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Terminal Two: chagrined looks and fierce complaints

By JOHN KERNAGHAN
Toronto businessman Bob Weill says he has considered calling for the free wheelchair service every time he enters International Airport's Terminal Two.

Patricia Kennedy, also of Toronto, promises to take flights other than Air Canada if it means the delay of making a connection in the United States.

Businessman M. Babineau, of Montreal, says it is easy for people to complain about the design but feels it is by necessity that passengers make the long treks attendant to flying from the terminal.

Mississauga MP Don

Blenkarn says Terminal Two is "an ideal freight shed" which was designed for the benefit of operators not the passengers.

From the chagrined looks and fierce complaints of passengers, it would appear the \$7 million improvements announced for the \$36 million structure last November have fallen far short of the objective — to make the elongated terminal better serve the travelling public.

"Compared to the other airports I have visited this one is an abortion. If there were any other way to fly in Canada I would take it. As it is, Canadian Pacific sometimes doesn't offer the

flights I need," Weill said Thursday morning. "I had to walk about a quarter of a mile to get this newspaper. They should have used pods that would cut down walking distances."

Weill says he knows of the president of one firm who has ordered his personnel to take any other flight rather than use Air Canada out of Terminal Two.

"That is a pretty good condemnation of the operation," Babineau, who has used the terminal five times, says he doesn't mind the walk but feels moving sidewalks are needed to cut down

distances. Ms. Kennedy, who said she was in the travel business for six years, had waited for four hours that morning and still did not know when her flight was bound for Miami.

"When I was in the business we used to warn people to avoid, at all costs, having to transfer at John F. Kennedy airport in New York. Now I'd rather have to go through that than sit on these chairs — on which you can't be comfortable — or listen to the staff here."

She said it was difficult to get civil treatment from staff but couldn't blame them. "These people have to take a lot. Maybe they're indifferent because of the indifferent decor."

She said she couldn't see the terminal improving. "It's the basic design that is at fault. Terminal One was copied by eight or nine countries and then they put this nightmare next to it."

Blenkarn believes Air Canada was forced into taking over the terminal (the

national corporation was to have occupied Terminal One) when other airlines refused to operate out of the second facility.

The Mississauga MP, who is a member of the Commons transport committee, says labour relations at the terminal "are just awful. The (workers) are so browned off it isn't funny."

He feels Air Canada was coerced into taking the facility and points out the

company has to pay double the rent it did in Terminal One for 176,000 square feet less passenger space.

Blenkarn says that as a result of the design it will be very expensive for the Canadian taxpayer to improve the maligned terminal.

The improvements announced in November by Air Canada central region vice-president Jack Callen included colour coding of Canadian, United States and

International departure areas, mobile lounges to carry passengers to their plan, and a mini-bus service for the parking lot.

Callen said Air Canada did choose Terminal Two because it needed an area which permitted growth and would handle more jumbo jets.

"Before the summer of 1975 Terminal One will be the centre of congestion and Terminal Two will be viewed with envy by other airlines," he predicted.

Currey retains top board post

Peel board of education chairman Dave Currey didn't even have to leave his seat at the head of the U-shaped board table Friday as he reclaimed the top post for the 1974 term.

Currey, the 33-year-old Director of Career Counselling and Placement Services at the University of Toronto, was first elected to the Peel board three years ago and named chairman for the first time last January.

Although the annual election was surrounded by

the usual flurry of speculation, in the end only Currey was nominated for the chairmanship.

Looking forward to the coming year, Currey noted some of the board's major plans including an in-depth review of the grades 6 to 8 program, an improved planning department and the growth of leadership training programs for talent already working in the system.

He noted that although he looks forward to continued

good relations with teachers, their increasingly organized demands could make it more difficult.

Currey boasted of the board's growing sensitivity to public demands through the process of involving parents in the decision making process.

Archie Gould, a long time trustee from Caledon, was elected vice-chairman over former vice-chairman Garth Burrow. A second ballot was needed to break a tie vote between the two nominees.

Barrier for Hwy. 401 urged

Continued from Page 1
was thrown from the vehicle and landed on the eastbound 401. Harry Andersen, who was behind the car which collided with the Toyota, said he saw the two vehicles smash and then split apart, allowing his wife to drive between them. He said the accident happened in an instant. His wife managed to avoid the man lying on the highway, he said.

Ann McLean, driving the westbound lanes just behind the Toyota, said a blue Datsun pulled from the Renforth Drive entrance onto the highway and the Toyota, which was beside it, suddenly pulled sharply into the median. She said the Datsun came close to the centre lane but didn't enter it. It stayed in the driving lane and didn't cut off the Toyota car, she said.

"The passenger in the Toyota might have thought the car coming down the ramp was going to hit their car," she speculated.

Like other witnesses behind the Toyota, she said the car went into the median at a sharp angle without its brake lights ever coming on.

Thomas Mahony, administrator of transportation safety with the Ministry of Transportation said there were six fatal accidents in 1973 between Hwy. 427 and Hwy. 10 on the 401 with seven persons dying as a result.

Pointing out that 85 to 90 per cent of accidents are caused by driver error, Mahony said that people often drive too fast for weather conditions which "gets them in trouble." He also said tailgating was a major cause of accidents. He agreed with coroner Dr. Kevin Flynn that this area was a "particularly dangerous stretch of highway."

He said that steel median guard rails increase property damage but save lives.

There is a tendency of people to stop and admire planes landing at the Airport rather than concentrating on driving in this area he explained.

The streamlining of Hwy. 401 from seven lanes east of Renforth to two to the west in a 3000-foot distance was not a factor in the accident, Mahony claimed.

The core of the highway in the Hwy. 10 area will be eight lanes in provincial plans, the Ministry of Transportation

spokesmen said. There will be a series of collector lanes eastbound and westbound as well. The improvement to the core section, which will have a 30-foot median with barriers, could begin late this year if funding is available, the representatives indicated.

Crown attorney Cowan called the potential waiting period for the construction, which may not begin unless the Ministry considers it a top priority, "balancing lives against economic feasibility." He said that if no temporary barriers are erected the Ministry is "in effect putting a price on

lives."

In his charge to the jury, Dr. Flynn said that there would seem to be little likelihood on a purely economic basis of having any immediate changes in the highway safety facilities.

He said the jury should consider recommending that a median barrier be erected by the province at an earlier date than now planned.

Screenings of the airport from the highway and paving the shoulders were other possibilities, he indicated. "The cost factor may be significant but these things will save lives over the next couple of years."

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New planner wants all land down-zoned

(Continued from page 1)
question.

"I think density is a regional matter. I will need some broad control at least over density so that it can be related to the development areas in the regional plan. I don't know how popular this is going to be with local municipalities or local planners."

"The municipalities can manoeuvre within certain limits," he says. Allen has had experience with "reform" councils bent on combatting high-rises and high-density housing.

He became York's planning commissioner in 1970, the same year an anti-high-rise council was swept into office.

"Planning had become a political issue with voters at that time," he says. "Obviously it has become an issue in Mississauga, and probably will be soon in Brampton."

The issue was so strong in the Borough of York that the reform council was returned to office in 1972.

"It was almost a non-controversial election," says Allen. "I think the councillors were returned so easily because of our approach in planning and our attitude in drawing the official plan."

"If you take planning out of politics, politics is pretty dull."

Citizen involvement is the key to Allen's planning philosophy.

"Actively involving the public in planning does not interfere with the planning process, it is vital to it."

"It is fine to draw a plan clearing an area, but the social implications are considerable. And they're often invisible unless you have citizen input."

York pioneered citizen participation in planning and was the first Metro municipality to stringently limit high-rise apartment developments.

The borough is seeking Ontario Municipal Board approval to cut back apartment development by 45 per cent.

Allen was born in England and received his degree in town and country planning at Manchester University.

He came to Canada in 1958 and went to work for the Province of Ontario.

In 1960 he was senior planner for Toronto Township (Mississauga's municipal predecessor) and in 1963 went to work for the Toronto Development Department until moving to York as planning commissioner in 1970.

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