

Truck drivers said to be worst when it comes to buckling up

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project is designed to remind motorists of the need to be courteous to other drivers and children, particularly now that they're back at school.

Driving with common sense around students isn't a given, said Schultz, who remarked it doesn't take an entire summer for drivers to forget to be careful around kids.

"People forget in one day if you're not on top of them all the time," he said.

The project, which is being enforced across Halton, utilizes the Regional Traffic Enforcement Unit and district traffic officers and focuses on the five 'S's — speeding, seatbelts, stop signs, school zones and school buses.

The officers move from school to school, making their presence known.

On this particular morning, I was given a chance to tag along with Schultz and see up close the program at work.

And so I set up camp at the side of the road alongside Schultz and the radar machine.

Most drivers sped slightly despite the area being a safety zone, with the average driver traveling just over 60 km/h.

What many of the drivers

who slowed as they passed the cruiser didn't know was their speed was most likely clocked before they even spotted the officer.

The radar can pick up speeds from a kilometre away.

"When they see you, it's usually too late," Schultz said.

Surprisingly though, some drivers didn't slow at all, seemingly unaware of the flashing lights.

"Lights on an emergency vehicle don't seem to mean much anymore," Schultz remarked.

At times, the responses of pulled-over motorists were humorous. Even Schultz gave credit for the creative excuses he sometimes gets from befuddled motorists. One older man clocked going 70 km/h Wednesday said he was driving his wife to the hospital.

"It could be true, but probably not," Schultz said later.

The man got a ticket, but was given a bit of a break and didn't accumulate any demerit points.

Another woman who zipped through a stop sign turning right onto Main Street from Roberts Drive insisted that what she did was fine because she looked and thought it was safe to proceed.

She got a ticket. When it comes to seatbelts, Schultz said it's often truck drivers who don't wear them.

"I don't know why... if (it's because) they feel safer sitting up high... They're the worst offenders."

Many people don't understand the hazards of speeding, said Halton police spokesperson Peter Payne.

But what might seem like a non-issue — driving 60 km/h instead of 50 km/h — can make a huge difference should a collision occur, he said.

The faster a driver travels, the less reaction time he has and the greater the force of an impact will be.

"Speed kills. It kills because the velocity increases and your ability to react decreases," Payne said.

One yellow Leon's truck, two minivans and a dilapidated Mack truck later, it was time for this reporter to head back to the office — convinced all the more that speeding's not worth the couple of minutes it might shave off a trip.

Certainly not when children are involved.

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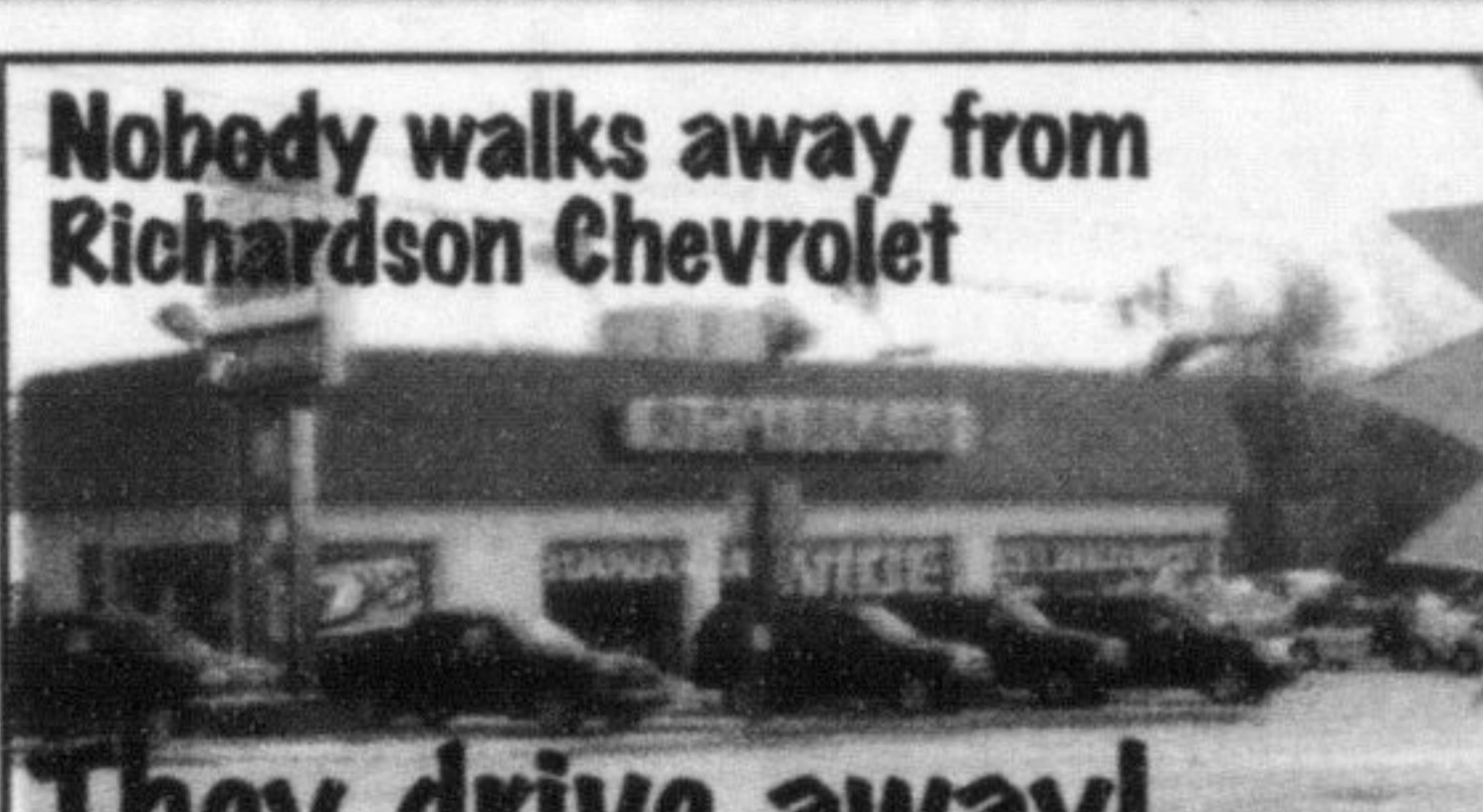
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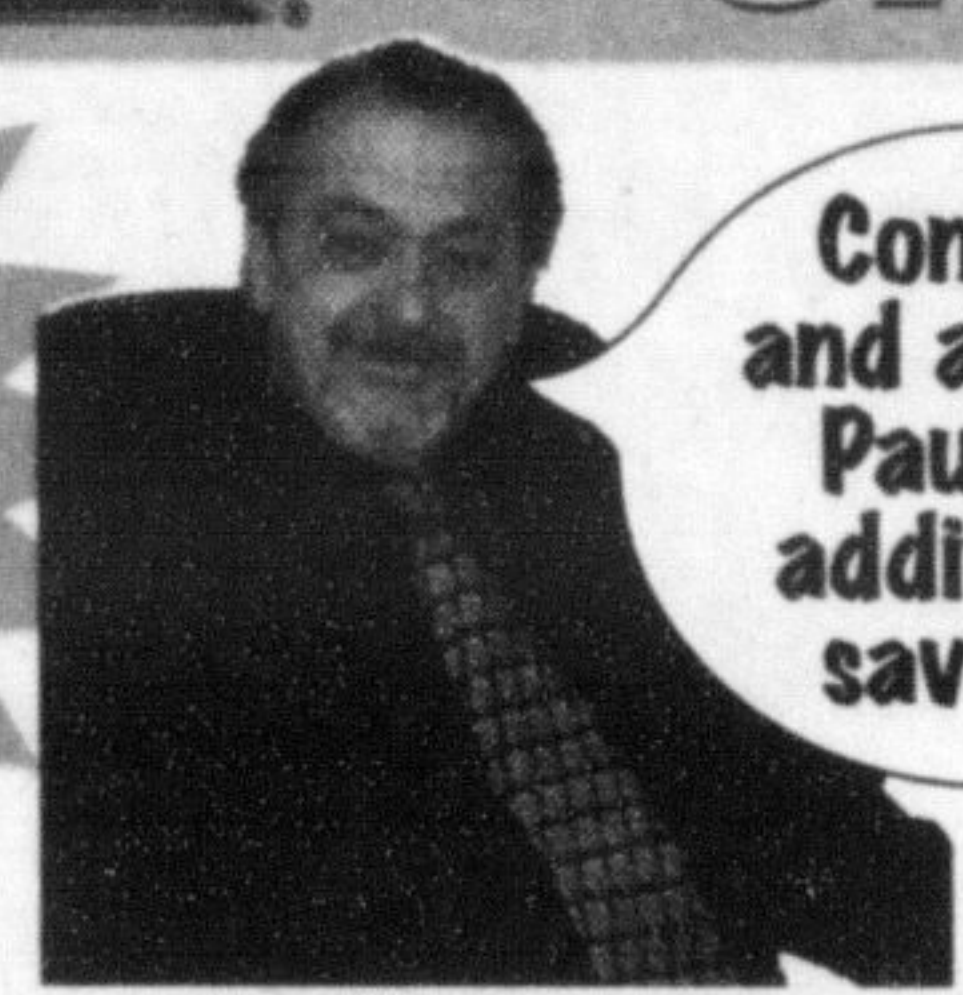



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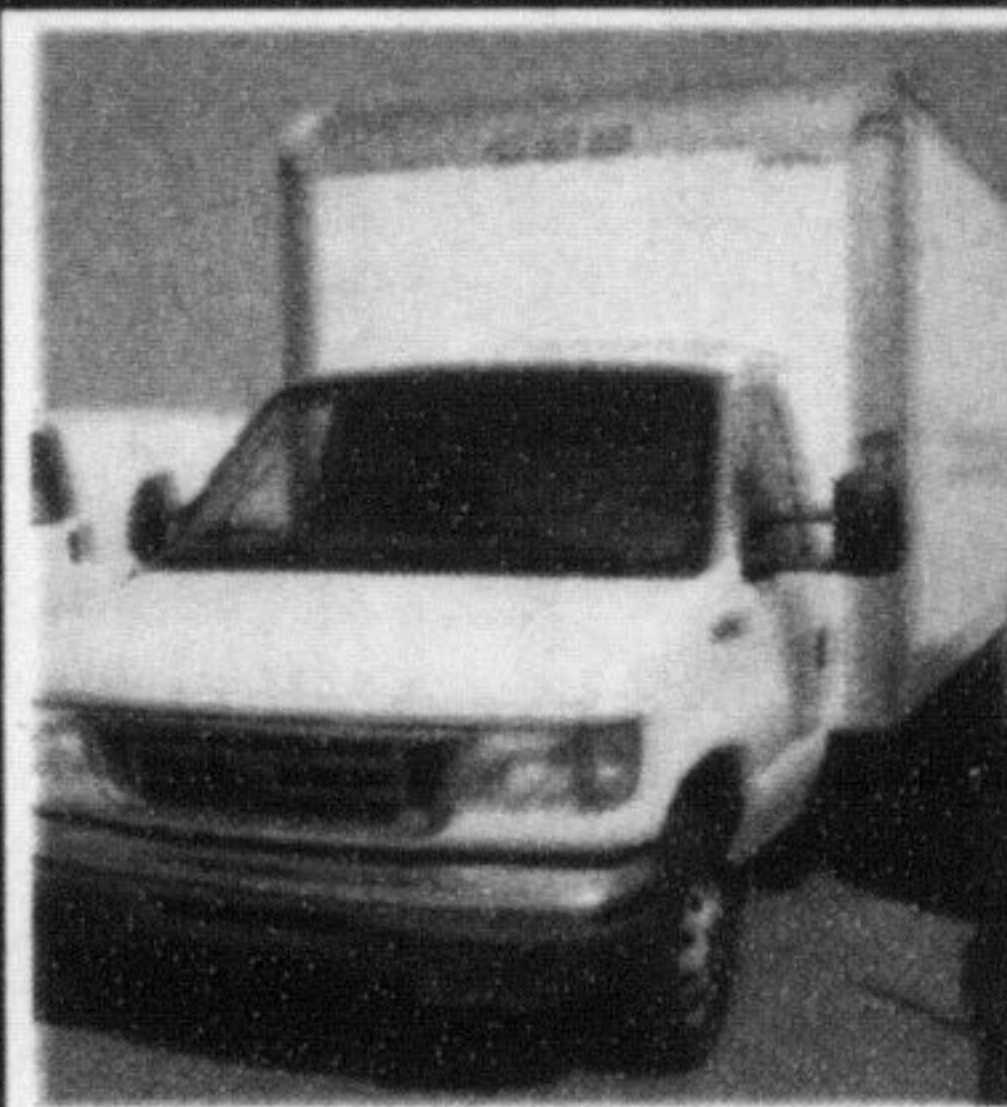

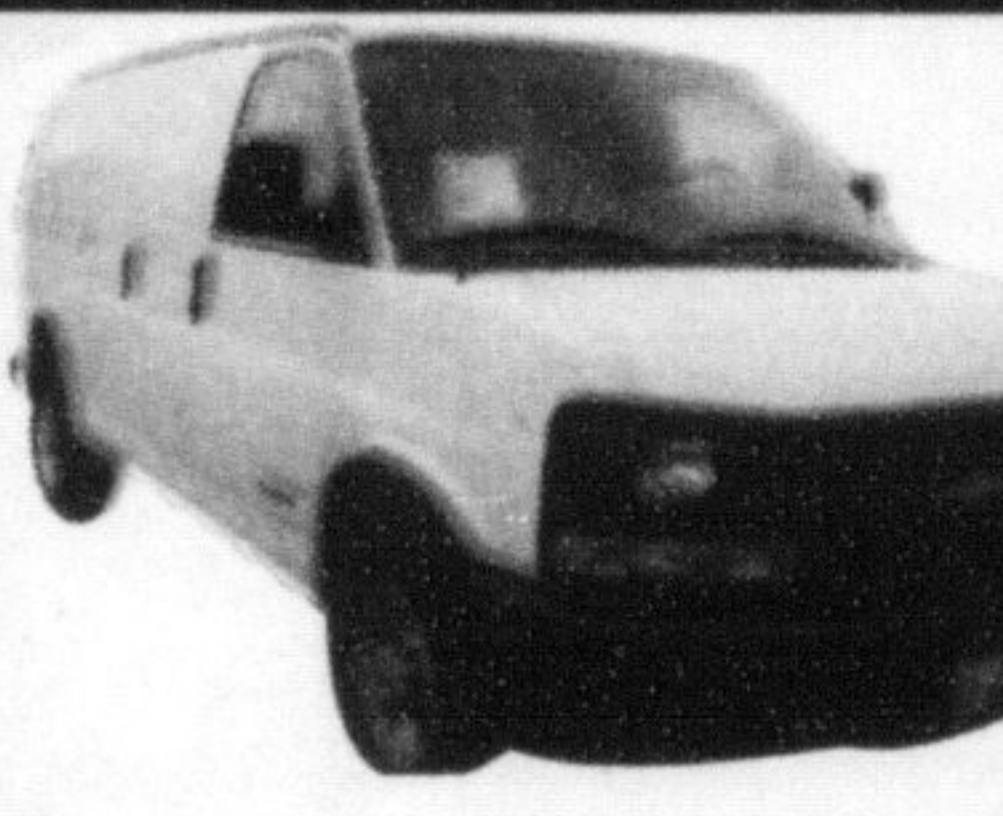





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