's director of engineering services.

In an e-mail sent to Paul Mungar, manager of facility projects, asset management for the Region, Mr. Ursulak wrote: "My frustration at the Region's dismal management of this stretch of road has been ongoing since the construction began."

Mr. Ursulak first began contacting the Region in November and said a number of measures were taken address the issue, namely increased signage.

Signs that are up now to alert motorists to the end of the road include: two 'Road ends in 300 m' signs, one facing north and one facing south, a checkered warning sign at the end of James Snow Parkway at Waldie Way, a sign on Derry Road telling motorists James Snow Parkway doesn't connect to Hwy. 401, and two signs posted at the traffic lights at Derry Road and James Snow Parkway warning drivers that the road ends.

But Mr. Ursulak said that's not enough — something that's evident by the number of vehicles that make u-turns at the end of James Snow Parkway after coming off Derry Road.

"Even GO buses and numerous truckers come up this stretch thinking it connects, and they generally know the roads and pay close attention to road signs," he wrote in an e-mail.

Even with the increased signage, a number of problems remain, he said, including the 70 km/h speed limit. Mr. Ursulak said it

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