

Traffic, parking survey

Continued from Page 1

Less detailed observations were made of the church-owned parking lots. Accident records for the Highway 7 and Highway 25 links were obtained and analyzed.

General inspection and observation of conditions at the Main and Mill Streets intersection, of the Legion property, and of signs and markings throughout the town were carried out.

Traffic Characteristics
On Thursday, the peak one-hour period at the Main and Mill Streets intersection occurs from 4:15 p.m. to 5:15 p.m. On Fridays, the peak one-hour period occurs from 6:45 p.m. to 7:45 p.m.

On both Thursday and Friday the two major movements are southbound on Main Street and eastbound on Mill Street and the reverse movement.

On Friday, the peak hour at the Queen/Acton/Meadvale Intersection and the Queen/Churchill Intersection occurs from 3:30 p.m. to 4:30 p.m. At both these intersections the side street volumes are low.

Both the total and peak hour intersection turning movements counts for all three intersections are shown in the Appendix.

Left turns into the I.G.A. lot on Thursday, the numerical peak occurred from 5 p.m. to 6 p.m. It involved 12 vehicles, 5.9 percent of the westbound right turns. On Friday, a total of only three such movements were recorded, all occurring between 6 and 7 p.m.

On Thursday, 1316 pedestrians were counted crossing Mill Street between Main and John Streets during the 8-hour period. The majority of these pedestrians used the pedestrian crossover located on the east side of Willow Street.

On Friday, 532 pedestrians were counted during the three and a half hour period. Again the majority used the pedestrian crossover.

Traffic Service Analysis Existing Levels of Service
The level of service is a quality index, intended to measure and express the net effect on driver satisfaction of such factors as the adequacy or inadequacy of capacity related to demand, travel time, delays, freedom to manoeuvre, safety, driving comfort, convenience and operating cost.

Level of Service A
No signal phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation, their only concern being the chance that the light will be red, or turn red, when they approach.

Level of Service B Stable Operation
An occasional signal phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.

Level of Service C Stable Operation Continues Loading (fully utilized signal phases) is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles.

Level of Service D
Increasing restriction approaching instability in the limit. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.

Level of Service E
This corresponds to capacity, the maximum number of vehicles that the intersection approach can accommodate. There may be long queues of vehicles waiting upstream and delays may be great.

Level of Service F
The levels of service for the three intersections were calculated using a roadway distribution analysis technique. For the Main and Mill Streets intersection, the actual signal timing was used to calculate the level of service. For the two intersections on Queen Street, appropriate signal timings were synthesized and then levels of service calculated. The results for the Main and Mill intersections for both the Thursday and Friday peak hour indicate level of service A on all approaches. Level of service A is also indicated at both Queen Street intersections for the Friday peak hour.

Pavement Markings
Pavement markings are in use to define pedestrian crosswalks and for land control at the Main and Mill Streets intersection; to define two-hour parking restriction zones; to define the directional dividing line on Highway 7 and 25, Church Street and Bower Street. Other uses are to mark the three pedestrian "crossovers" and to mark numerous stop bars throughout the town. The majority, but not all of these markings had been repainted recently when inspected. The minimum program for all markings should consist of painting in Spring and Fall.

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Examples were:
Non-standard one-way sign at Yonge Street and Arthur Street.
Careless erection on Queen Street has resulted in a "NO PASSING HERE TO CROSSING" sign being obscured by a speed limit sign.
Faulty installation of the post for a stop sign at Church Street and Eastern Avenue. It is neither vertical nor at right angles to the roadway.
Careless erection of a stop sign on Willow Street at River Street has resulted in the stop sign being obscured by a telephone post.
A number of cases were observed of important regulatory signs which were long overdue for replacement. It is very important that all regulatory signs, except parking control signs, be reflectorized and that all be maintained in good condition, including replacement as soon as they become damaged or deteriorated beyond restoration. Their useful life can be prolonged by periodic washing and, about once every three years, re-coating with the proper protective varnish. This can be done in the field, using aerosol cans. Such signs as stop signs should, of course, always be covered by a By-law entry. Failure in any of these requirements can result in liability in a civil suit following an accident which relates to the legality and effectiveness of the signage.

Traffic Control Signal
There is one traffic control signal in the town, located at the intersection of Main Street and Mill Street. This installation is generally effective and has been carried out to good standards. Nevertheless, there are shortcomings, minor perhaps, but important in achieving full effectiveness and maximum safety.

While the town's existing traffic by-laws have not been examined in detail, discussion with various town officials indicate shortcomings. Some of these shortcomings are:

1. A number of desirable regulations are not included.
2. There is some redundancy due to duplication of the Highway Traffic Act.
3. Amendment is very awkward because of inclusion in the text of the by-law in detail of application of various clauses.

Administration of any traffic by-law requires constant amendment as traffic volumes and the resulting problems continues to grow. This amendment must consist of both the addition of new regulations and the widening of application of those which already exist.

The problems of amendment will be minimized, and the by-law will be maintained in much more usable condition if the present by-law is replaced by a new one. The new by-law should include all regulations which may become necessary in the foreseeable future, and all detail of application of the regulations should be contained in schedules, attached to and forming part of the by-law itself. Future amendments can then be confined to the schedules.

A separate report entitled "Suggested Form and Content of a Municipal Traffic By-law" has been supplied to the Town. It is recommended that this serve as the model for a new traffic by-law.

Traffic enforcement
There appears to be adequate police enforcement except for enforcement of parking regulations.

Parking Prohibitions
By-law Number 1382 describes certain parking prohibitions for the Main and Mill intersection. On all approaches, except the east approach, the prohibitions are signed in accordance with the by-law. The requirements of 133 feet of no parking plus a 45-foot bus zone on the north side of Mill Street and 125 feet of no parking plus a 45-foot bus zone on the south side of Mill Street are satisfactory for operational purposes. The east approach should be signed and enforced in accordance with the by-law.

Accident Analysis
Accident records were studied and analyzed in detail on Highways 27 and 25 from January 1973 to November 1973. Where further analysis was warranted, the 1972 records were studied.

A total of 120 accidents occurred in that time period. Of the 120 accidents, 61 occurred on Highways 7 and 25. Of 20 accidents on Mill Street (excluding the intersection with Main Street), 7 involved a moving vehicle striking a parked vehicle. This leads to the conclusion that the roadway is too narrow for any parking and safe operation. The narrowness of this section with the additional hazard of parking and unparking vehicles causes the low levels of service, for short periods of time, referred to in Section 5.

Five accidents on Main Street South were primarily caused by lack of sight distance due to the hilly nature of Main Street South. Hidden intersection signs should be erected on Main Street South approaching Cobblehill Road, northbound.

With increasing development, similar problems can be foreseen at the intersections of Ransom and Kingham Streets. Similar signing is recommended.

Only one accident related to the left turns into the I.G.A. parking lot.
Eight accidents occurred at the Main and Mill intersection. No pattern could be established that would lead to operational corrections.

Parking Analysis Study Area
The study area was divided into blocks and each block was assigned a number.

Parking Inventory
The total inventory of parking spaces covered by the study is shown on Plate 8.2. Four spaces shown on the south side of Mill Street just east of Fellows Street have had "No Parking Anytime" signs erected since.

Accumulation of Parked Cars
A total of 1023 vehicles was counted on Thursday, 1146 on Friday.

On Thursday, there are two major peaks, one at 11:20 a.m. and the highest at 4:20 p.m. with 133 vehicles re-



A RESIDENT from Mexico is presently living in Acton as one of 15 people participating in a Canadian exchange program with Mexico. Talking casually with Adrian Hermosillo is Kevin Conroy at Building Products of Canada where both are employed.

Mexican visitor finds Acton friendly place

By Lorraine Root
Three weeks in Acton and already one newcomer is vocally reflecting the congeniality and goodwill which he is experiencing as a visitor from another country.

Adrian Hermosillo is a young Mexican who arrived in Canada approximately seven weeks ago as one of a group of 15 participating in the continent-wide Exchange Program which the Canadian government is conducting for the first time as a goodwill venture with Mexico.

Arriving in Canada on October 25, the visitor, previously versed in English, was required to take a one month intensive course in conversational English at the University of Toronto. They then proceeded to their pre-determined job areas with distribution across Canada touching British Columbia, Nova Scotia, Montreal, Ottawa, Hamilton, Toronto, and Acton. Each applicant making the trip had taken a previous examination at Canadian Embassy in Mexico to test for necessary qualifications.

At the same time the group from Mexico was arriving in Canada, 15 aspirants from this country were taking a similar trip to Mexico as part of the same program. People of various professions are participating.

"Normally the program is geared to the engineering profession," said Acton's visitor. He explained one girl was in their group, a young graduate in Economics who is established for her ten month term, at a library in Ottawa.

Adrian Hermosillo's place of occupation is with Building Products of Canada Limited in Acton. Twenty-three, ambitious, and with a young bride of only a few weeks, he came to Canada anxious to work towards a scholarship and obtain his Master's Degree in Engineering.

A graduate of the Instituto Tecnológico de Monterrey, in January, 72, Adrian had been employed in Monterrey in the field of synthetic resins and was interested in getting into a Canadian company where he could correlate his knowledge of the physical properties of the resin and get experience in its production and application. With the local company using resins extensively he was lined up with the Acton firm through the Canadian Manpower and Immigration program.

Some on the program have never been out of Mexico before. "It will be an even more tremendous experience for those others in the group" he said, and pointed out that of the stipulations of the two governments' agreement is that duration of the permits is limited to one year. Those wishing to return to their visiting domains must re-apply.

Right now Adrian is enjoying his stay at the home of Marguerite Taylor on Willow Street. He is however, anxiously looking for an apartment to which come February can bring his wife Lucy.

The Government of Mexico has been affiliated in similar exchange programs with countries such as Great Britain, Germany, Japan, Canada, United States, Holland, and Israel, for the past five years. This one is the first between the two governments of Canada and Mexico. It was arranged last year after a visit from Mexico's President, Echeverria with Prime Minister Trudeau and is the first of what could be regularly organized programs between the two countries.

THE FIRST
Did you know that Canada had the first hospital in North America? That's right! In 1639, three Sisters of St. Augustine from Dieppe, France established the Hotel Dieu at Quebec City, making it the first hospital on the North American Continent.

More bylaws at meeting

Several bylaws were passed at a special meeting of Acton council Wednesday night of last week.

One finalized the sale of eight lots on Ransom St. to Alteo Construction at a cost of \$55,000.

Another was an agreement between the town and Margaret Carney for property on Main St. formerly owned by Jack Creighton.

Another bylaw was to amend the official plan and zoning bylaw, changing land on Main N. owned by Mogan Toft from industrial to residential.

In an agreement signed with Gingham Hills, the owner agreed that on 30 lots in phase 3, no more than 60 semi-detached units would be constructed.

Another bylaw was to amend the official plan and zoning bylaw, changing land on Main N. owned by Mogan Toft from industrial to residential.

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| <p>STEEL SNOW SHOVELS</p> <p>Choice of long handle or "D" handle. Good quality heavy gauge steel. 17 1/2" x 14 1/2" blade. Long Handle.</p> <p>18" \$4.99 \$3.19</p> <p>"D" handle. 47 1/2" long. \$4.99 \$3.29</p> | <p>ACCORDION DRYER</p> <p>Won't mark clothes or rust. Handy for home, cottage or travel.</p> <p>\$5.99 \$4.88</p> | <p>BATHTUB DRYER</p> <p>With 42" of line. A compact, lightweight unit that fits in a bathtub.</p> <p>\$8.99 \$6.77</p> | <p>SNOW-ICE BRUSH-SCRAPER</p> <p>Heavy duty construction that's built to last. Nylon scraper blade.</p> <p>\$2.49 \$1.27</p> |

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Toyota Community Calendar

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PUBLIC SKATING

Enjoy this popular winter sport with the entire family! The Acton Arena is open every day except New Year's Day. Join in the fun on Thursday, Friday, Sunday, Monday, and Wednesday afternoons and Saturday nights.

NIGHT SCHOOL REGISTRATION

Now's the time to start thinking about a night school course on your favourite subject. It's a great way to fill those long winter months ahead! The registration date is Tuesday, January 8, 1974, from 7:30 to 9:30 p.m., at the High School. Flyers listing the courses will be mailed on request.

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★ **NOTICE** ★

There will be no Bingo at the Credit Valley Club this Monday, December 31.

Watch This Paper For The Next Bingo Date

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