

OPINION

Safety comes first

Wednesday morning, a Burlington resident went to investigate a noise in his house.

He spotted two intruders on a second-storey landing.

The resident called out to the intruders hoping to scare them away.

Both suspects immediately ran down the stairs and fled the home.

One intruder, armed with a knife, threatened the resident before exiting the house.

The suspects, who did manage to make off with some small electronics, had kicked open the locked front door of the home to gain entry.

No one was injured.

Unfortunately, that same scenario could play

out in any Milton home.

In a press release about the residential break-in, police called the chances of such an event occurring "unlikely."

But with local break-ins having risen 63 per cent from 2006 to 2010, we believe there's good reason to be prepared.

What would you do if you were home when intruders broke in, or came home to find intruders there?

Police say you should never confront the intruders. Rather you should seek safety and call 911.

Sounds like good advice. You never know how an intruder might react to you when confronted.

Better safe than sorry.



ReadersWrite

Email letters to editorial@miltoncanadianchampion.com. Letters, which may be edited, must include the writer's name, address and phone number.

Savings need to be found in our transit system

DEAR EDITOR:

I would like to respond to some of the misleading information that appeared in the February 10 issue of the *Champion* concerning the Milton Transit system.

A quote in the article, "Transit budget could be cut," cited the number of almost 160,000 boardings for 2010. This number includes transfer boardings that don't generate revenue. Actual revenue trips were 138,000.

When you do the math using Milton Transit's own survey numbers, it's apparent the majority of users ride the bus an average of eight times a week or 400 times a year —

meaning that in 2010 we spent \$2.5 million to provide a service utilized by fewer than 400 people while we scramble to find funding for our hospital that serves thousands.

The spike in ridership mentioned has much to do with the onset of winter, the start of the school year and the addition of more routes. The facts are that paid ridership in 2010 went up by 35,000 over 2009, while the operating deficit increased by \$845,000 — meaning those additional new rides cost Milton taxpayers \$24 each. The average cab ride in Milton is \$10.

In response to your bold turn headline,

Proposed cut to transit service upsetting

DEAR EDITOR:

I was impressed with the February 8 letter, 'Expanded bus service needed,' by Yalaxis Yacomelo describing the needs of people like herself, a caregiver, and seniors who don't have a car and need transit.

While Milton's transit service has improved, there are still gaps, such as on weekends.

Yacomelo's letter is interesting when compared to the February 10 front-page article entitled 'Transit budget could be cut' and reporter Christina Comisso's opinion column in the same issue entitled 'Tough to get on board with proposed transit budget cut.'

Fortunately, Town staff and some council-

lors apparently pointed out the short-sightedness of service reduction at a time when ridership and the town are both growing.

As well, if ridership is increasing, citizens' confidence in the system might be lost through cuts.

Comisso wisely refers to other cities that have decreased their traffic and reliance on cars, thus improving pedestrian access and revitalizing the city through the creation of hubs of activity and tourist areas.

Milton has much traffic. Transit is one of the ways to help remedy this.

TISH BUTSON
MILTON

'Cut would mean elimination of almost two bus routes,' that's not true and it seems like fear mongering by those supporting transit.

Taking into account the \$285,000 cut I propose, the 2012 transit budget would be at the same level as the 2011 budget, which is 30 per cent more than what transit cost in 2010.

I believe we can find substantial savings through efficiencies and better utilization of the buses, providing an effective system for those who need it while reducing the tax burden on Milton homeowners.

In her opinion column of the same issue, reporter Christina Comisso used Melbourne, Australia, with a population of four million, as an example of a municipality that's increasing its transit, but she failed to mention communities much closer to Milton such as Toronto where they're looking at cutting routes and reducing service on others as a means to rein in costs.

Nor did she mention our neighbours to the north, Halton Hills. Its citizens manage to get by quite well without any transit system at all.

As for the benefit of transit in dealing with road congestion and air quality, Milton is a vehicle-based community, always has been and will continue to be for many, many years.

Running large empty buses up and down our roads won't change that and only adds to the congestion and pollution.

RICK MALBOEUF
WARD 4 COUNCILLOR

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