

ReadersWrite

NYC street-calming sets good example

DEAR EDITOR:

There are many things we can learn from other communities. Learning from others makes us smarter.

Smart communities are also willing to share their experience with us. I'd like to suggest that we learn from the City of New York (NYC) about traffic calming and bicycle lane implementations. The New York City Department of Transportation found an innovative way of separating bicycle traffic from car traffic and, as a result, achieved street calming — almost triple the number of cyclists during weekdays and at the same time dramatically improved safety of everyone using the streets. I think we can transplant the NYC solution to Milton.

In 2007, the Community Board in New York raised concerns about speeding traffic along Prospect Park West. In Milton, we also identified speeding on neighbourhood streets as an issue this year. The innovative solution applied in NYC is impressive. The key to success: Implementation of a

two-way bicycle path with a buffer zone, which protects cyclists from car traffic.

Before the bike path was installed three out of every four vehicles exceeded the speed limit. After the changes took place, less than one per cent of vehicles were caught speeding. The outside-of-the-box thinking shines through as one reads the project description and the results the project achieved. The final report, released early this year, confirms that the right solution was applied and the desired effects were achieved.

Wide streets of our new neighbourhoods provide us with an opportunity to achieve similar results. However, the recent implementation of bicycle lanes on Philbrook Drive and Kennedy Circle seems to treat cyclists the same old-fashioned way, placing cyclists next to the car traffic, neglecting a number of worldwide studies on bicycle path implementations. Separate cycling facilities with a buffer zone are a much safer and much better investment than typical cycling path-

ways on both sides of the road, or multipurpose pathways used so frequently in Halton, as this project proves. In other words, we're not getting the best value for the money spent. Please note we're not talking here about building separate pathways for cyclists. We're talking simply about using the same amount of paint to manage traffic differently.

As we experience rapid growth in our community, we must learn from other smart communities, so our community is also considered vibrant, innovative, healthy, forward looking and smart. The NYC Department of Transportation engineers have done their homework on traffic management and we can easily apply their best solutions in our town so we, too, can achieve traffic calming, increasing the number of cyclists and at the same time making our streets safer for everyone.

**BOGDAN KOWALCZYK,
MEMBER OF GREATER
GOLDEN HORSESHOE
THINK TANK**

It seems there's a market for friendship

• from YOU'VE on page A6

out creating the illusion of friendship?

And for me, that illusion would be far too obvious to ignore. I mean it's not like this person really gives a tinker's damn about me, right? He or she is just looking for a lucrative side-gig. And if by some remote chance we forge an actual friendship and abandon the rental agreement, wouldn't the initial monetary component by a constant source of awkwardness?

One has to wonder just how much the social network craze has skewed our idea of friendship, with 'Facebook Friend' numbers often reaching in the hundreds — yet some of whom we'll never even meet in person, much less have a genuine connection with.

Has our ability or desire to make friends faded

so much that we'd rather just rent them? Hey, why go to any effort, right?

Call me sentimental, but — unlike just about every other facet of our lives — friendship-making can't and shouldn't be streamlined for efficiency.

Seems that many would disagree with that, as recent RentAFriend.com numbers show somewhere in the vicinity of 4,500 people utilizing the 'friend' service — and about 10 times that number offering their friendship. Guess that makes it a buyer's market.

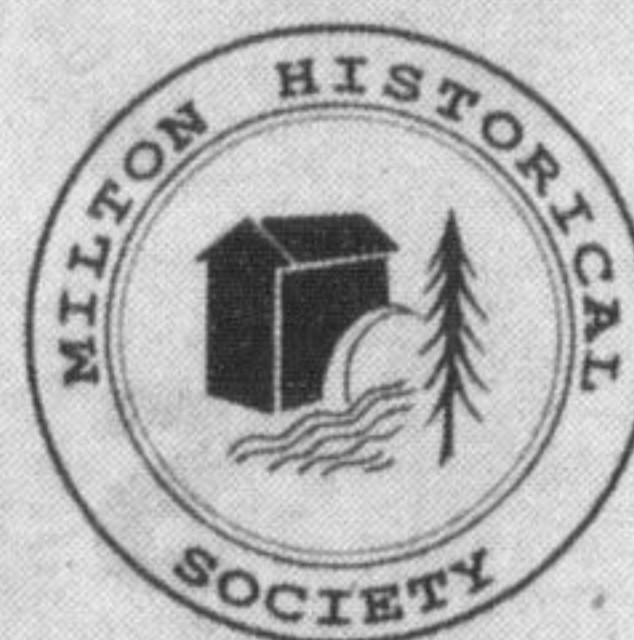
Just remember, you only get what you pay for. And in my view, that's not much in this case.

So no 'friendship' gift cards under my Christmas tree this year, please!

Man lectured and charged \$10 for being drunk on Good Friday

'Time Capsules' are gems of information extracted from past issues of the Champion and other publications in order to provide a window into Milton's past. Explanatory comment is sometimes provided to place the situation in context.

**Milton
Time
Capsules**



J.F. went before Police Magistrate Dice by Chief Constable Jones. The charge was drunk on Good Friday. J.F. pleaded guilty, explained that he had imported three bottles of whiskey, from Montreal, for which he paid \$2.50. He complained that it was poor, half water, and said it had no great effect on him. He was fined \$10, the minimum under the Canada Temperance Act, with \$3.50 costs. The P.M. remarked that \$16, including the price of the whiskey, was high for J.F.'s celebration and gave him a lecture, which brought forth a promise of future abstinence. This was the Police Magistrate's second case of the kind since prohibition went into effect.

Alfred Pitcher of Toronto came to Milton on Tuesday to bury the two children of his daughter Olive May, wife of Pte. Robert Grainger, who enlisted about eighteen months ago and is now in a hospital in England, having been wounded in France. Mrs. Grainger was with him in England until he went to the front. The children were Robert Henry, aged four months, who died last Thursday of pneumonia, and Alfred Frank aged eighteen months who had been ill about a month, with a gathering in one of his ears and died on Monday after an operation. Rev. O.F. Cooke conducted the service at the cemetery.

On Thursday Miss H.E. Bastedo held an art exhibition in the new theatre. There was a splendid showing of paintings and drawings of all kinds that were very creditable to

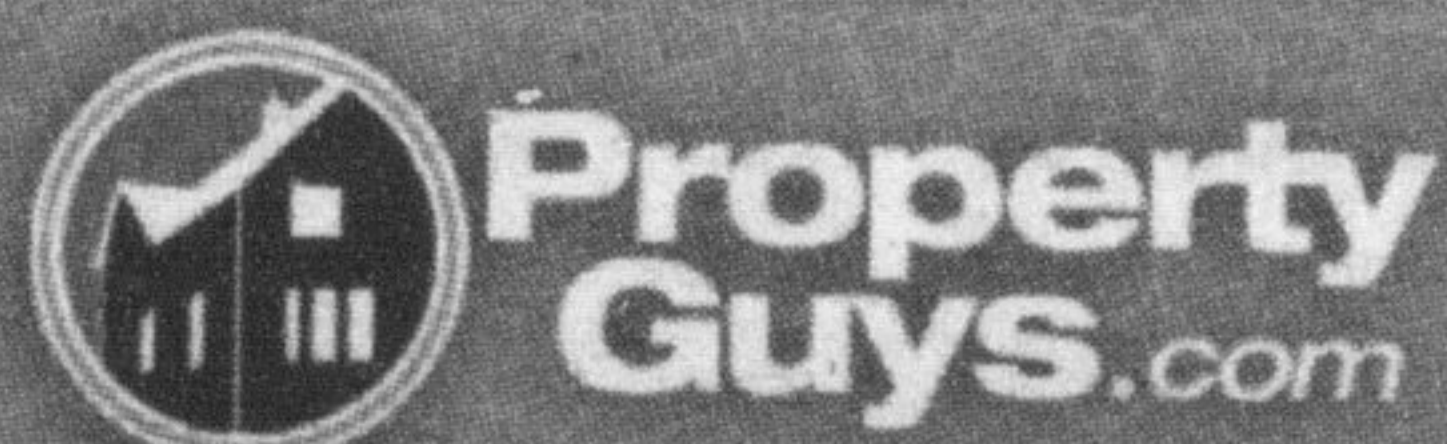
teacher and pupils. Afternoon tea was served by the I.O.D.E. and during the afternoon Miss Fern Troughton, one of Miss Bastedo's Brampton pupils, sang several times. In the evening a varied program was given by Miss Troughton, Miss Moore, Campbellville and some Milton pupils: A silver collection was received at the door which amounted to nearly \$30 and which Miss Bastedo gave to the Daughters of the Empire.

The 164th left Hamilton for the last time in a very heavy rainstorm entraining at Stuart Street station in two trains, A and D Co. in the second train which pulled out at 2 p.m. There was a big crowd to see us off, including a good many relatives and friends from Milton. Montreal was reached on Friday morning and we joined the Intercolonial and crossed the Victoria Jubilee iron bridge 1 3/4 miles long....Sunday was spent in Truro. Halifax was reached on Monday morning early.

Geo. A. Mann has leased the Hotel McGibbon from its owner, Mrs. McGibbon, who will move to Hamilton. Mr. Mann will take possession next Tuesday. He has been a manager of the hotel for some years and the change is only from manger to lessee.

This material is assembled on behalf of the Milton Historical Society by Jim Dills, who can be reached through the society at (905) 875-4156.

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