

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 visitors, previously versed in English. were required to take a one month intensive course in conversational English at the -University of Toronto. They determined job areas with distribution across Canada touching British Columbia, Nova Scotla, 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 then proceeded to their pre Tesnelogico 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. More bylaws

at meeting Several bylaws were No one had appeared in passed at a special meeting of response to required ad-Acton council Wednesday vertisements in opposition to a closing of a portion of Queen One finalized the sale of St. The roadway is unused as eight lots on Ransom St. to Alteo Construction at a cost of

Another was an agreement between the town and Margaret Carney for property on Main S. 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.

night of last week.

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

cillors attended the special THE FIRST

such but had never been properly registered. The homeowners with land on the section designated as street to get clear titles. A bare quorum of coun-

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.

How does the southern gentleman like Canadian

Adrian admits that. although he has been tuned in about Canada for a long time, with a sister having lived in London, Ontario, for two years and a brother and his parents frequent visitors, he expected to find winter months more severe than what he has seen so far. He himself had done some travelling and somehow manages to compare Toronto with some of the larger U.S. centres. He finds Canadians, particularly those residents of Acton, tremendously outgoing and friendly and is

enjoying the hospitality. "Canadian life is really not too different from what I expected" he said, "but t I would say the people are friendlier.

Since arriving in Acton Adrian has spent most of his weekends in Toronto visiting with friends from home and filling in on Canadian culture. They have toured the museum, art galleries, Ontario Science Centre. Massey Hall with the Toronto Symphony concerts as well as viewing Niagara Falls.

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-

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

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

# 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 onehour 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 to eastbound on Mill Street and the reverse movement.

On Friday, the peak hour at the Queen / Acton / Meadvale Intersection and 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 al 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 8hour period. The majority of these pedestrians used the pedestrian crossover located on the east side of Willow

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.

In practical application, it is measured by the traffic flows through signalized intersections. This is also true of the capacity. Therefore, the various levels are best described by reference to signalized intersections. There are six levels of service, identified by the letters 'A' to 'F'. They are described in part as follows:

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

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 sig-

nal phases) is still intermittent, but more frequent. Occasionally drivers may have to walt through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somehwat restricted, but not objection-

ably so. In the absence of local conditions dictating otherwise, this is the level typically associated with urban design practice. 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 walting upstream and delays may be great. Level of Service F

Jammed Conditions The levels of service for the three Intersections were calculated using a headway distribution analysis technique. For the Main and Mill Streets intersection, the accalculate 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. Although level of service A is experienced overall for the Main and Mill Streets intersection, there are very short periods on Mill Street when jammed conditions do occur. These short periods

quacies in the signal timing, or capacity but to inadequate payement width and the presence of parked vehicles. Traffic Operations Analysis Traffic control devices in use consist of one traffic con-

are not caused by inade-

trol signal, standard traffic signs, limited pavement markings, and three pedestrian "crossovers". Pavement markings are in use to define pedestrian crosswalks and for land con-

trolat the Main amd Mill Streets intersection; to define two-hour parking restriction zones, to define the directional dividing line on Highways 7 and 25, Church Street and Bower Street. Other uses are to mark the three pedestrian "crossovers" and to majority, but not all of these markings had been repainted minimum program for all markings should consist of painting in Spring and Fall. An unusual use of stop bars was noted at each of the approaches of the pedestrian "crossovers". While this did not cause any obvious operational problem, the practice does not conform to the Regulations under the Highway Traffic Act and, there-

fore, is not recommended. Traffic Signs The majority of traffic signs observed were the proper uniform signs, properly placed and erected. However, a number of examples were noted of nonstandard signs, poor erection,

and poor maintenance. Examples were:

Non-standard one-way sign at Yongo Street and Arthur Strect.

Carcless erection on Queen Street has resulted in a "NO PASSING HERE TO CROS-SING" 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 readway.

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 ob-

served of important regulatory signs which were long overdue for replacement. It is regulatory signs, except replacement. 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 acrosol cans. Such signs as stop signs should, of course, always be covered by a By-law entry. tual signal timing was used to Fallure in any of these at the second driveway north for operational purposes. The equirements can result in liability in a civil suit following an accident which relates to the legality and effectiveness of the signing.

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.

There is no pedestrian signal head to control the flow of pedestrians in a southbound direction in the east walk. This lack of a pedestrian signal head could cause serious conflict with southbound left turns, which have an advance green. The function of the pedestrian signal head is to hold the pedestrians until the end of the advance green nal head is to hold the pedes-

trians until the end of the advance green indication. The southbound storage lane is not painted in accordance with current M.T.C.

The possibility of meeting the necessary warrants for traffic signals was investigated at the two intersections on Queen Street. While the volumes at the two intersections are for only 5 hours mark numerous stop bars rather than the required 8 throughout the town. The hours, it is felt that an 8 hour count would not increase the hourly averages required for recently when inspected. The the warrants. This result is supported by the machine counts taken on Queen Street at the east limit of town. No

THE ALL CANADIAN FAMILY STORE

warrant can be found for installation of traffic signals at either location. Crossovers

Three pedestrian crossovers are located in the town. one on Mill Street on the east side of Willow Street, one on Queen Street on the east side of Acton Boulevard, and one on Main Street at school lane.

The pedestrian crossover markings appear to be standard and in good condition, except for the unusual use of stop bars mentioned in the section on Pavement Markings. The signing requires some improvement.

The STOP FOR PEDES-TRIANS tab is missing and the other signs are faded at the Mill Street crossover. The signs at the other crossovers very important that all are faded and require

> Driveway Control Driveways in the study area were examined and no major potential problems

were observed. An improvement in the entrance and exit arrangement at the Becker's Plaza is desirable. The pavement markings, which are ineffective, should be supplemented by

way control was observed on of Mill Street. A wooden barrier has been erected at a height of six feet between buildings. Mounted at the centre of this barrier, facing Main Street is a regulation stop sign. This device appears to be used either to prevent trucks from using this driveway or to enforce its use as an exit only. This type of use of a regulatory sign reading "No Trucks", or "No

Traffic By-Law 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

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

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 amend-

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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 forseeable 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

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 park-

ing regulations.

Parking Prohibitions By-Law Number 1382 describes certain parking problbitions 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 An unusual case of drive- of no parking plus a 45-foot bus zone on the south side of the west side of Main Street, Mill Street are satisfactory east approach should be signed and enforced in accord-

> Accident Analysis Accident records were studled 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

ance with the by-law.

occurred in that time period. Of the 120 accidents, 61 occurred on Highways 7 and 25. Of 20 accidents on Mill Street (excluding the in-

ment will be minimized, and tersection with Main Street). 7 involved a moving vehicle striking a parked vehicle. This leads to the conclusion that the readway is too narrow for any parking and safe operation. The narrowness of this section with the additional hezard of parking and unparking vehicles causes the low levels of service, for short periods of time, refer-

red 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 By-law" has been supplied to intersection signs should be the Town. It is recommended 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 crected since. Accumulation of Parked Cars A total of 1029 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-

Continued next week

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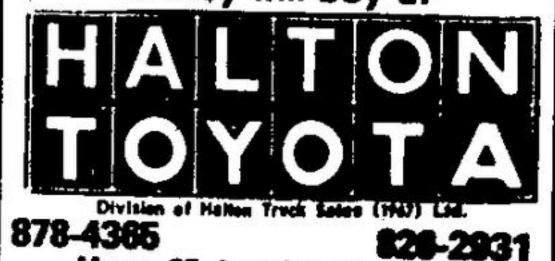
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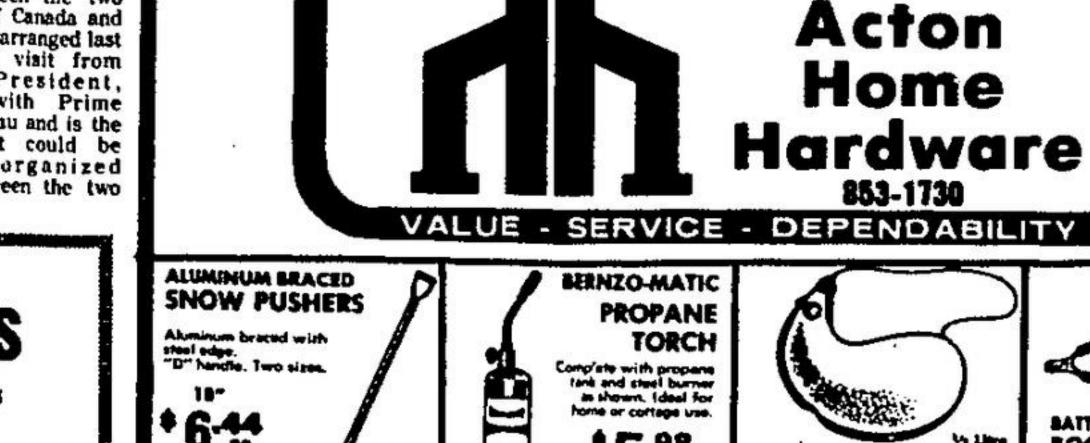
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