

Unclogging busy roads a major priority

FROM PAGE B-3.

mute by bus from Newmarket to Toronto or Vaughan to Markham.

The most glaring problem on the horizon is Toronto, which declined York's invitation to the transit talks — bad news considering their co-operation is needed for a number of reasonable fixes, like sending Vaughan city buses down to York University and Downsview Station.

To top it off, a Toronto newspaper recently quoted a North York councillor, Norm Gardner, blaming "905 people" for the accidents at the city's worst intersections.

Toronto can't keep ignoring York, responded Spatafora, who heads a task force sub-group looking for more transit integration with that city.

"They're not going to be able to put barriers up at Steeles (Avenue) and say, '905, you can't come down here anymore,'" he argued. "Just as much as we need them, they need us."

(Gardner said he merely meant York Region traffic is pouring into North York because there's not enough public transit, and North York roads are "paying a price".)

Landon said since the province cut its transit subsidies, communities no longer have to worry about losing that money by running their buses across borders. Instead, a cost-sharing agreement is needed to pick-up passengers in the other municipality, he said.

The biggest problem with transit in smaller communities is you just can't satisfy the people, "and without that ridership, it's a very costly service," said Herb McKenzie, a local councillor in Aurora, which this year allowed both Richmond Hill and Newmarket buses

to extend bus routes across its boundaries.

To get the service people need, there should be a regional transit system. Probably, that's the only way transit won't cost so much to operate, McKenzie said.

Landon, vice-chair of the region's transportation committee, figures widening roads only buys the region time. It will still need a rapid-transit

solution, he argued.

But at the same time, Landon was wondering when rapid transit could happen inside a region that is "a different kind of animal" than urban Toronto.

"I think we're headed towards a regional transit system," he added. "I know there are some people that don't think that will ever happen."

Spatafora, however, said the region

should be looking at a future rapid-transit system running along Yonge Street, and making necessary rights-of-way available before it becomes too expensive. "At a certain point, we have to bite the bullet."

May said his priority next year is developing an improvement plan for the Yonge Street corridor. The region's first High Occupancy Vehicle (HOV) lanes could be installed in the six-lane

stretch between Steeles and Clark avenues, he said.

Don't expect any mega-projects, May warned: schemes like HOV lanes and busways, which the region recently started collecting developing charges to build, will be added bit by bit. Another minor change you'll probably see is a traffic signal phase for buses, to give them a few seconds' jump on the rest of the traffic.

BOARDS WANT SAY

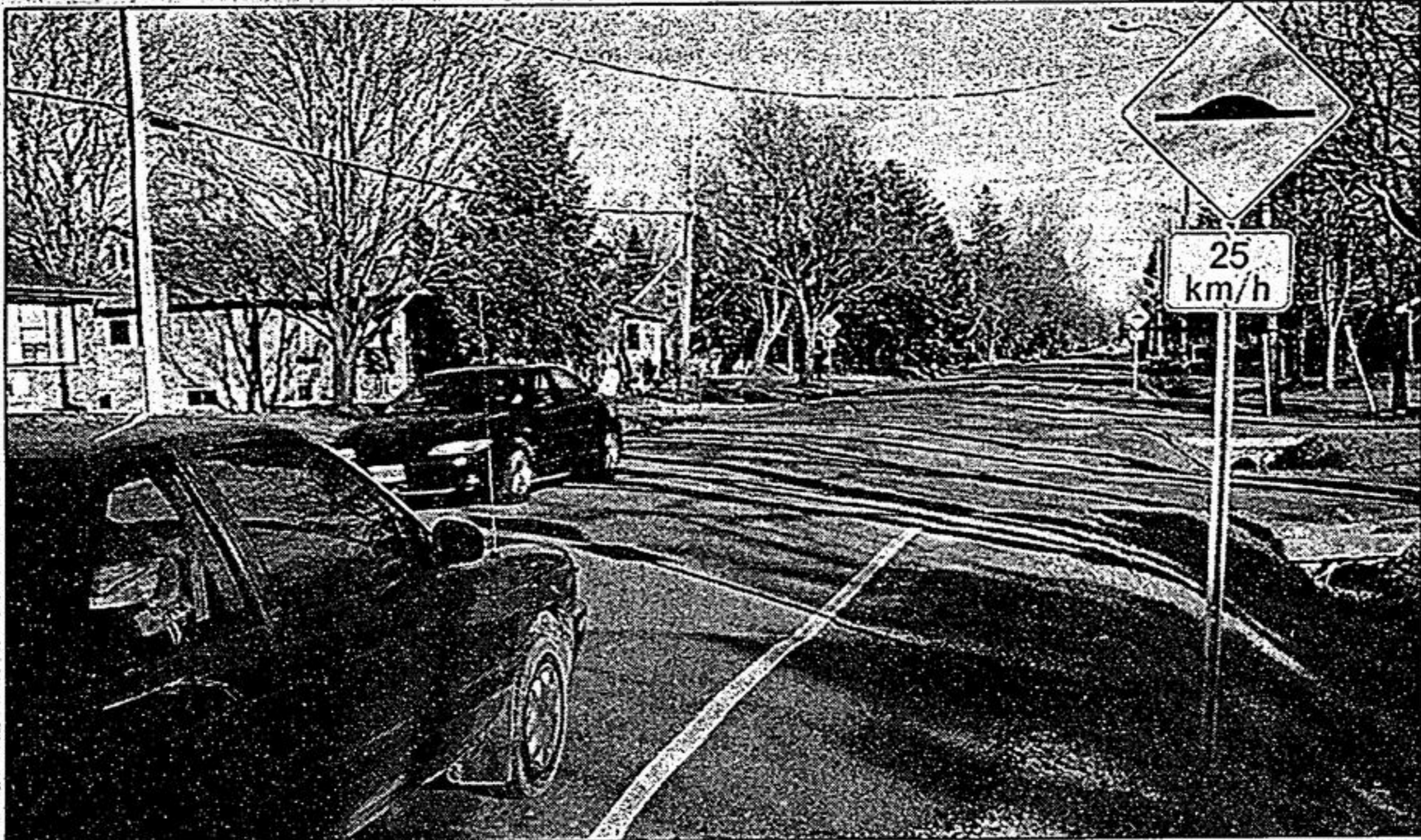
School boards also want a say in the region's transit plans. Instead of looking at the boards as a service provider, municipal transit services treat them as a customer, the same as anybody else. And that attitude has gotten in the way of working together, said Bill Crothers, the district public school board chairperson.

"We have 30,000 secondary students, most of whom we no longer provide transport for," Crothers said. "They have the same kinds of needs as other riders."

Georgina mayor Rob Grossi said his fast-growing town needed the 404 extended "yesterday," so it will be taking money that would be spent on improving Woodbine Avenue and Leslie Street and using it to speed 404 construction.

"Three-quarters of the working population of this community leave here every day," and each new house puts one or two more vehicles on the road, Grossi said.

Stouffville Mayor Wayne Emmerson said he joined the transit task force because he sees the possibility of shared bus routes with Markham down the road. "Who's ever sitting here will have laid the groundwork."



A speedhump on Elm Grove Avenue in Richmond Hill allows ample warning of its effects to passing motorists. Municipal politicians are looking to use humps on more residential streets to slow motorists.

BOXING WEEK SALE

IT'S OUR ONLY SALE OF THE YEAR!
Our already low prices have been even further reduced on 100's of selected items!

When Liquidation World has a sale, you know you're going to save big! Our everyday prices are the lowest in town. After Christmas you'll save even more!

These are just a few examples of the terrific deals.
THERE'S MUCH MORE IN STORE

SALE STARTS
SATURDAY,
DECEMBER 26
11 A.M.

SAVE UP TO 80%
OFF REGULAR RETAIL PRICES!

INCREDIBLE BUT TRUE!
ALL GROCERY ITEMS

Never before have we offered our entire selection of food, frozen foods and drinks on sale. Nothing held back!

SAVE AN EXTRA **10%**

OFF OUR ALREADY LOW PRICES!

CHRISTMAS DECORATIONS

Everything discounted!

SAVE UP TO

80%

OFF REGULAR RETAIL PRICES

FURNITURE & MATTRESSES

- Sofa & Loveseats
- Leather
- Bedroom
- Recliners • Much More

WE PAY THE GST

ALL TOYS

SAVE AN EXTRA

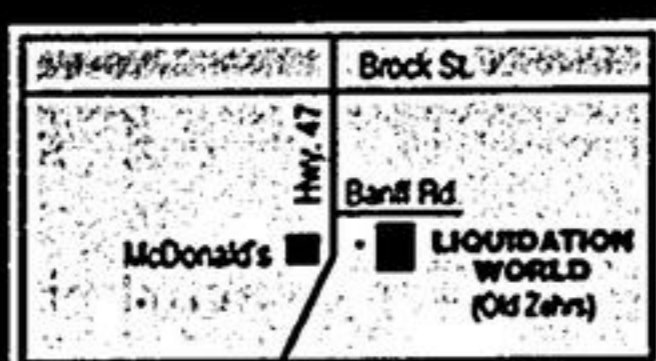
30%

OFF OUR ALREADY LOW PRICES!

DUE TO THE NATURE OF OUR BUSINESS, WE ARE UNABLE TO ADVERTISE NAME BRANDS.

WE PAY CASH FOR DISTRESS INVENTORY

1-888-254-0843



Now 74 locations across North America

Winner of the Port Perry/Uxbridge Readers Choice Award

4 Banff Rd.
(& Hwy. 47)

852-0677

OPEN TO THE PUBLIC
MON. - FRI. 10 a.m. - 9 p.m.
SAT. 9 a.m. - 5:30 p.m.
SUN. 11 a.m. - 5 p.m.

LIQUIDATION WORLD