

On the buses: Mississaugans not happy

Question: Do you take this bus often?
Answer: No, only when it comes.

The woman's rejoinder was slightly exaggerated, but to Mississauga Transit passengers who had suffered another late bus it was the only thing they had to smile about that morning.

Three Times reporters logged time on major routes last week and found the same attitude: a grudging respect for a new system, but churlish feelings born of 20 minutes waits and frozen feet.

Everywhere was a bitter complaint of unreliability and a lack of faith in the new system staying on schedule.

"Not bad, only six minutes late," said office administrator C.S. Mawhinney as he stepped aboard a 33-seater at a Mississauga Valleys stop.

"But you can never depend on it. It's either five minutes early or five minutes

late. Why can't they get close to their published times?"

Mawhinney takes a Route 3 bus that leaves Mississauga City Centre, winds through Mississauga Valleys and along Bloor to the Islington subway station.

"It usually takes about an hour to get to work but if the bus is 15 minutes late, so am I. It has become embarrassing walking into work late all the time."

"I take the car about once a week" said fellow commuter A.A. Everson. "That way I don't get too angry. But you should hear some of these people curse and swear. I really feel sorry for these drivers. It's not their fault."

Everson said the worst run is the night rush from Islington Subway Station to Mississauga. "If I'm lucky I can make it home in 45 minutes but sometimes it takes two hours."

He pointed out that Mississauga buses must wait up to 15 minutes to get onto busy Bloor Street. "Why can't they use the T.T.C. stalls?"

Compared to some of Mississauga Transit's more vociferous critics Mawhinney was charitable. "The service is obviously valuable to the community. And for 35 cents it's a good deal. But if they could only run on time

Problems on Route 1, the line that follows Dundas Street to the subway through the heart of the town, don't seem as acute.

The new 20-minute service instituted Jan. 2 functions more reliably here according to passengers but there is dissent towards the route looping through Erindale Woodlands rather than running straight along Dundas with mini buses serving residential sections.

One Sheridan Homelands passenger came near to praising the system. "At least it's been better since New Year's. He finds the straight route preferable simply because of speed.

Others were not so kind. "You have to fall in front of the bus to get him to stop if you're running to catch it. Otherwise he just drives away," said an Erindale Secondary School student.

Up on Route 2B (The Credit Valley Line) Michael Power Secondary School student Michael Downes was upset about another detention he had this week.

He blames Mississauga Transit. Michael, 15, gets up every morning at 5:15 to catch buses to get him to school by 8:40. He didn't make it three times last week and thus the detention.

For Michael, the Jan. 2 changes which split Route 2 into 2A and 2B have been

disastrous. The half hour service was changed to hourly service. "The new system is better for three of four people but nobody else likes it," he said.

Town traffic co-ordinator John Bonvivre is at the centre of the indignation.

He treaded the carpet before town council last week, listened to the complaints and set about to rectify the more glaring inconsistencies.

For Route 3, the Bloor to Islington, he added two spare buses and a shuttle service from Dixie Plaza. The Times monitoring found the Monday morning run only slightly behind schedule and no one was left standing.

To beef up service on the Route 6 Burnhamthorpe line he reintroduced half hour service. The same was applied to the westerly part of the Lorne Park run.

He believes the measures should quell

complaints of bitter delays on cold mornings.

Bonvivre says the long delays of buses leaving Islington will be rectified if the TTC grants looping rights in their yard.

About the infrequency of service, he says drivers are told never to leave stops early. Some are late because breakdowns occur and spares have to be rushed into service.

"A lot of the equipment is used constantly and a machine will only take it for so long."

He points out that six new buses ordered late last year are not expected until May or June. The buses were needed for the new system.

The 75 per cent provincial subsidy on transportation equipment announced in the fall caused a rush on buses, so

(Continued on page 6)

Sheridan absorbs nursing school

Oakville's Sheridan College will absorb the Credit Valley School of Nursing as a Mississauga campus, Sheridan Associate Dean Don Shields confirmed this week.

The Ministry of Colleges and Universities had announced that all Ontario nursing schools will be united with local community colleges as an economic measure.

"Economics are the main reason" said Shields. "Our administration can handle more students with no need for a parallel administration."

He does not foresee staff cutbacks at the nursing school, however.

"The theory is to bring anything involved with teaching under the ministry. The same thing happened with forestry and mining schools in the past."

Shields pointed out that the college and the school of nursing are not strangers. For the last three years Sheridan has supplied psychology and sociology courses for the school.

Hit and run driver kills woman

A 23-year-old Streetsville woman was killed by a hit and run driver late Monday night as she and a friend were walking along Mississauga Road.

Norma Jackson, of 1700 Britannia Rd. was pronounced dead on arrival at Mississauga Hospital. She and a friend, Robert Young were walking north of Streetsville near the Chrysler plant at about 11:53 p.m. when the accident occurred.

Mississauga police located the car involved later Monday night in the parking lot of the Streetsville Tavern. Brian Edward Leslie, 21 of Preston has been charged with possession of a stolen car.

Yesterday Leslie was further charged with theft of an auto and failing to remain at the scene of an accident.



The fire department made one of its periodic sojourns to the North Service Road east of Erin Mills Parkway Thursday after a truck unloaded some hot material onto loose paper. A heavy wind hindered firemen as they worked for an hour to extinguish the flames. (Times photo by Ray Saltz).

BOON FOR HOMEOWNERS

Spring legislation includes builder licensing: Clement

PORT CREDIT — Provincial legislation providing for licensing of builders will be introduced in March or April, Minister of Commercial and Consumer Affairs John Clement said this week.

Following an address to the South Peel Progressive Conservative Association at the town library, Clement indicated licensing would be incorporated with an Ontario

Building Code to standardize building practices across the province.

Mississauga Mayor Chic Murray said last week the town's top priority for 1973 would be seeking licensing from the province to thwart "the gypsies and fast buck artists" of the trade.

Clement said in an interview the building legislation follows more than two years of studies.

"The department began to study a building code two years ago and the study was to continue until 1975, but the committee has met and made recommendations. We hope to be able to implement them by March or April."

He said control of licensing would be run along the same lines as lotteries, which is administered by the municipality.

"There may be only five out of every 100 builders who don't do the job properly, but if a group can't police themselves, we (the province) will have to do it for them."

His intention to introduce licensing is a turnaround from statements he made recently to the Ontario Building Officials Association.

"This government would

be extremely reluctant to undertake licensing and regulation of the building industry. We hope very much that this type of thing will be done by the industry itself," he said at the time.

In the same speech he said the province would take steps to control housing sales. "This is one of the directions we would like our building code to take. The actual working principles

are yet to be determined."

Mississauga moved to petition for licensing powers following almost two years of citizen protest over shoddy building practices and uncompleted homes.

Murray, in declaring the licensing priority, said it was evident that the executive of the Toronto Homebuilders Association could not police themselves, let alone the membership.

Mississauga Rd. diversion to cost Peel \$1.3 million

The diversion of Mississauga Road north of Dundas Street, designed to protect the scenic qualities of the old road, will cost Peel County an estimated \$1,302,000 according to county engineer Robert Knight.

Knight told the roads and transportation committee Thursday that construction would probably begin sometime in 1974.

The diversion will swing west of the present road just south of Erindale College and rejoin it just north of the proposed Highway 403.

Costs of land acquisition are not included in the \$1,400,000 figure. The two-lane diversion road will require \$600,000 worth of bridges.

The county owns 33.7 acres of the land needed for the new road and Don Mills intends to dedicate the lands needed for construction, as expected.

About 5.1 acres are owned

by private individuals, but this land is all south of the diversion between Erindale College and Dundas Street. Knight said this strip would eventually become four lanes.

A traffic study has shown that Mississauga Road will carry about 20,000 cars a day by 1992. Knight said 14,000 of these would be on the realigned road and 6,000 on the old road. About 6,240 cars per day used the road in 1971.

The county engineer indicated Peel's first priority in the rebuilding program was to improve the condition of the existing Mississauga Road.

The save-Mississauga-Road movement was launched about a year ago when plans to widen the street were first announced. Residents took offense to the possible loss of trees along the road, which winds through some beautiful woodlots and across creeks in its route north.

Parkway belt studied for high voltage lines

A path along a proposed Mississauga parkway belt is being considered as one of the alternatives for the high voltage hydro transmission line between the Pickering and Nanticoke generating stations.

The Parkway Belt Task Force, consisting of provincial officials from several ministries as well as the Hydro, also rejected the Parkway Belt as an alternative in a study completed in June, 1970.

The Mississauga route was suggested by opponents of more northerly routes during public hearings.

Hydro officials at that time pointed out that the parkway path would disrupt existing land developments in Metro as well as the approved future development in Erin Mills to the west. All of this development conforms to the Toronto-Centered Region plan.

A member of town planning staff will attend all commission meetings and public hearings in the future. Although the parkway route is being given further study it is not considered likely that it will be selected for the high voltage lines.

officials rejected this route (parkway) in their testimony, the Commissioner stated it had received insufficient study."

The Parkway Belt Task Force, consisting of provincial officials from several ministries as well as the Hydro, also rejected the Parkway Belt as an alternative in a study completed in June, 1970.

The Mississauga route was suggested by opponents of more northerly routes during public hearings.

Hydro officials at that time pointed out that the parkway path would disrupt existing land developments in Metro as well as the approved future development in Erin Mills to the west. All of this development conforms to the Toronto-Centered Region plan.

A member of town planning staff will attend all commission meetings and public hearings in the future. Although the parkway route is being given further study it is not considered likely that it will be selected for the high voltage lines.

Reeve losing confidence in town planning board

Mississauga Reeve Lou Parsons has told general committee he is "losing confidence in the planning board," because of its decision on the Welcome Investments application for Queensway West.

The board, after months of consideration, turned down the project and recommended that existing R-2 and C-2 zonings be retained on the 23 acres of land. Members had originally intended to work out a compromise with the developers and residents to allow townhousing on Welcome's part of the land in return for upgrading the commercial portion. Residents almost totally opposed the compromise.

C-2 is an outmoded commercial zoning which allows apartments over stores and has no provision for site plan control.

Parsons charged that the board recommended C-2 "which is the crappiest zoning in the town."

An angry Ron Searle, vice-chairman of planning board, replied that Parsons "loses confidence every time we make a decision that is contrary to his opinion." He suggested the reeve prefers projects with higher population densities.

Welcome failed to appear at general committee for the second time in a row. Chairman Jack Kehoe said Welcome had been asking to get on with the application

and now didn't want to play the game. The committee deferred the matter indefinitely until the applicant comes forward to make a presentation.

Todd Holmes, solicitor for Welcome, said in an interview his client had not decided how to proceed on the matter. He indicated that if Welcome appears, the company will want a total review of the issue since it was introduced last summer.

Asked if an appeal to the OMB was likely, Holmes said "anything is a possibility in a thing like this."

He indicated he would know in the next two weeks how his client wishes to proceed.

Index

Mississauga Councillor Ron Searle is concerned about a voting split that has developed on Peel county council. Page 3.

Appeal funds

Funds collected in the 1972 United Appeal have been allocated to member agencies. Page 3.

Critical year

New school board chairman David Caurey sees 1973 as the "most critical year" for education in Peel. Page 5.

PCO surgery

The Mississauga PCO lacrosse organization is undergoing plastic surgery in preparation for next season. Page B1.



Hockey week

Minor Hockey week begins Jan. 21 and a busy local schedule is planned. See Mike Toth's column page B1.

Regulars

Editorials 4
Letters 4
Library 6
Entertainment 7
Sports B1
Business C1
Real Estate and Classified C2
Kaleidoscope D1
Church Page D5
Calendar D5

Board will reconsider decision to cancel school bus service

"We've had a stay of execution," proclaimed an Erindale Village parents' spokesman after hearing the board of education will reconsider its decision to discontinue bus service for their elementary school children.

Trustee Rudy Bos successfully moved that the board re-open talks on the school bus service for 34 Erindale Village youngsters who attend Springfield Junior Public School about two miles away in the Erindale Woodlands area.

The bus became a political football between town council and the school board for two months last year after the Traffic Safety Council recommended the

service be eliminated.

The council declared the route to school was safe after the completion of a sidewalk along the south side of Dundas Highway to the Credit Woodlands intersection.

Bos claimed last week that new information had come to his attention and that he had changed his mind and now felt the intersection was dangerous. He suggested a single crossing guard was inadequate to protect children at the four lane highway crossing.

The bus had been cancelled in December by a one vote margin. Bos claimed at the time that he had voted the wrong way by mistake. If he had voted against the

cancellation motion then it would have been defeated with a tie vote and the bus would have been retained.

If Bos' motion to reconsider the busing issue had been defeated it could not have been brought up again for another four months according to the school board's by-laws.

Bos argued that the green signal at the intersection was too short even with a crossing guard on duty and that the 40 mph speed limit was being constantly exceeded by most cars.

Bos also pointed out that tax service for the three morning Kindergarten children who live in the old Erindale Village area had been quietly dropped after

just one day of operation in the new year.

Although the crossing guard is supposed to be on duty at the Dundas-Credit Woodlands intersection parents are providing a car pool service for both the Kindergarten children as well as the rest of the students at the end of the day.

A board spokesman explained that the Kindergarten taxi service was supposed to be cancelled on the same date as the bus but a delay in communications led to the one day delay.

Bos' new resolution will be debated at the general board meeting Jan. 23.