

erin mills-meadowvale-streetsville



Time out!

This is the ideal weather for a good swing, and Jason Beckstead, 14 months, and Missy Taylor, 5, were taking advantage of it in Streetsville Park. But when you're 14 months, the world is truly filled with wonders, and one has to take time out for a close look — even if it is only a nose.

Parents set for battle to make crossing safe

By JOHN STEWART
Times Staff Writer
Parents in Sherwood Forest are willing "to go to whatever lengths we have to go" to ensure that their children do not have to cross a "dangerous" intersection at Erin Mills Parkway and the Queensway West.

Roland Willis of the West Erindale Homeowners' Association said Thursday that despite the fact that continuation of busing will cost taxpayers more money, "you really can't put a price on the cost of a kid being injured."

The Sherwood Forest

parents appeared once again before the Mississauga Traffic Safety Council, which was reconsidering its earlier decision not to place guards at the corner. This, in turn, would mean Peel Board of Education must supply buses.

Although the council had strongly supported the residents' earlier chairman Tom O'Dwyer, a separate school board trustee, had to break a tie vote last Wednesday to reconfirm the safety council's earlier position.

Ward 4 public school board trustee John McGibbon moved that the

council change its decision and place crossing guards at the intersection.

Enid Britten, the board's busing officer, agreed that crossing guards would be sufficient.

David Janach of the city's traffic department, who previously said pedestrian crossings would impede turning movements at the intersection, also modified his view.

He suggested that if problems develop because pedestrians hold up turning vehicles, then guards could allow children to

cross only on every second light change.

McGibbon's motion lost when only he and citizen representative Susan Bools voted for it.

Opposed were Councillors Frank Bean and Harold Kennedy, with citizen members Dr. Arthur Wood and Betty Caldwell abstaining.

Kennedy argued that this is not the time to remove busing. School has ended and he suggested the busing be left on in September and be re-evaluated after a month or two.

Sgt. David Yakichuk of the Peel Regional Police proposed allowing children to use the intersection in September to see if there are any problems, but Bean noted that "the parents don't want anybody experimenting with their children's lives."

The traffic safety council is working on a new for-

mula to determine when guards should be used and when busing is needed at congested intersections.

The Erin Mills site has been "evaluated" and given a "nine," meaning it is on the border between a guard and a bus.

By September, the council feels it may have the proper "weighting" of the evaluation form worked out, says Bean.

Elizabeth Munnoch, a Sherwood Forest resident, was appalled that the council came within a vote of forcing children walking to Sheridan Park and Homelands schools to use the intersection. Sewer construction is now going on in the area to complicate the problems.

The intersection is so dangerous that most Grade 7 and eight students, who aren't eligible for busing but who have to use the route, are driven to school by their parents, Munnoch claims.

Native people form civil rights group

Metis and non-status Indians residing in Mississauga now have their own civil rights group in Streetsville.

The Ontario Metis and Non-Status Indian Association (OMNSIA), based in Toronto, has created a Streetsville district branch.

"We cover an area of approximately 40 square miles and are operating out of our members' homes at the present time," says the president of the Streetsville branch, Doug MacKenzie.

The Metis and non-status Indians, who are not covered by the federal Indian Act, are seeking formal recognition as an aboriginal group with special rights to permit their continued pursuit of Native culture and lifestyle.

Metis are described by OMNSIA as Indians whose bloodlines are mixed. Non-status Indians are native people who have lost, or never had, legal rights as Indians.

The Streetsville branch is presently trying to get

capital together to create a bursary for Indian children so that they can continue their education after high school.

OMNSIA's current programs, with an emphasis on self-sufficiency in problem-solving, include counseling by Native field workers on various topics, such as job-searching techniques, development of school studies relevant to Indian needs and financial assistance for housing.

Tim Cress is the vice-president and treasurer of the Streetsville branch of OMNSIA and his wife Mabel is the secretary.

The branch has a membership of 15.

Enough!

Resident fed up with name changes

By JOHN STEWART
Times Staff Writer

After eight changes in her postal district in 30 years of residence on Mississauga Road, Aledia Cameron is a little chagrined by the proposal to change the name of the street on which she lives.

Cameron, of 3270 Mississauga Rd. says that living on the street "has just been a nightmare" with the constant changes in rural route numbers and postal areas, including Cooksville and Clarkson so far.

She says the confusion to date has been more than adequate without adding to it by changing the name of Mississauga Road from Dundas Street north to Erin Mills Parkway to Streetsville Road.

"No one I've talked to wants to have the name changed," says Cameron. "And no one around here was consulted about the idea as far as I know."

Although 28 Streetsville merchants have unanimously endorsed the change in names, "what about the 100 or so people on Mississauga Road?" she asks.

"What good will it do anybody?" she asks. "It's going to cost a lot of money for new street signs, and the businessmen will have to get new letterheads and all the people where we live will have to get new street numbers."

Although the road was called Streetsville Road before it was changed to Mississauga Road, Cameron says "there's a Mississauga now but there's no Streetsville since it was taken over by Mississauga."

The change will also not solve the problem for visitors to Mississauga who want to find Mississauga Road, but have difficulty because the road is called different things in different places. To reach Mississauga Road south of

Dundas, drivers must take Streetsville Road, which is just as confusing as taking Queen Street, which is the name now through Streetsville.

Hazel McCallion, the Streetsville councillor who has been negotiating for the name change, because there is another Queen Street in Mississauga, says she sympathizes with Cameron.

She began to notify residents south of Streetsville about the proposed change when it was first suggested last year, but stopped because Ward 6 Councillor Fred Hooper "said I was sticking my nose in his ward."

McCallion says the residents along Mississauga Road were also upset when the road name was changed from Streetsville Road previously.

As for continuous road names, McCallion says the city will have to change a number of names to comply with that goal. For instance, one road running north from Lake Ontario to Brampton starts out as Highway 2 becomes Southdown Road, then Erin Mills Parkway, then Mississauga Road.

Streetsville Road is actually a more historic name than Mississauga Road, she contends. The costs of implementation can be reduced by phasing in the changes. "There's no rush," the councillor contends. The merchants can't be too worried about the cost because they unanimously adopted the new proposal for Streetsville Road, she argues.

Because of the concern expressed by residents, McCallion says she will ask general committee today to defer the recommendation concerning Streetsville Road. She proposes that all homeowners and businessmen affected by the change be notified by the city and be asked to comment.

Board approves school bus pacts

Over \$300,000 worth of bus transportation contracts have been approved by Peel Board of Education.

Bus-transportation costs for 1978-1979 have increased by an average of eight percent.

Some tenders were up 16 percent over 1977-1978, while others increased 5.83 percent over last year.

Trustees approved a recommendation that contracts for busing students be awarded to Del's School Bus Lines, Parkinson Coach Lines Ltd., Rita Shular, Young School Bus Services, Jim

Koopmans, Trott Transportation, Vi Plotka, Graham Protection, Charterways, Arthur Elen, Lorne Wilson and Travelways.

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