

Public Safety Consultation and Traffic Data Report



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Public Safety Consultation and Traffic Data Report

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Public Safety Consultation

Introduction

Public Safety is the entity of the Mohawk Council of Kahnawake responsible for putting forth recommendations to ensure the safety; security and well-being of all people within the Territory.

Public Safety takes all issues into consideration, including the quality of life of persons and peripherally, the potential economic impact on local business when managing scenarios related to overall public safety.

In May of 2016 the Public Safety Unit was approached to assess and put forth recommendations with regard to Heavy Truck traffic and overall safety issues facing Rte. 207. Several internal meetings were held between the Public Safety Unit and MCK Portfolio Chiefs in May and June (2016) in order to assess these matters.

On May 16, 2016 a memorandum was sent to Chief and Council outlining all safety issues and various proposed recommendations to remedy those circumstances. The main premise of the recommendations provided to Chief and Council was aimed at increasing the safe usage of the 207 corridor as well as balancing quality of life of residents and preserving as much as possible, the economic viability of local businesses.

Public Safety examined the circumstance and suggested a consultation process and study be put forth to determine all the issues surrounding the use of Rte. 207 and its impact on Safety. Chief and Council requested Public Safety perform an immediate examination of the road usage and put forth recommendations. As a result, Public Safety undertook several meetings with internal stakeholders to determine all current-day issues. In addition, further research and analysis was conducted on the following issues;

- a) The legal process required to issue tickets for non-local heavy truck traffic;
- b) The requirements of MTQ to install proper signage and designate road way (non-accessible to non-local truck traffic within Quebec's Road mapping network);
- c) All past analysis's and information pertaining to road usage of Rte. 207;
- d) Current local Heavy Truck traffic;
- e) Consideration of additional upcoming traffic circumstances;
- f) Visual observations of morning rush hour traffic;

As a result of the immediate examination of all issues facing the use of Rte. 207 the following was determined;

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- (a) There was an increase in truck traffic due to a large, yet temporary land fill operation on Rte. 207;
- (b) There would possibly be an increase in truck traffic to JFK Quarry due to an upcoming contract with the Turcot interchange project¹;
- (c) MTQ was preparing to re-route traffic at the intersection of Rte. 207 and 132/138 for work on the Mercier Bridge in July and August of 2016, which would cause more traffic complications on Rte. 207.
- (d) There was a noticeable increase in non-local car traffic (primarily from St. Isidore area);

Public Safety then organized additional meetings with MCK stakeholders to review the above information and determine the type of recommendations that could be put forward.

Public Safety representatives and stakeholders (including MCK portfolio chiefs) reviewed all of the above circumstances and came up with the following recommendations;

- (a) MCED banning all heavy trucks from using Rte. 207 (Except local deliveries/pickup);*
- (b) Allow JFK trucks to enter (with empty loads) from 132/138) and exit through Highway 30 by amending the agreement between MCK and JFK on the basis of preserving safety of all users of the roadway;*
- (c) Allow private landfill operators truck access to Rte. 207 when properly permitted by the Landfill office;*
- (d) Install two stops signs as a temporary measure to help local residents and businesses access properties and secondary roads;*
- (e) Launch a consultation process and study in the fall of 2016 that would better determine key information related to the amount of vehicles using the Rte. 207 and assess if the installation of the stop signs achieved the objective of road safety.*

On June 9, 2016 Public Safety provided the above options to Chief and Council, first, in an informal discussion session and then in a formal council meeting. Chief and Council viewed the circumstances and recommendations and for safety reasons, sought a total ban of Heavy Trucks on Rte. 207, with regular local Heavy Truck traffic exit and enter via Highway 30 only.

On June 27, 2016, Chief and Council adopted an MCED banning all Heavy Trucks from accessing Route 207, with the following exemptions only;

- (a) Vehicles providing local deliveries;

¹ Note: No formal information was provided to this situation. Public Safety balanced potential needs based on the assumption

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- (b) Vehicles in possession of valid permits issued by the MCK;
- (c) MCK Public Works Vehicles;
- (d) Emergency Vehicles; and;
- (e) Any class or type of vehicles specifically identified by the Public Safety Commissioner (To be exempt from the restriction)

In addition to the above, two temporary stop signs would to be installed at the intersection of Peter Foxy's and in front of (Kanawaki Golf Course) until after Labor Day (2016); After which time a community consultation project would ensue to determine if the stop signs would remain. The stop signs were intended as a temporary measure to help businesses and residents within the prescribed areas, safe access and egress from secondary roads.

Additionally a weight restriction was imposed 1400 meters from the intersection of Highway 30 and Rte. 207 North and from the Mercier Bridge southbound. This would prohibit Heavy Trucks using Rte. 207 as an access point to the Mercier Bridge or points south of Kahnawake. No weight restriction was imposed from Highway 30 up to JFK Quarry entry point.

Research Objectives and Methodology:

All of the information gathered for this project is for the purposes of determining the realities facing the use of Rte. 207, in order to make policy recommendations to Chief and Council, for the safer management of the road area.

Public Safety engaged in a dual approach to research that included; (a) a community consultation and (b) a traffic count project, the objective was to better determine all the circumstances facing the use of Rte. 207. The community consultation was performed to gauge the experience and feedback directly from residents and business owners regarding their perceived safety and quality of life in relation to Heavy Truck and car traffic on Rte. 207. The traffic count would provide empirical data on the amount of Vehicles (cars and Heavy Trucks) that were utilizing the roadway on a daily basis within two set prescribed time intervals.²

Methodology

From a community perspective, Public Safety wanted to determine the level of safety perceived by residents' and their overall quality of life experienced as a result of accessing the roadway in relation to speed, heavy truck and car traffic. It was very important to capture the subjective experience of those accessing the roadway in relation to actual empirical data (amount and speed of cars/heavy trucks) to gain a comprehensive picture of the realities associated with the

² See Annex 1: Comptage de circulation (Traffic Count Report) September 13-20, 2016 Annex 2: Comptage de circulation (Traffic Count Report) October 5-12, 2016

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use of Rte. 207. The methodology of gaining subjective data in relation to Objective (real amounts of cars) would provide a fairly substantive view, as close as possible, to the true realities facing the use of Rte. 207; and as such, provide more accurate policy recommendations.

CHRONOLOGY OF EVENTS AND RESEARCH:

June 7, 2016: Meeting with MTQ, Portfolio Chiefs, Public Works, Peacekeepers and Public Safety advising MTQ of Kahnawake's initiative to formalize an MCED to prohibit Heavy Truck usage commencing 1400 meters north of Highway 30 and Rte. 207 North and from 132/138 and Rte. 207 south and Old Chateaugay Road.

June 27, 2016: Briefing Note and RFD submitted to MCK for MCED on the Prohibition and use of Heavy Trucks on Rte. 207. MCED passed.

July 11, 2016: Mass communication sent to all Kahnawake residents and business owners on Rte. 207": notification went into all Kahnawake post office boxes on behalf of Public Safety Commissioner advising of Chief and Council's recent passing of MCED (#43) restricting heavy truck traffic on Rte. 207 with specified exemptions (as listed in MCED #43).

Community consultation: 207 Safety Survey

September 14-30, 2016- 215 Surveys were delivered to all businesses and residents on both the East and Western portion of Rte. 207, organized through Public Safety employees. A total of five (5) were also delivered to the Public Works Department who requested surveys, due to the frequency of bus driver's traveling the route.

September 14-15, 2016: Animal Protection and Public Safety staff hand delivered 210 surveys to all business and residents both on the East and West side of Rte. 207 highway. Residents seemed eager to receive the surveys, as the majority of deliveries were done to residents that were home. In the case that they were not, envelopes were taped to their doors with specific directions when/where to drop off their surveys. The surveys also invited residents to attend the two kiosks to talk with Public Safety officials directly. All data from the personal interviews were recorded.

Saturday, September 17th from 10:00-1:00PM and Monday, September 19th, from 7:00-9:00PM-Two separate Public Kiosks were also held at the Public Safety offices Both were attended by; Ron Skye, Commissioner of Public Safety, Arnold Lazare, Director of Public Safety and Tonia Williams, Analyst for Public Safety.

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September 15-30, 2016: Public Service announcements were also frequently aired during the consultation process, acknowledging the delivery dates and notifying where/when residents could drop off surveys. Announcements also indicated two public kiosks that would take place September 17 and 19th, 2016.

Saturday September 17, 2016: a total of (4) surveys were dropped off. Members of Public Safety engaged in lengthy discussions with concerned residents. The majority of concerns were regarding the safety of children waiting for buses in relation to the heavy trucks, debris and noise. Other concerns came from elderly residents, concerned that the poor state of the highway is causing isolation, as they often chose not to leave their homes due to the amount of traffic. Additionally, the dust and debris caused from Heavy trucks prevented them from opening their windows or obtaining a restful sleep, as truck noise went on well into the evening. Rest during the day was reported as impossible, due to the frequent braking of the trucks at stop signs and entering businesses. Other concerns revolved around not being able to safely access the roadway as a pedestrian or as a bicyclist. Some residents do not own vehicles and travelled the road on foot or bicycle to get to their residence and found that the traffic and heavy trucks made that very difficult, if not impossible.

Monday September 19, 2016: A total of four (4) residents visited the offices with surveys, comments and concerns. Some were extremely concerned how dangerous it was during the morning rush hour, for them to turn onto the highway from their residence to get to town for work. They identified that the traffic going North towards the Mercier Bridge was nonstop, providing no relief to get onto the highway. They also reported that the Heavy Trucks traveling on Rte. 207 caused them to feel that they were risking their lives each morning to get onto the highway. Once on the highway, there was an extremely long wait to get into town from the traffic from the St. Isidore area. Both of these experiences were reported to cause stress.

September 20, 2016: several research pictures were taken of Rte. 207 between 8:00AM-9:30AM 1 (a): Southbound view of northbound traffic 1(b) Northbound view of northbound traffic 1(c) mid-view of Northbound traffic, 2 (a) intersection of HWY 30/207 off ramp, 2 (b) Intersection of HWY 30/207 off ramp traffic boarding 207, 3 (a) P.K traffic control HWY 30/207 intersection, 4 (a) Traffic south of HWY 30-waiting to access Rte. 207, 4 (b) \traffic-mid point in St. Isidore, 5 (a) Northbound heavy truck traffic.³

October 3, 2016: data collection on the number of highway safety infraction tickets issued by the Kahnawake Peacekeepers for 2014, 2015 and 2016; including the number of Motor Vehicle Accidents on Rte. 207.

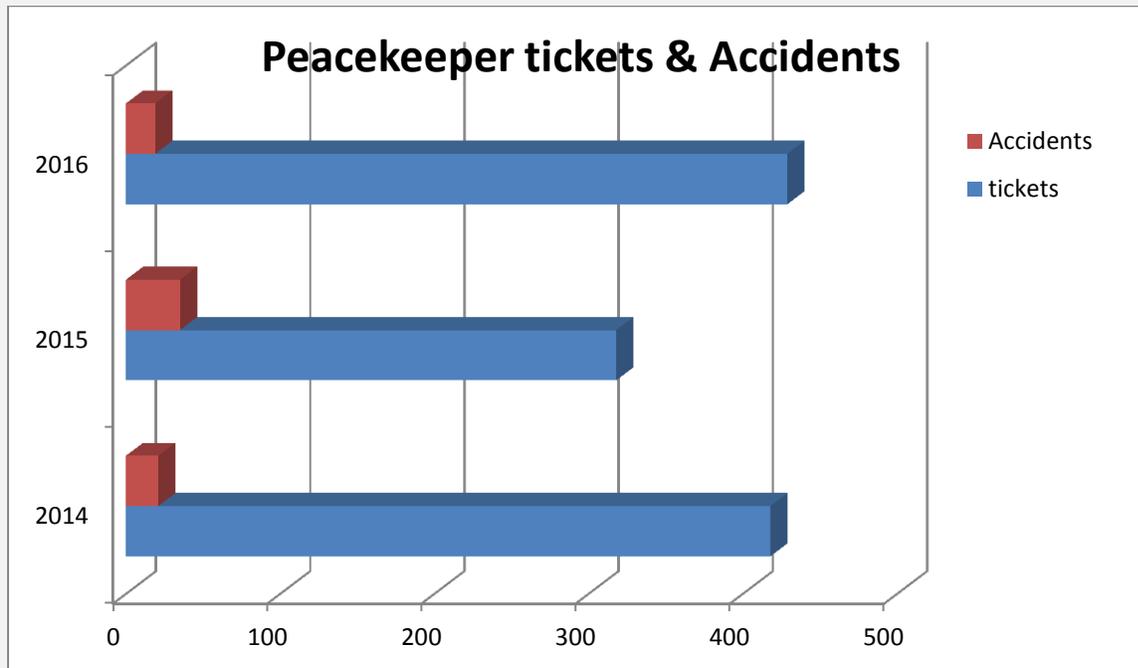
³ Annex 3: Traffic photos: September 20, 2016

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2014: 418 tickets (mostly speeding) - 21 Motor Vehicle Accidents

2015: 318 tickets (mostly speeding)-35 Motor Vehicle Accidents

2016: 429 tickets (mostly speeding)-19 Motor Vehicle Accidents



Public Communication releases:

Eastern Door: Community Newspaper

- (f) June 2016 a detailed article was written about the Rte. 207 truck ban
- (g) July 18, 2016 an article entitled "Truck Ban on Route 207 Bad for Quarry Business".
- (h) September 15, 2016 an article entitled "Traffic leads to protest of route 207".

Public Communication Releases:

Mohawk Council of Kahnawake Communications: mass emails were sent on MCK mailing list of Kahnawake residents (600+ subscriptions)

- (i) **August 1, 2016:** "New signage on Route 207 30 day Commence period": advising of the truck ban and the location of two stop signs; and of the thirty (30) enforcement period to commence September 1, 2016.

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- (j) **August 2, 2016:** "Correction Notification of installation dates": minor corrections with regard to the actual installation date (August 2, 2016).
- (k) **September 1, 2016:** "Consultation Survey to Begin": explaining the drops off for Surveys.
- (l) **September 23, 2016:** "*Reminder of consultation period*"
- (m) **October 6, 2016:** "*Notification of removal of stop signs*";

Safety Survey Results⁴

Heavy truck Traffic

TOTAL SURVEYS: 210

TOTAL RESPONDENTS: 58

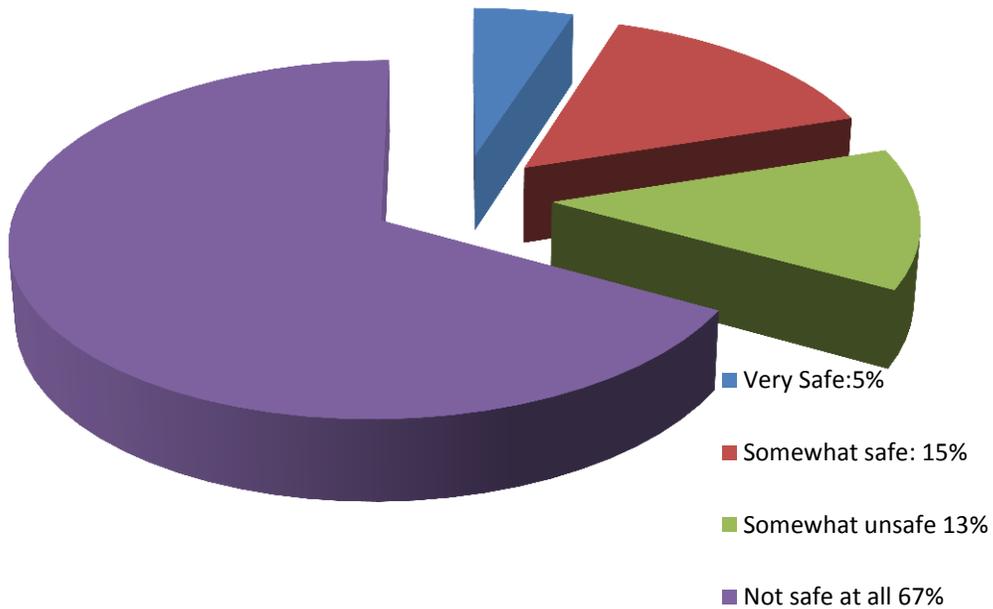
QUESTION ONE (1): *In regards to your safety, how safe do you feel with the amount of heavy truck traffic on Rte. 207?*

BREAKDOWN:

- (1) Very Safe: 3/ 5%
- (2) Somewhat safe: 9/ 15%
- (3) Somewhat unsafe: 8/ 13%
- (4) Not safe at all: 39/ 67%

⁴ See Annex 4: Safety Survey

Safety of Heavy Truck Traffic on 207



Safety Survey Results

General travel on Route 207

TOTAL SURVEYS: 210

TOTAL RESPONDENTS: 58

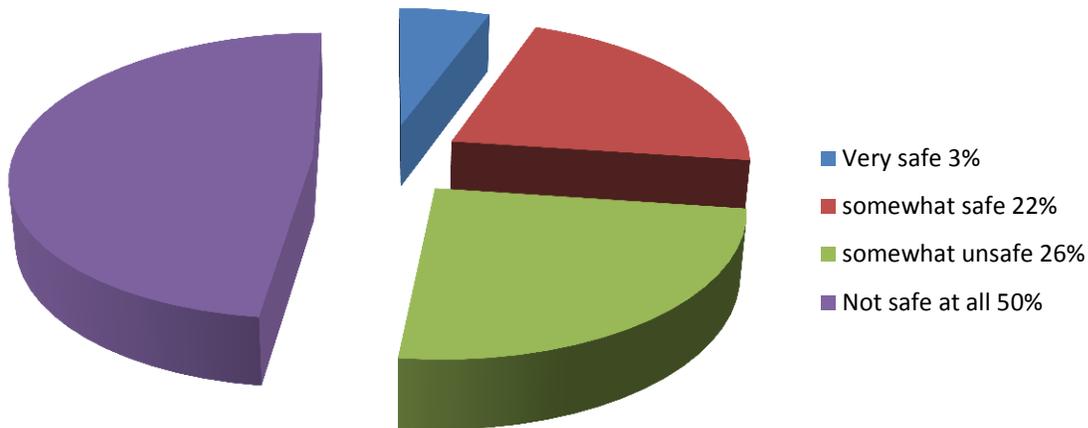
QUESTION TWO (2): *How safe do you feel traveling on Route 207?*

BREAKDOWN:

- (1) Very Safe: 2/ 3%
- (2) Somewhat safe: 13/ 22%
- (3) Somewhat unsafe: 15/ 26%
- (4) Not safe at all: 29/ 50%

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Feeling of Safety on 207



Safety Survey Results

Car Traffic

TOTAL SURVEYS: 210

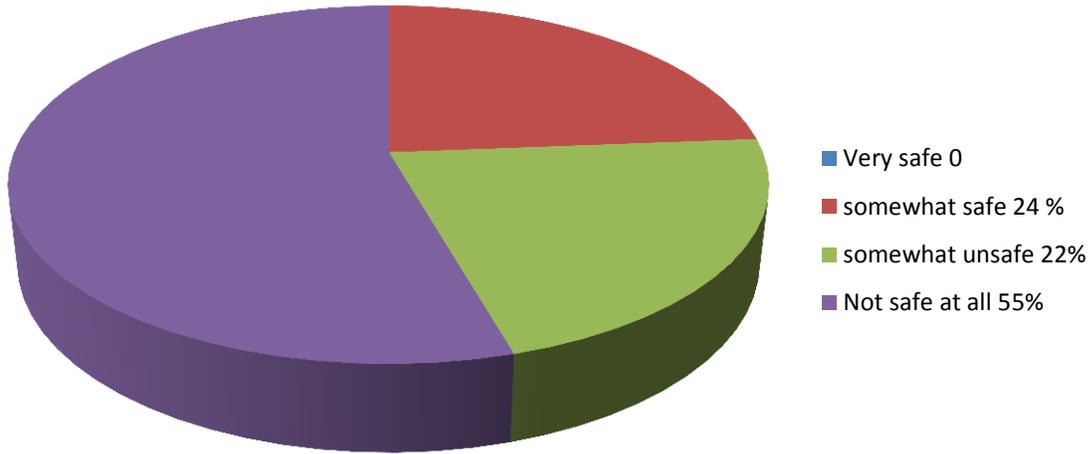
TOTAL RESPONDENTS: 58

QUESTION THREE (3): *In regards to your safety, how safe do you feel with the amount of car traffic on Rte. 207?*

BREAKDOWN:

- (1) Very Safe: 0
- (2) Somewhat safe: 14/ 24%
- (3) Somewhat unsafe: 13/ 22%
- (4) Not safe at all: 32/55%

**Feeling of safety with amount of car traffic
on 207**



Safety Survey Results

Stop Signs

TOTAL SURVEYS: 210

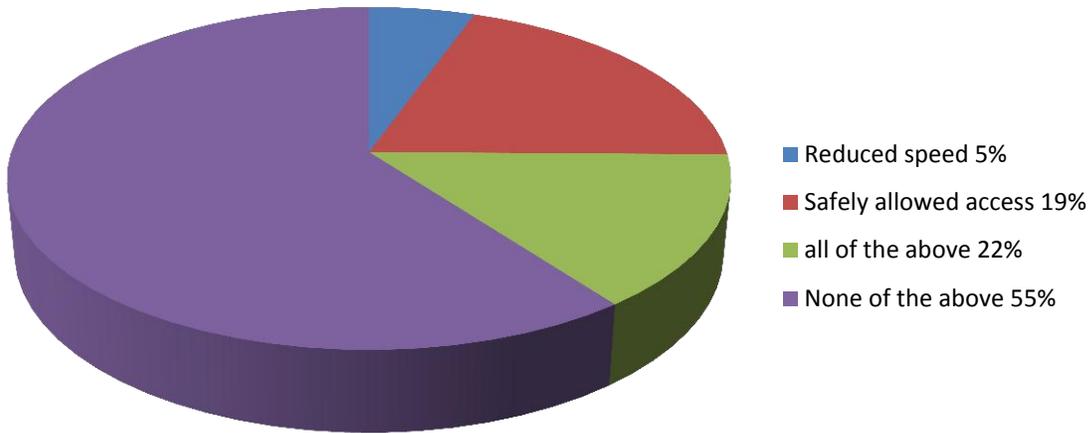
TOTAL RESPONDENTS: 58

QUESTION THREE (4): *In your opinion, have the new stop signs achieved any of the following:*

BREAKDOWN:

- (1) Reduced Speed: 3/5%
- (2) Safely allowed access to adjoining road/businesses: 11/ 19%
- (3) All of the above: 13/ 22%
- (4) None of the above: 32/ 55%

Stop sign productivity



Safety Survey Comments:

Summary

In total, Public Safety received 208 written comments on the 58⁵ surveys received. All comments were color coded, analyzed and separated into four (4) reoccurring themes;

- a) Heavy Truck (traffic)
- b) Car traffic
- c) Safety: includes factors such as speed, noise/debris pollution and quality of life and overall state of Rte. 207
- d) General traffic(cars and trucks)
- e) Stop signs

The top concerns were listed in order of reoccurring comments; (1) Heavy trucks related directly to overall traffic was the top concern, (2) overall safety relating to speed, noise, debris, pollution, quality of life and overall state of Rte. 207, (3) cars and overall traffic. It is important

⁵ Annex 5: Full comments data

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to note that the majority of comments regarding Heavy Trucks were linking directly to overall car traffic and proposing a restriction for non-local traffic on Rte. 207.

It was evident that the influx of car and truck traffic (combined) was causing many concerns over safety, primarily associated with school buses/children as the top concerns and possible inability for emergency vehicles to access homes or businesses if needed.

Secondarily, many reported the fear of possible accidents due to volume of cars and heavy trucks and poor quality of life, that caused either physical difficulties such as not being able to easily access the roadway to get to work in the morning, waiting in long traffic lines, debris, pollution/noise, causing illnesses (allergies or stress) or *psychological difficulties* such as not wanting to leave the house out of fear of an accident, fear over their children's safety on buses or waiting on the roadway, stress and or anger. The data received from the Peacekeepers indicates that the accidents reported on Rte. 207 were of vehicles that left the roadway (possibly due to poor road conditions) and accidents at local business locations. There were no serious injuries or fatalities reported for this three (3) year time frame.

Stop signs were of concern, however, general stop signs and traffic comments/issues were separated in the overall inventory of data in order to establish if the two issues were separate, or if one was dependent on the other. It was important to determine if traffic issues/concerns existed prior to the installation of the stop signs in order. The results indicated a high amount of independent comments related to traffic only, which combined both Heavy trucks and cars. As a result, it can be assumed that traffic concerns existed prior to the installation of the stops signs, which did not mitigate that circumstance. The end result is that residents are experiencing a negative impact on their quality of life due to the culmination of both non-local vehicle and heavy vehicle traffic.

It is also important to note, that in September 2016 (During the JFK blitz) 17% of the total Vehicles traveling on Rte. 207 were heavy vehicle traffic; while in October 2016 (while JFK trucks were restricted access to the corridor) that figure dropped to 7%. As a result, the majority of vehicles traveling on Rte. 207 are non-heavy vehicles (cars).

The last reoccurring comments were related to safety and the overall structure of the road with no bike path, walk ways, poor lighting, too narrow of a road, deep culverts-with water that would cause drowning's in the case of accidents, drinking and driving-due to the amount of alcohol related establishments on Rte. 207.

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TRAFFIC COUNT RESULTS

In early September 2016, CIMA+ (www.cima.ca) Engineering was contracted to perform a traffic count operation on Route 207 for a two week period from September 13-20, 2016 and October 5-12, 2016. The installation of two devices was placed directly on the road way on both the North and Southbound lanes on Route 207 directly across from Kanawaki Golf Club, in order to measure the following;

- (1) The total average number of vehicles split between calendar days:
 - (a) Monday-Friday
 - (b) Saturday-Sunday
- (2) The time (clock time) between two rush hours:
 - (a) 5:00-9:00AM
 - (b) 14:00-20:00PM
- (3) Heavy Vehicles traveling North and South bound;
- (4) The average speed of all vehicles.

No Public notice was given to the community of the activity.

The first counter period, from September 13-20, 2016 was conducted during JFK Quarry's work blitz. This time frame was chosen to have a comparative analysis of traffic flow during regular traffic, to understand which factor (Heavy Trucks and or traffic) were lending to the overall impacts on Rte. 207.

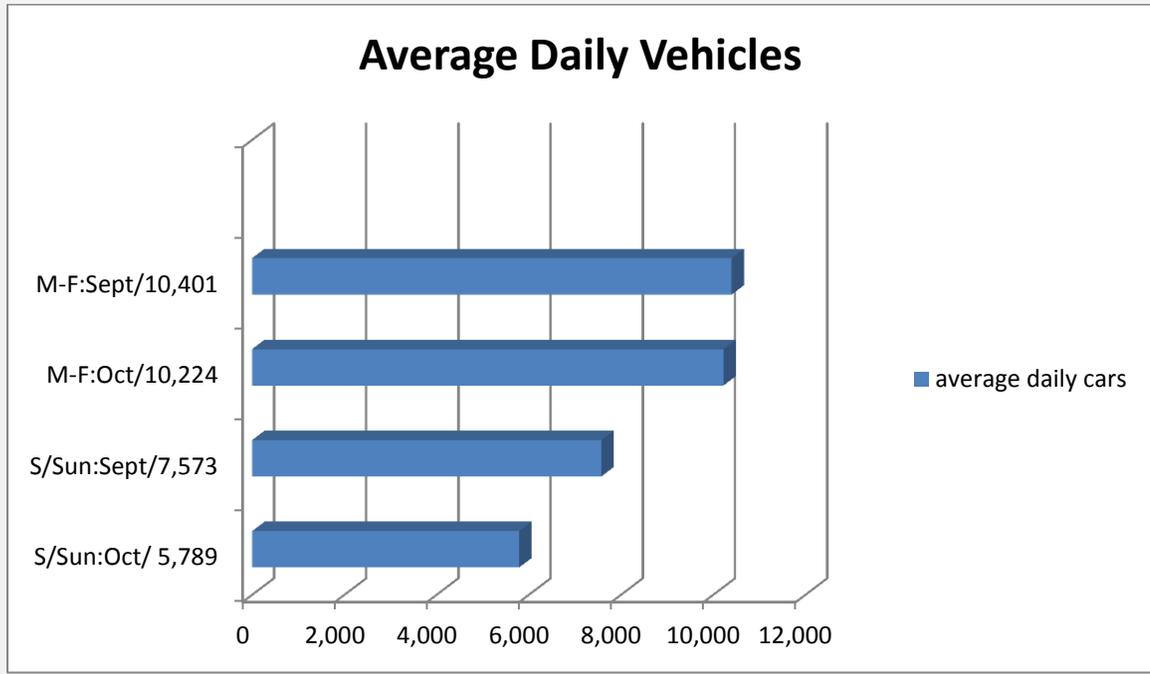
The second phase of counting occurred from October 5-12, 2016 during a "normal" traffic flow period; whereby both JFK quarry and Vespo trucks were restricted from utilizing the road corridor from the Mercier Bridge to 1400 meters north of JFK quarry site. During this period trucks were directed to enter and exit only from highway 30.

RESULTS

September 13-20, 2016 and October 5-12, 2016 comparison breakdown:

1. **Total average number of vehicles between calendar days:**
 - (a) **Calendar day: Monday-Friday: September:** total average daily vehicles: 10,401
 - (b) **Calendar day: Monday-Friday: October:** total average daily vehicles: 10, 224
 - (c) **Calendar day: Saturday/Sunday: September:** total average daily vehicle: 7573
 - (d) **Calendar day: Saturday/Sunday: October:** total average daily vehicles: 5,789

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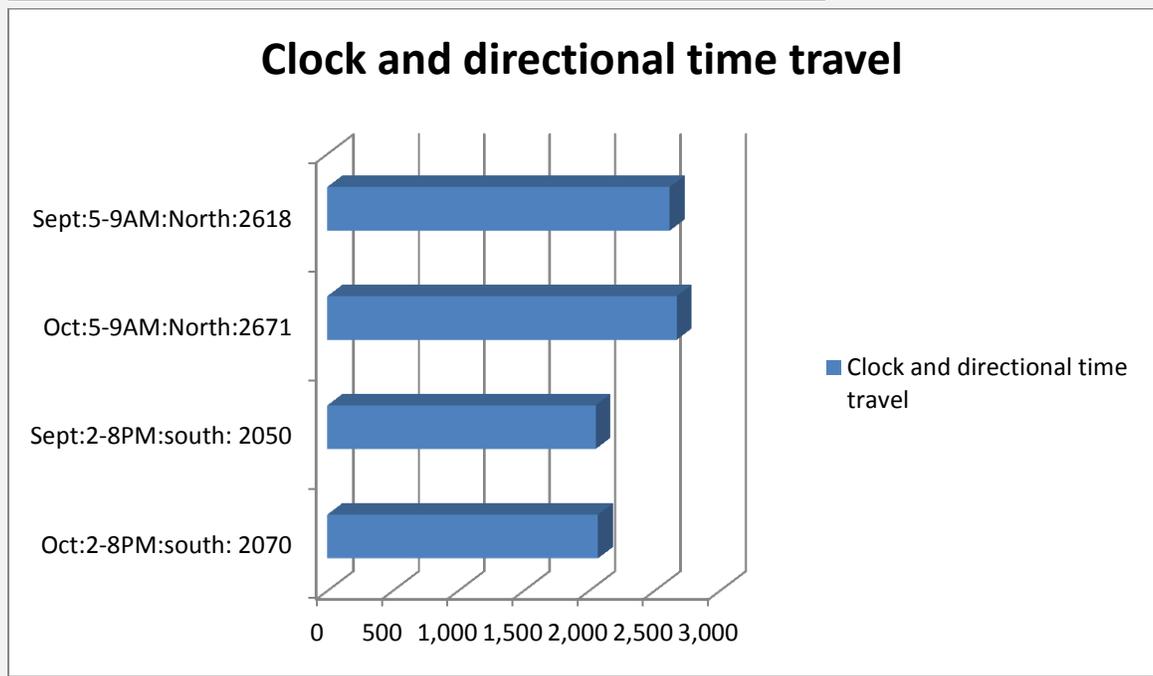
2. Clock time:

(a) September: 5:00AM-9:00AM)-ONE WAY-North bound: total average: 2,618

(b) October: 5:00AM-9:00AM)-ONE WAY-North bound: total average: 2,671

(c) September: 14:00-20:00)-ONE WAY-South bound: total average: 2,051

(d) October: 14:00-20:00)-ONE WAY-South bound: total average: 2,070

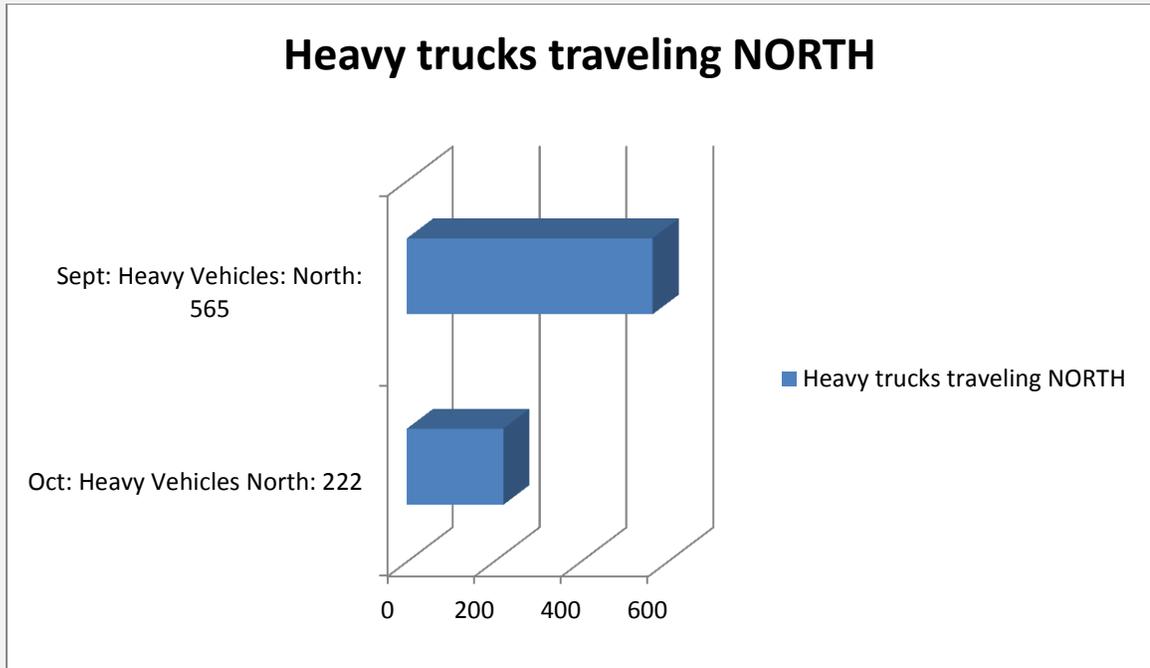


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3. Average daily Heavy Vehicles traveling North bound on Route 207

(a) September: Heavy Vehicles traveling North: 565

(b) October: Heavy vehicles traveling North: 222

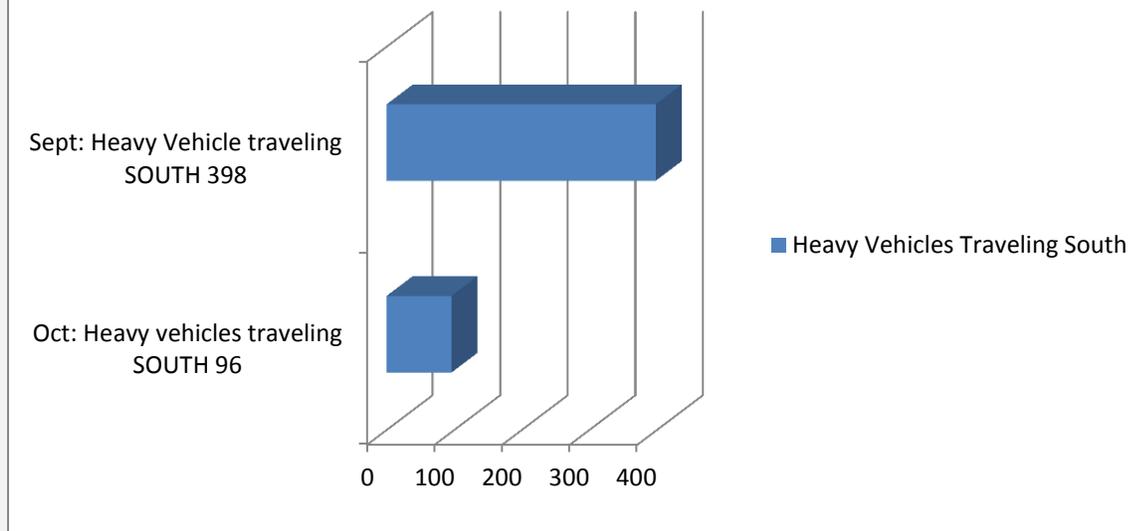


4. Average daily Heavy vehicles traveling south bound on Route 207:

(a) September: Heavy vehicles traveling South: 398

(b) October: Heavy Vehicles traveling South: 96

Heavy Vehicles Traveling South



- 5. SPEED: Speed 97% of vehicles was under 65km/hr. 3% were over 65km/hr on average for both weeks.**

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RECOMMENDATIONS

In light of the proposed data collected via community consultation, traffic count results for both Heavy trucks/traffic realities during two specific time periods (during the JFK work blitz and during normal traffic periods, both during the week and on weekends and Peacekeeper traffic reports, Public Safety puts forth the following recommendations.

1. Establish a specific traffic restriction of non-local traffic from 6:30AM-8:30AM-Monday to Friday from September 1st May31st.
2. Modify the heavy truck ban to allow trucks seeking to regularly access Kahnawake businesses from the Mercier Bridge while maintaining their exit to Highway 30, at the discretion of the Commissioner of Public Safety and in accordance with MCED (43) (e) that states “Any class or type of vehicles identified by the Public Safety Commissioner as being exempt from the present directive, are exempt from this present directive”.
3. The Mohawk Council of Kahnawake enter into specific discussions with the MTQ to fast track discussions related to the reconfiguration of the Rte. 207/Highway 30 Junction to allow for a safety access from Lot 106 to Highway 30 in addition to an access route for JFK Quarry via Highway 30.
4. Implement a heavy truck restriction via MCED to cover both the Kahnawake Village area (from the Kahnawake Peacekeepers Station through Old Malone Highway, including all adjoined roadways East and West of (OMH) to Tunnel area and beyond to the service road connecting the 132/138 junction) and the Old Chateaugay Road (to the Kahnawake/Chateaugay border); except for local deliveries.

Recommendation: 1

1. *Establish a specific traffic restriction of non-local traffic from 6:30AM-8:30AM-Monday to Friday from September 1st May31st.*

Supporting Data Analysis:

Examination of survey results in question two (2) How safe do you feel traveling on Rte. 207 (whereby 50% of those survey answered not safe at all) and question three (3) In regards to

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your safety, how safe do you feel with the amount of car traffic on Rte. 207 (whereby 55% of those surveyed answered not safe at all) in comparison with the comment analysis whereby the majority of comments were directed toward residents having difficulty (either physical: waiting in traffic, not able to safely access Rte. 207 by secondary roads, debris, pollution) or *psychological*: through stress/concern, of the overall *traffic* traveling on Rte. 207.

It was also significantly noted within in person interviews and written comments, that residents fear and have serious concerns over potential incidents related to school buses that would compromise the safety of children. Although no incidents involving school bus accidents or accidents involving children have taken place, it is the top concern of those surveyed.

When examining actual traffic data, we can realistically position that there is a significant volume of traffic present; with roughly 10,000 vehicles per day and 3.6 million per year. The average daily vehicles during and after the JFK blitz only altered the traffic amounts by 177 and remained steady at just over 10,000 per day⁶. Two fundamental assumptions can be made from these two traffic comparisons (1) The majority of traffic on Rte. 207 can be deemed as non-local (due to the population of residents and businesses situated on Rte. 207 and physical evidence of morning traffic.⁷ It is estimated 204 households are adjacent to Rte. 207, with a combination of businesses and individuals frequenting those establishments, Public Safety cannot realistically conclude traffic volume is derived solely from the community. An assumption can be made that over time this current traffic amount will only increase due to overall population growths in the surrounding communities.

Putting safety measures in place now, in order to mitigate those circumstances is not unrealistic, and in fact , airs on the side of caution and provides a circumstance in which Chief and Council are responding to the concerns of residents. In addition, the measure also promotes the quality of life of residents by addressing their psychological and physical concerns over the reality of inflated traffic volume.

Further, a non-local traffic restriction may have an impact on local businesses for the recommended restriction time from 6:30 to 8:30.

The restriction is intended to ease the high amounts of non-local traffic utilizing Route 207 as an access to the Mercier Bridge or routes 132 and 138 during the prescribed times to address public safety concerns and quality of life. This will allow for an increased measure of safety for school buses, children and allow local residents ease of access to their employ during morning rush hours.

⁶ See Average daily traffic counts

⁷ See Annex: 3Traffic photos

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RECOMMENDED ACTION

- Should this recommendation be approved; Public Safety is recommending that the implementation of the restriction commence January 1, 2017. This will allow time to coordinate logistics with the Public Works department, MTQ and allow for a notification and transition period for motorists.
- Public Safety will prepare an MCED for passage by MCK for a LOCAL TRAFFIC ONLY RESTRICTION on Rte. 207 North between the designated hours (6:30am to 8:30am);
- Public Safety will provide the lead communication with community, MTQ and neighboring communities on LOCAL TRAFFIC ONLY RESTRICTION between the designated hours.
- Public Safety will collaborate with Public Works and MTQ to ensure appropriate signage is installed at entry points to Rte. 207 North both on and outside of Territory.
- Public Safety will notify and collaborate with MTQ for ongoing traffic concerns within the Rte. 207 corridor.
- The Kahnawake Peacekeepers will be required to conduct on location monitoring during the transition and initial months of the implementation so motorists become accustomed to the restriction. Once this initial monitoring is satisfied the Kahnawake Peacekeepers may not be required to be at the physical location but will be required to conduct routine patrols on Rte. 207 during the restricted hours for enforcement.

Recommendation # 2:

2. *Modify the heavy truck ban to allow trucks seeking to regularly access Kahnawake businesses from the Mercier Bridge while maintaining their exit to Highway 30, at the discretion of the Commissioner of Public Safety and in accordance with MCED (43) (e) that states "Any class or type of vehicles identified by the Public Safety Commissioner as being exempt from the present directive, are exempt from this present directive".*

Supporting data analysis:

The majority of community concerns relating to Heavy Trucks were made in relation to the volume of overall traffic, speed, noise and pollution. Essentially, independent heavy truck/vehicle concerns were relatively low. Although the majority of comments linked heavy trucks to general traffic and other concerns (speed, noise, pollution and inconvenience). It was noted that 55% of respondents felt Heavy Trucks were of concern; however, 80% of the comments pointed to overall traffic and associated problems (traffic, safety concerns, pollution, lack of ease of access etc.) as their main concerns.

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Further data analysis regarding Heavy Truck usage on Rte. 207 also suggests that a modification of the current truck ban could be done to allow local regular Heavy Trucks access to Rte. 207 via the Mercier Bridge. Public Safety positions that the modification could be done in a safe and fair manner while balancing the interests of local business.

Data analysis indicate that at the highest blitz period for JFK (September) daily counts of Heavy Trucks traveling south, totaled 398⁸ while northbound was 595. In October (2016) JFK was not granted an extension to use Rte. 207 via Mercier Bridge and as a result, the Heavy Vehicle count was reduced by 302 (398-96=302). However, this period was marked by an unusually high amount of business for JFK and does not reflect normal amounts of Heavy Trucks. Public Safety can assume that the amount of normal Heavy Truck traffic can fall within the 200 (or less) category.⁹

In addition, Public Safety took the following conditions into consideration upon this recommendation;

- (a) The Heavy Vehicle ban (except for local deliveries) will reduce overall Heavy truck Traffic.
- (b) A possible non-local traffic restriction¹⁰, would also assist in the overall traffic circumstance facing Route 207;
- (c) Heavy Trucks entering local businesses off the 132/138 would have to exit via Highway 30; thus balancing the amount of Heavy Vehicle traffic while allowing reasonable access to local businesses.
- (d) Empty trucks entering Rte. 207 via 132/138 would be traveling southbound against northbound morning traffic;
- (e) Speed of Heavy Vehicles would not factor into this recommendation, as 97% of the vehicles on both weeks (September and October 2016) were traveling under 65 kilometers.
- (f) Peacekeeper ticket reports¹¹ indicate that the majority of tickets issued for 2014, 2015 and 2016 were largely for speeding. However, from a population of roughly 3.6 million cars per year, with an average of 388 issued tickets per year, could be concluded that Heavy Truck speed could not be identified as a significant reality.

Finally, this recommendation would be closely monitored by the Commissioner of Public Safety to include implementing mandatory reporting conditions of both businesses to reflect (a)

⁸ See Heavy Traffic counts/North/South

⁹ Email sent to Safety Committee by JFK owner (Frank McComber, August 14, 2016)

¹⁰ Please note that implementation of this recommendation has not been formalized.

¹¹ See page 7: Peacekeeper tickets

Public Safety Consultation and Traffic Data Report

current real Heavy Truck Traffic (b) any fluctuations in volume of Heavy Vehicles as a result of addition business would need to be reported. At any time, for increases in volume, the Public Safety would be authorized to cancel that exemption. As a result, providing an amendment to the current truck ban, under the circumstances described herein, access to Rte. 207 via the Mercier Bridge could be done in a safe and controlled manner.

RECOMMENDED ACTION

- Should this recommendation be approved all local businesses will need to be notified of the restriction lift.
- The restriction should only be lifted for “Normal Business”. Any additional request for “Work Blitz” or additional operating hours will not be covered under the exemption;
- All additional vehicles must access and exit by Highway 30.

Recommendation: #3

3. *The Mohawk Council of Kahnawake enter into specific discussions with the MTQ to fast track discussions related to the reconfiguration of the Rte. 207/Highway 30 Junction to allow for a safety access from Lot 106 to Highway 30 in addition to an access route for JFK Quarry via Highway 30.*

Supporting Analysis:

Currently, only one access route is available to Lot 106, (via Highway 138) which poses significant potential safety issues for residents of the area. Should a significant emergency arise, access to those residential areas is only confined to one entry point. Emergency services require two entry points for faster, safer and more effective services.

CONSIDERATIONS

- No investigation was conducted to determine if the traffic restriction will have an impact on discussions with Quebec regarding the 207/Highway 30 reconfiguration project;
- No economic impact study was performed to determine if local businesses on Rte. 207 for (AM) would be impacted due to the non-local traffic restriction;

Public Safety Consultation and Traffic Data Report

- No road evaluation (to determine structural integrity) was performed for the purposes of this analysis, as Public Safety does not have the in-house expertise to conduct this evaluation;
- As indicated and supported by the data- the volume of traffic on Rte. 207 is causing quality of life concerns for residents' perceived safety.
- The Consultation feedback from the study can be validated by implementing the recommendations contained herein;
- MCK appoint a Public Safety representative (s) to contribute with discussions with Quebec when addressing secondary access points along Highway 30.

Recommendation: #4

4. *Implement a heavy truck restriction via MCED to cover both the Kahnawake Village Area (from the Kahnawake Peacekeepers Station through Old Malone Highway, including all adjoining roadways East and West of (OMH) to the tunnel area and beyond to the service road connecting the 132/138 junction) and the Old Chateaugay Road (to the Kahnawake/Chateaugay border); except for local deliveries.*

This recommendation is appropriate when addressing issues with Quebec for road usage within the Territory of Kahnawake. Kahnawake's passage of an MCED for Heavy Truck restrictions on these road ways will then be sent to the Ministère des Transports, de la Mobilité durable et de l'Électrification des transports (Formerly MTQ) for registration as "red zones" for non-local heavy trucks.

In closing, Public Safety firmly understands all issues and requirements needed to implement these recommendations, and requests Chief and Council authorize the unit to orchestrate all technical and communication requirements needed to implement these recommendations; while utilizing the resources of other departments when required.

Approval Date: February 20, 2017

Ron Skye-Commissioner of Public Safety

ANNEX: 1

COMPTAGE DE CIRCULATION
(TRAFFIC COUNT REPORT)

September 13-20, 2016

Public Safety Consultation and Traffic Data Report

COMPTAGE DE CIRCULATION

		Numéro du Site :	1
Lien Routier :	Rue Saint-Isidore	Début :	13 septembre 2016
Ville :	Kahnawake	Fin :	20 septembre 2016
Type de route :	Chaussées Contiguës	Gabarit utilisé :	non standard
Emplacement :	Entre la Bretelle Route 138 et Accès terrain de golf	Vitesse affichée :	71 km/h

	Nord	Sud
Nombre de voies de circulation:	1	1
Largeur totale de la chaussée :	3,6m	3,6m
Utilisation de la voie réservée :	n.a.	n.a.
Côté gauche :	Ligne axiale	Ligne axiale
Côté droit :	Accotement	Accotement
Stationnement :	Aucune indication	Aucune indication

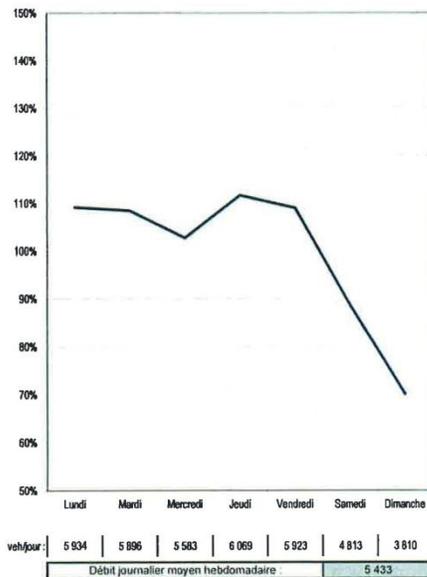
version 3.1.2

CIMA
Imprimé le 2016-09-21

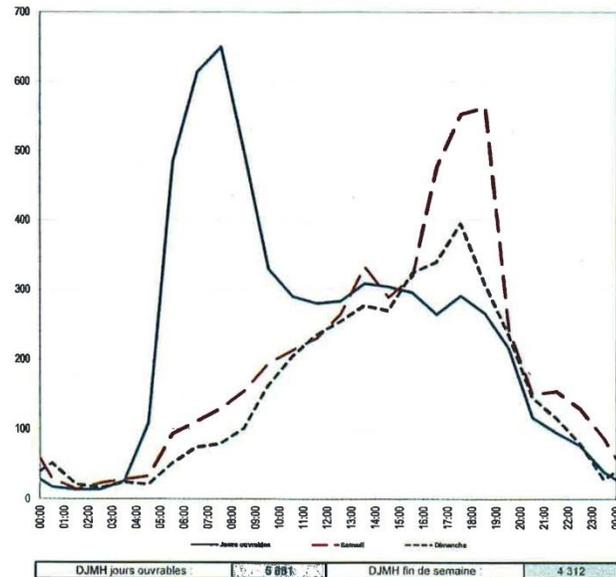
VARIATIONS DES DÉBITS DE CIRCULATION

Lien routier :	Rue Saint-Isidore	No Site :	1
Direction :	Nord	Ville :	Kahnawake
Emplacement :	Entre la Bretelle Route 138 et Accès terrain de golf	Début :	13 septembre 2016 (02:00)
		Fin :	20 septembre 2016 (02:00)

Variation journalière



Variation horaire



1_22150-13

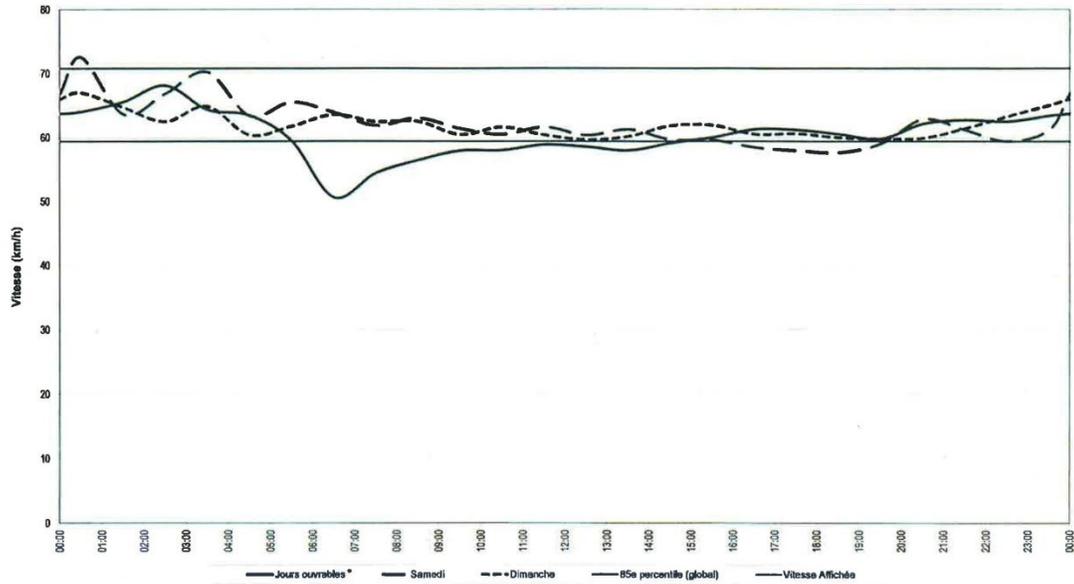
CIMA
Imprimé le 2016-09-21

Public Safety Consultation and Traffic Data Report

VARIATION DES VITESSES

Lien routier : Rue Saint-Isidore
 Direction : Nord Ville : Kahnawake
 Emplacement : Entre la Bretelle Route 138 et Accès terrain de golf
 No Site : 1
 Début : 13 septembre 2016 (02:00)
 Fin : 20 septembre 2016 (02:00)

Vitesses au 85e centile horaire



* Pour les jours ouvrables, le 85e centile de chaque heure est calculé sur l'ensemble des données recueillies pour l'heure en question.

L2014937-1-01-M-000000000000

CMAA
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RELEVÉ DES DÉBITS DE CIRCULATION

Lien routier : Rue Saint-Isidore
 Direction : Sud Ville : Kahnawake
 Emplacement : Entre la Bretelle Route 138 et Accès terrain de golf
 No Site : 1
 Début : 13 septembre 2016 (02:00)
 Fin : 20 septembre 2016 (02:00)

Heure		Date / Jour de la semaine						
		2016-09-19 Lundi	16/09/20 - 16/09/13 Mardi	2016-09-14 Mercredi	2016-09-15 Jeudi	2016-09-16 Vendredi	2016-09-17 Samedi	2016-09-18 Dimanche
Début	Fin							
00:00	01:00	20	24	26	32	39	39	53
01:00	02:00	9	14	13	11	24	28	40
02:00	03:00	15	11	8	7	22	28	12
03:00	04:00	6	9	15	13	17	30	19
04:00	05:00	24	20	24	13	18	16	12
05:00	06:00	79	83	78	76	81	53	26
06:00	07:00	202	208	191	200	205	139	61
07:00	08:00	187	214	208	189	181	171	95
08:00	09:00	218	226	178	215	196	201	106
09:00	10:00	226	216	175	216	240	201	126
10:00	11:00	224	243	187	219	236	299	178
11:00	12:00	260	215	209	245	271	274	225
12:00	13:00	281	263	270	279	340	250	247
13:00	14:00	255	288	255	272	331	251	228
14:00	15:00	388	378	342	343	402	225	221
15:00	16:00	420	435	403	451	455	207	218
16:00	17:00	452	444	402	402	452	240	245
17:00	18:00	349	338	354	372	348	260	204
18:00	19:00	282	291	258	285	278	174	158
19:00	20:00	163	176	183	198	186	107	154
20:00	21:00	131	129	138	182	149	95	101
21:00	22:00	102	101	125	127	179	86	86
22:00	23:00	109	104	100	133	186	136	68
23:00	00:00	67	60	51	56	100	81	40
Total 24 heures		4 489	4 480	4 191	4 536	4 916	3 601	2 923
Débit de pointe		452	444	403	451	455	299	247
DJMH Jours ouvrables				4 520	Débit hebdomadaire		29 126	
DJMH Fin de semaine				3 282	Débit journalier moyen hebdomadaire		4 161	

L2014937-1-01-M-000000000000

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Public Safety Consultation and Traffic Data Report

STATISTIQUES DE VITESSES

Lien routier : Rue Saint-Isidore
 Direction : Sud Ville : Kahnawake
 Emplacement : Entre la Brètelte Route 138 et Accès terrain de golf

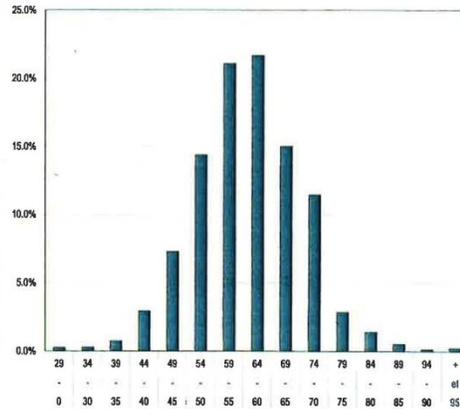
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 Début : 13 septembre 2016 (02:00)
 Fin : 20 septembre 2016 (02:00)

Distribution des vitesses

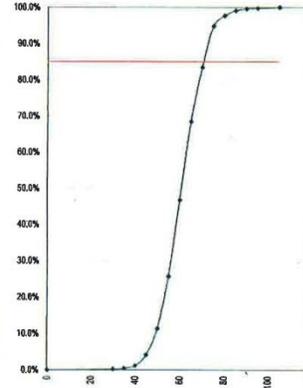
Intervalle	Nombre	Fréquence	
		classe	cumulée
0 - 29	69	0.2%	0.2%
30 - 34	74	0.3%	0.5%
35 - 39	210	0.7%	1.2%
40 - 44	845	2.9%	4.1%
45 - 49	2111	7.3%	11.4%
50 - 54	4169	14.3%	25.7%
55 - 59	6125	21.1%	46.8%
60 - 64	6296	21.7%	68.5%
65 - 69	4355	15.0%	83.4%
70 - 74	3321	11.4%	94.9%
75 - 79	824	2.8%	97.7%
80 - 84	408	1.4%	99.1%
85 - 89	153	0.5%	99.6%
90 - 94	42	0.1%	99.8%
95 et +	65	0.2%	100.0%
Total	29 067	100.0%	

Echantillon classifié	29067
Total comptage	29126
Proportion classifiée	100%

Répartition des fréquences



Fréquences cumulées



Classe de véhicule	Automobiles		Véhicules lourds		Tous	
	Nombre de véhicules classifiés	Vitesse (km/h)	Nombre de véhicules classifiés	Vitesse (km/h)	Nombre de véhicules classifiés	Vitesse (km/h)
Vitesse (km/h)	Maximum	95 et plus	2 904	95 et plus	29 067	95 et plus
	Moyenne	61.0	58.9	60.8		
	Minimum	0 à 29	0 à 29	0 à 29		
Écart (km/h)	85e Centile	71.2	71.4	71.2		
	Affichée vs 85e	-0.4	-0.6	-0.4		
	Moyenne vs 85e	-10.1	-12.5	-10.4		

L201028 14/09/2016

CMAA
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CLASSES DE VÉHICULES

Lien routier : Rue Saint-Isidore
 Direction : Sud Ville : Kahnawake
 Emplacement : Entre la Brètelte Route 138 et Accès terrain de golf

No Site : 1
 Début : 13 septembre 2016 (02:00)
 Fin : 20 septembre 2016 (02:00)

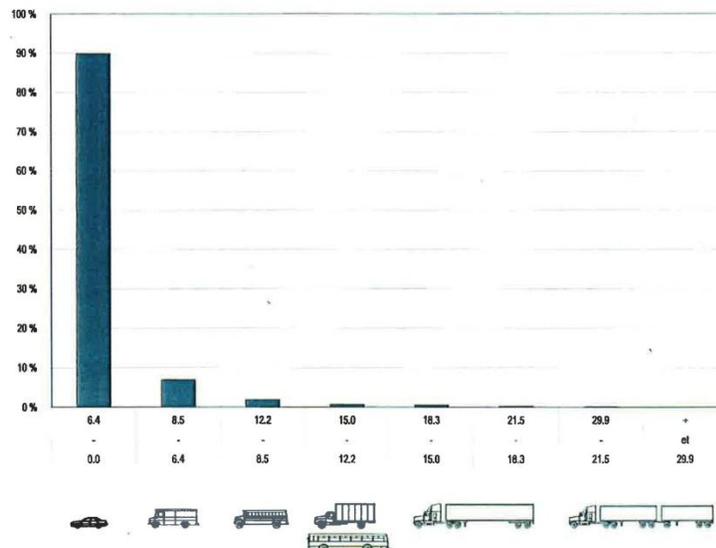
Distribution des classes

Intervalle	Nombre	Fréquence	
		classe	
0.0 - 6.4	26 133	90 %	
6.4 - 8.5	1 999	7 %	
8.5 - 12.2	537	2 %	
12.2 - 15.0	183	1 %	
15.0 - 18.3	153	1 %	
18.3 - 21.5	54	0 %	
21.5 - 29.9	8	0 %	
29.9 et +	0	0 %	
Total	29 067	100 %	

Echantillon classifié	29 067
Total comptage	29 126
Proportion classifiée	100 %

Pourcentage de véhicules lourds	10.09 %
---------------------------------	---------

Répartition des fréquences



L201028 14/09/2016

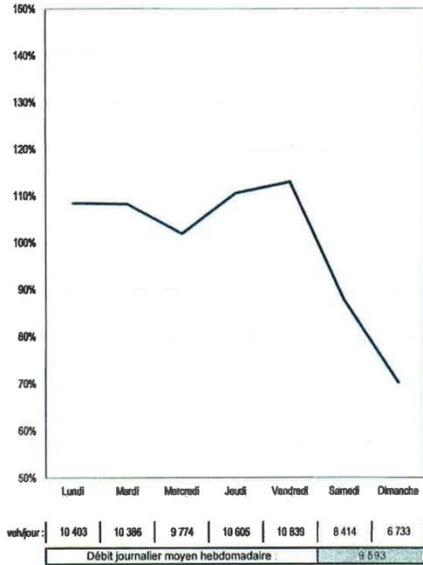
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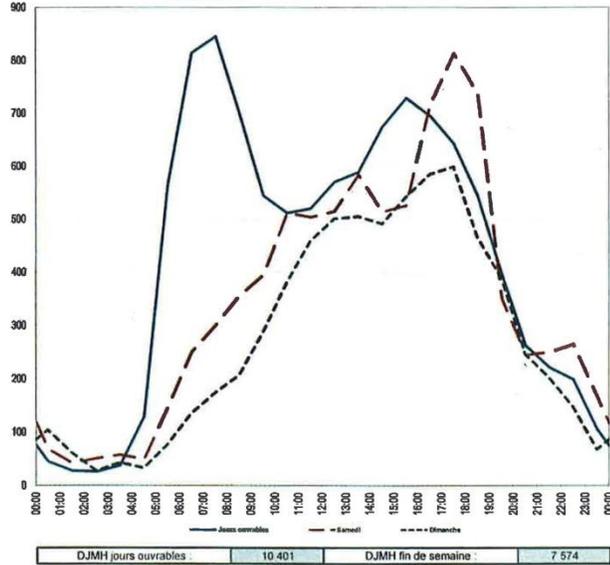
VARIATIONS DES DÉBITS DE CIRCULATION

Lien routier : Rue Saint-Isidore No Site : 1
 Direction : Nord et Sud Ville : Kahnawake Début : 13 septembre 2016 (02:00)
 Emplacement : Entre la Breteille Route 138 et Accès terrain de golf Fin : 20 septembre 2016 (02:00)

Variation journalière



Variation horaire



13/09/2016 10:00

CIMA
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ANNEX: 2

COMPTAGE DE CIRCULATION

(TRAFFIC COUNT REPORT)

October 5-12, 2016

Public Safety Consultation and Traffic Data Report

COMPTAGE DE CIRCULATION

Numéro du Site : 1

Lien Routier :	Rue Saint-Isidore	Début :	5 octobre 2016
Ville :	Chateaugay	Fin :	12 octobre 2016
Type de route :	Chaussées Contiguës	Gabarit utilisé :	non standard
Emplacement :	Entre la Bretelle Route 138 et Accès terrain de golf	Vitesse affichée :	50 km/h

	Nord	Sud
Nombre de voies de circulation:	1	1
Largeur totale de la chaussée :	3,6m	3,6m
Utilisation de la voie réservée :	n.a.	n.a.
Côté gauche :	Ligne axiale	Ligne axiale
Côté droit :	Accotement	Accotement
Stationnement :	Aucune indication	Aucune indication

version 3.1.2

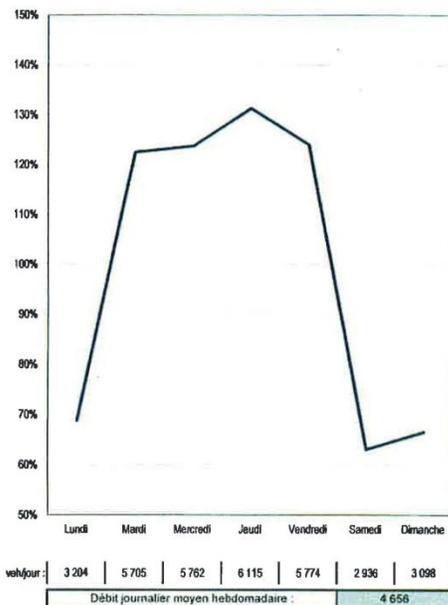


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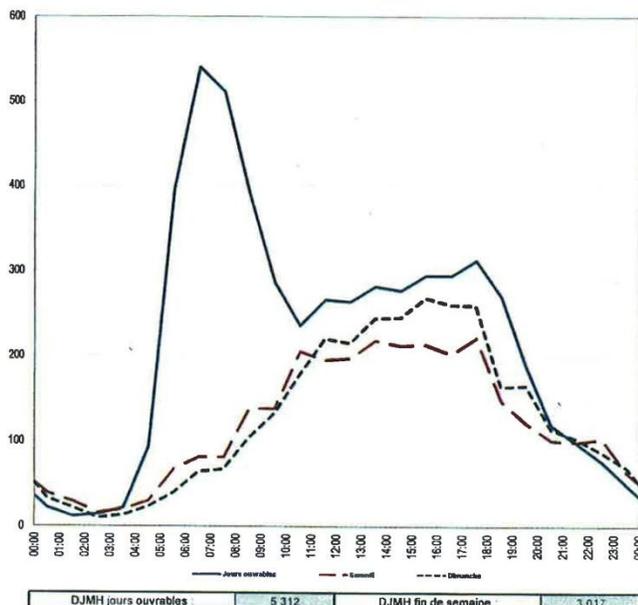
VARIATIONS DES DÉBITS DE CIRCULATION

Lien routier : Rue Saint-Isidore No Site : 1
 Direction : Nord Ville : Chateaugay
 Emplacement : Entre la Bretelle Route 138 et Accès terrain de golf Début : 5 octobre 2016 (02:00)
 Fin : 12 octobre 2016 (02:00)

Variation journalière



Variation horaire



1_20161019_2016-10-19

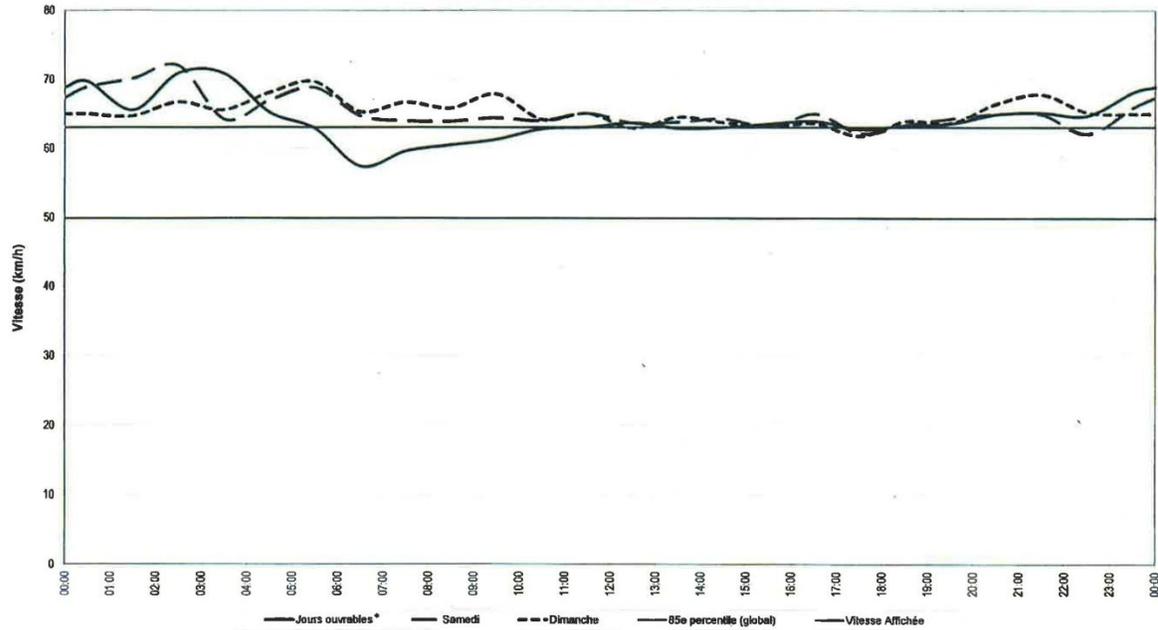
Imprimé le 2016-10-19

Public Safety Consultation and Traffic Data Report

VARIATION DES VITESSES

Lien routier : Rue Saint-Isidore No Site : 1
Direction : Nord Ville : Chateauguy Début : 5 octobre 2016 (02:00)
Emplacement : Entre la Bretille Route 138 et Accès terrain de golf Fin : 12 octobre 2016 (02:00)

Vitesse au 85e centile horaire



10-10-2016 10:00:00

CMAA
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Public Safety Consultation and Traffic Data Report

RELEVÉ DES DÉBITS DE CIRCULATION

Lien routier : Rue Saint-Isidore No Site : 1
 Direction : Sud Ville : Chateauguay Début : 5 octobre 2016 (02:00)
 Emplacement : Entre la Breteille Route 138 et Accès terrain de golf Fin : 12 octobre 2016 (02:00)

Heure		Date / Jour de la semaine						
		2016-10-10 Lundi	2016-10-11 Mardi	16/10/12 - 16/10/05 Mercredi	2016-10-06 Jeudi	2016-10-07 Vendredi	2016-10-08 Samedi	2016-10-09 Dimanche
Début	Fin							
00:00	01:00	38	19	23	24	50	58	55
01:00	02:00	15	8	17	23	26	39	20
02:00	03:00	17	6	16	8	18	29	18
03:00	04:00	14	9	11	8	15	28	15
04:00	05:00	8	14	20	12	20	16	9
05:00	06:00	33	54	77	64	61	24	16
06:00	07:00	97	182	195	196	175	94	73
07:00	08:00	94	178	191	182	168	100	123
08:00	09:00	117	212	208	215	221	122	111
09:00	10:00	167	156	197	205	208	128	141
10:00	11:00	185	204	248	217	250	148	199
11:00	12:00	220	219	215	286	306	187	206
12:00	13:00	229	278	280	286	343	188	217
13:00	14:00	202	203	248	260	339	167	215
14:00	15:00	205	342	335	350	389	173	216
15:00	16:00	215	412	395	379	417	167	195
16:00	17:00	195	423	435	446	404	184	188
17:00	18:00	147	371	367	360	340	195	186
18:00	19:00	154	286	308	307	286	137	148
19:00	20:00	132	189	168	228	196	98	144
20:00	21:00	120	129	115	146	148	90	117
21:00	22:00	111	128	113	142	146	81	108
22:00	23:00	108	78	86	136	138	143	79
23:00	00:00	37	56	65	71	92	70	82
Total 24 heures		2 860	4 166	4 333	4 661	4 736	2 864	2 881

Débit de pointe	229	423	435	446	417	195	217
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DJMh Jours ouvrables	4 129	Débit hebdomadaire	26 191
DJMh Fin de semaine	2 773	Débit journalier moyen hebdomadaire	3 742

16/10/2016 10:00

CIWA
Imprimé le 2016-10-19

Public Safety Consultation and Traffic Data Report

STATISTIQUES DE VITESSES

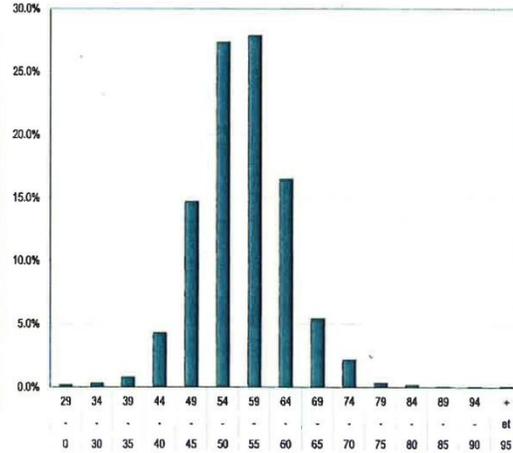
Lien routier : Rue Saint-Isidore
 Direction : Sud Ville : Chateauguay
 Emplacement : Entre la Brettele Route 138 et Accès terrain de golf

No Site : 1
 Début : 5 octobre 2016 (02:00)
 Fin : 12 octobre 2016 (02:00)

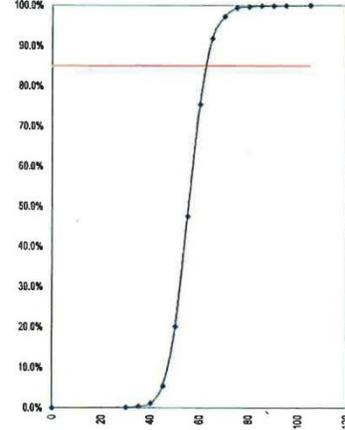
Distribution des vitesses

Intervalle	Nombre	Fréquence	
		classe	cumulée
0 - 29	40	0.2%	0.2%
30 - 34	71	0.3%	0.4%
35 - 39	201	0.8%	1.2%
40 - 44	1118	4.3%	5.5%
45 - 49	3839	14.7%	20.1%
50 - 54	7153	27.4%	47.5%
55 - 59	7291	27.9%	75.4%
60 - 64	4305	16.5%	91.8%
65 - 69	1416	5.4%	97.3%
70 - 74	561	2.1%	99.4%
75 - 79	84	0.3%	99.7%
80 - 84	44	0.2%	99.9%
85 - 89	9	0.0%	99.9%
90 - 94	6	0.0%	99.9%
95 et +	15	0.1%	100.0%
Totaux	26153	100.0%	
Echantillon classifié	26153		
Total comptage	26191		
Proportion classifiée	99.9%		

Répartition des fréquences



Fréquences cumulées



Classe de véhicule	Automobiles	Véhicules lourds	Tous
Nombre de véhicules classifiés			
	25 184	969	26 153
Vitesse (km/h)	Maximum	95 et plus	95 et plus
	Moyenne	55.7	52.0
	Minimum	0 à 29	0 à 29
	85e Centile	63.5	59.8
Écart (km/h)	Affichée vs 85e	-13.6	-13.5
	Affichée vs Moyenne	-5.8	-2.1
	Moyenne vs 85e	-7.8	-7.9

13/10/16 10:00 AM

CWA
 Imprimé le 2016-10-19

Public Safety Consultation and Traffic Data Report

CLASSES DE VÉHICULES

Lien routier : Rue Saint-Isidore No Site : 1
 Direction : Sud Ville : Chateauguy Début : 5 octobre 2016 (02:00)
 Emplacement : Entre la Breteille Route 138 et Accès terrain de golf Fin : 12 octobre 2016 (02:00)

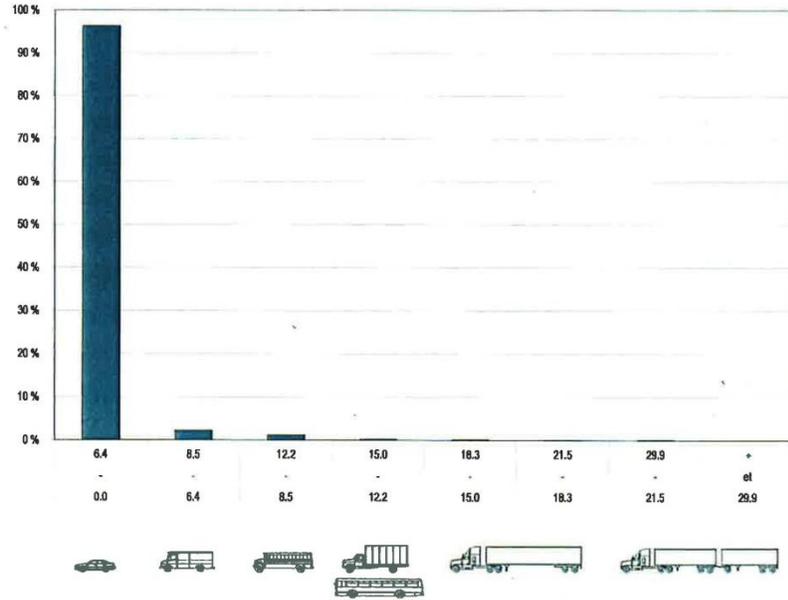
Distribution des classes

Intervalle	Nombre	Fréquence classe
0.0 - 6.4	25 184	96 %
6.4 - 8.5	588	2 %
8.5 - 12.2	305	1 %
12.2 - 15.0	46	0 %
15.0 - 18.3	34	0 %
18.3 - 21.5	13	0 %
21.5 - 29.9	3	0 %
29.9 et +	0	0 %
Total	26 153	100 %

Échantillon classifié	26 153
Total comptage	26 191
Proportion classifiée	100 %

Pourcentage de véhicules lourds	3,71 %
---------------------------------	--------

Répartition des fréquences



1.0 - 0109_A - R3 - 2016

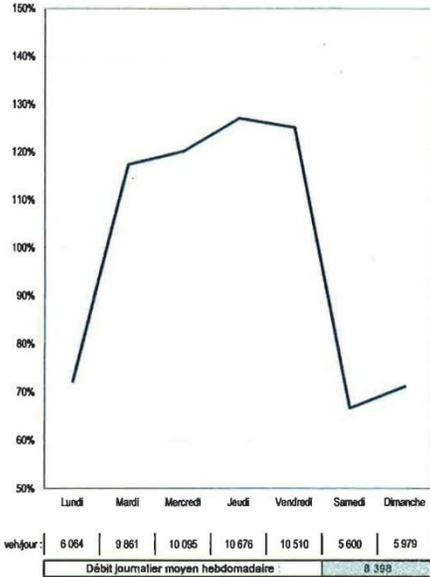
CMA
Imprimé le 2016-10-10

Public Safety Consultation and Traffic Data Report

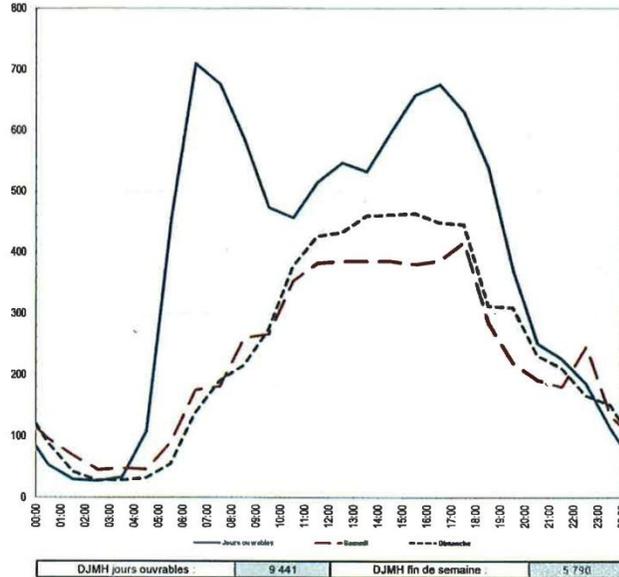
VARIATIONS DES DÉBITS DE CIRCULATION

Lien routier : Rue Saint-Isidore No Site : 1
 Direction : Nord et Sud Ville : Chateauguay Début : 5 octobre 2016 (02:00)
 Emplacement : Entre la Bretelle Route 138 et Accès terrain de golf Fin : 12 octobre 2016 (02:00)

Variation journalière



Variation horaire



Traffic 2016-10-19 10:00:00

CMA
Imprimé le 2016-10-19

ANNEX 3:
Safety Survey

Public Safety Consultation and Traffic Data Report

STRENGTH

PEACE

UNITY

Mohawk Council of Kahnawake

P.O. Box 720
Kahnawake Mohawk Territory, J0L 1B0

Kanohstáhtshera Ronterihwatsteristha
Public Safety Unit



Tel.: 450-632-0635
Fax: 450-635-1834
Website: www.kahnawake.com

Route 207 Safety Survey

Please take a moment to provide your feedback on safety issues related to Route 207. When you're done, we invite you to drop it off at one of our information kiosks being held on **September 17, 2016 from 10:00AM-1:00 p.m.** and **September 19, 2016 from 7:00 - 9:00 p.m.** at the Public Safety Office (*between Eileen's Bakery and the Services Complex*) where you can voice your concerns and ask questions. Snacks and coffee will be provided.

If you cannot make one of the kiosks, you may drop your survey off at the Peacekeepers Station (anytime 24/7) or the Public Safety Office (8:30 - 4:00 p.m. weekdays), until **Friday, September 23, 2016**.

In regards to your safety, how safe do you feel with
The amount of heavy truck traffic on Route 207?

- Very safe
- Somewhat safe
- Somewhat unsafe
- Not safe at all

How safe do you feel traveling on Route 207?

- Very safe
- Somewhat safe
- Somewhat unsafe
- Not safe at all

Car traffic

In regards to your safety, how safe do you feel
With the amount of car traffic on Route 207?

- Very safe
- Somewhat safe
- Somewhat unsafe
- Not safe at all

Stop Signs

In your opinion, have the new stops signs achieved
Any of the following? (tick all that apply)

- Reduced speed
- Safely allowed access to adjoining roads/businesses
- All of the above
- None of the above

Additional Comments/Concerns

About You

Name _____
Phone _____
Email _____

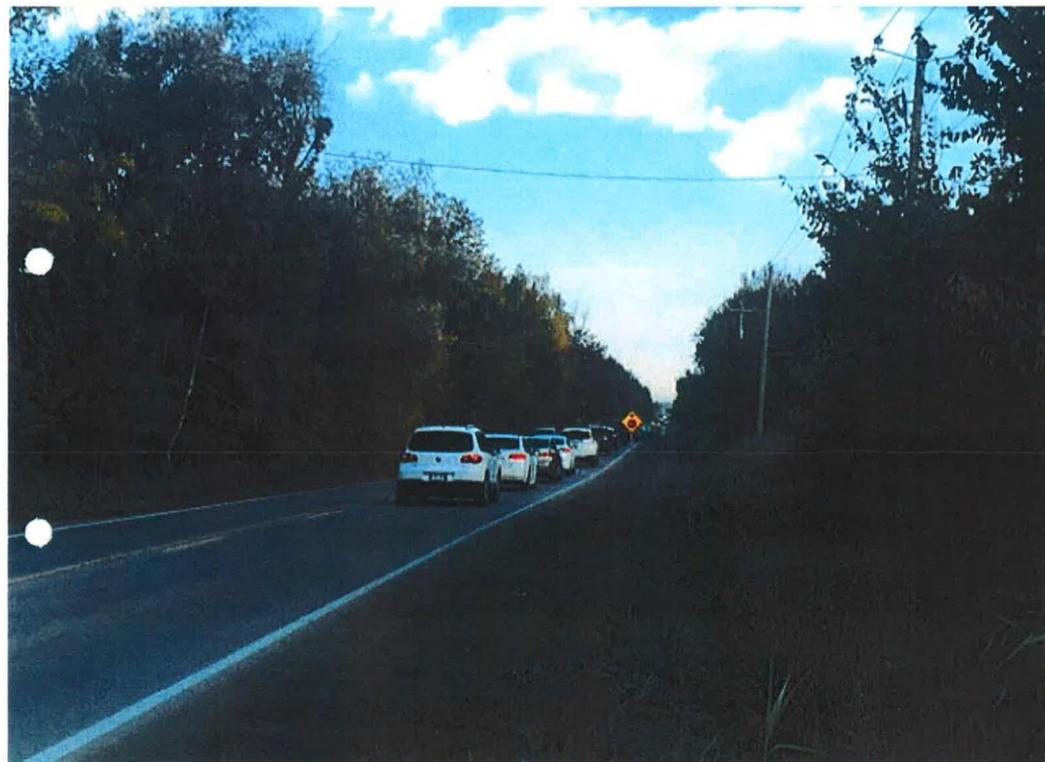
Thank you for your participation!

ANNEX: 4
207 TRAFFIC PICTURES
SEPTEMBER 20, 2016

Public Safety Consultation and Traffic Data Report

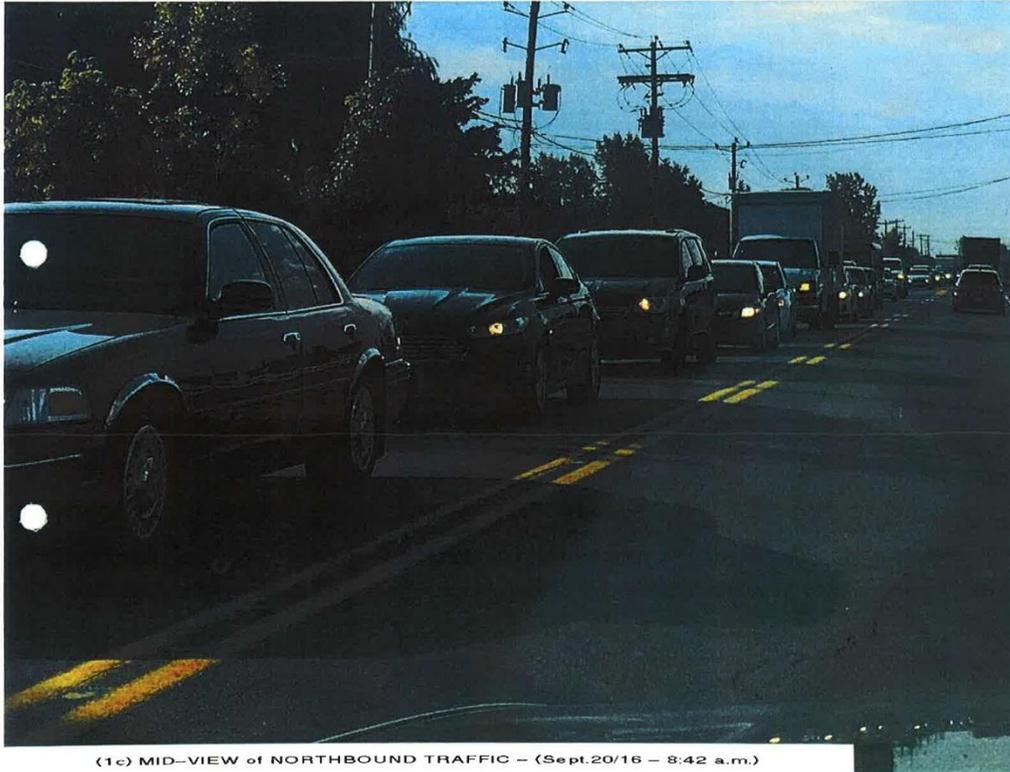


(1a) SOUTHBOUND VIEW of NORTHBOUND TRAFFIC (towards bridge)–(Sept.20/16 – 8:15 a.m.)



(1b) NORTHBOUND VIEW of NORTHBOUND TRAFFIC – (Sept.20/16 – 8:35 a.m.)

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(2b) INTERSECTION of HWY.30/207 OFF RAMP TRAFFIC BOARDING 207--(Sept.20/16 - 8:25 a.m.)



(3a) P.K. TRAFFIC CONTROL HWY.30/207 INTERSECTION - (Sept.20/16 - 8:25 a.m.)

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(4a) TRAFFIC SOUTH of HWY.30 – WAITING TO ACCESS RTE.207 –(Sept.20/16 – 8:25 a.m.)

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(4b) TRAFFIC MID-POINT IN ST.ISIDORE --(Sept.20/16 - 8:47 a.m.)

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(5a) NORTHBOUND HEAVY TRUCK TRAFFIC (Sept.20/16 – 8:31 a.m.)

ANNEX: 5
FULL COMMENTS DATA

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COMMENTS DATA

- 1 In the two areas of the stop signs, people still go through them.
- 2 Residents have been complaining about the stop signs because they create traffic and slow them down, but I feel that they are needed because of their speed.
- 3 If they went the speed limit, we wouldn't have needed them
- 4 I feel my family's safety on the 207 threatened every day and night
- 5 The traffic from local and non-local traffic, cars or heavy trucks is 95% always speeding passed 60 km/hr. (even when the max limit is 50 km/hr.)
- 6 There is little consistent lighting at night, and the lack of shoulders to park in case of emergencies is very stressful and dangerous in many types of weather (rain, snow, hail, wind, etc.)
- 7 Having to bike or walk down the 207 is out of the question since it is too dangerous without a sidewalk
- 8 I'd suggest closing the road at all hours to only locals and businesses
- 9 And have heavy trucks from the quarry entrance only enter and exit town via the 30
- 10 Hwy 207 will end up just like 138 & 132
- 11 Road will be widened to allow it so any kind of large vehicle and make it their own territory and they are already are passing 18 wheelers, etc.
- 12 The noise is very annoying, can't leave your windows open (dust and of course pollution for those who are very sick and live near the road
- 13 Noise pollution and too much traffic
- 14 There is far too much traffic in the morning between 6:30 – 9 a.m.
- 15 There are too many buses and people aren't considerate for the safety of our kids in the morning and after school
- 16 People pass the buses and can't see in front or know if a vehicle will come out of a driveway
- 17 The stop signs were a horrible idea

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- 18 They have done nothing but caused more traffic and aggravation for local residents
- 19 If they are not removed by winter, I am afraid of the accidents they are going to cause
- 20 There is far too much snow/ice on the 207 and I feel that it is going to take one person to crash and have a chain reaction and the entire road will be closed
- 21 I don't find it fair for poor May Deer who has to hear everything in front of her house from the trucks and cars at all hours of the day
- 22 I don't have an issue with the trucks per say because I am at work all day
- 23 However, when I do come across them they are usually driving too fast
- 24 I once followed one to the Quarry because he was driving over 100 km/hr., I complained to the Manager and took off to find the truck to talk to the driver
- 25 I have a problem with 18 wheelers
- 26 These trucks have no business on the road; they are too big to drive too fast
- 27 I don't understand why the road leading to the Quarry from Hwy 30 can't be used to avoid all the truck traffic.
- 28 My hope would be that the PK's hire Traffic Patrol Officers to only deal with 207, 132, 138 and OCR
- 29 This would be a huge help. Having 5 Officers on duty at all times is not enough
- 30 There are 79,000 cars that travel through Kahnawake every day so we really don't have sufficient staff to deal with everything.
- 31 There are signs at the end of the 207 coming from both directions off of Hwy 30 that say no left or right turn from 6 – 9 a.m. – why isn't anyone enforcing that?
- 32 I know the PK's don't have jurisdiction to whoever (SQ) should be there enforcing it during those times
- 33 Stop sign has allowed me to access my driveway/home somewhat safer (slowed down cars)
- 34 Trucks are very noisy, too much dust, Jacob breaks should not be allowed.
- 35 Quality of life is lessened considerably

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- 36 Truck traffic should all use Hwy 30
- 37 Windows always dirty from road/truck dust
- 38 Laundry hung on line is also dusty from same
- 39 PK's need to enforce signs, speed, locals peeling out at stop signs
- 40 I walk or ride my bike to town every day, the cars or trucks do not move over, so much traffic sometimes I take the back roads or paths to town – not the highway
- 41 I travel 207 every day on my bike or I walk
- 42 The cars and trucks do not move they come close towards me
- 43 Saturday and Sunday there was not much, now it is packed every Saturday and Sunday
- 44 They do not want to use the 132, too many lights so they use the 207
- 45 I can't even go to Club Rez, too many cars and trucks so I go through the back
- 46 They were supposed to stop traffic last month but did not cause Quarry pays Band Council
- 47 So much heavy trucks you have to be extra careful, can't ride my bike anymore – not enough room
- 48 Depending on location on 207, depending on season
- 49 Winter more treacherous than summer, also some areas extremely narrow
- 50 Some trucks speed, some don't, some trucks very large/wide
- 51 It depends on time of day and day of the week, depending where you live
- 52 Some driveways it's more difficult to now there is more traffic lines near stop signs
- 53 Survey is too vague; every question can be subjective depending on the time of day and day of the week, etc.
- 54 Local trucks should be allowed to use 207 at reduced speed
- 55 All non-local traffic should be diverted to Hwy 30
- 56 And speed limit for trucks should be reduced

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- 57 I believe given the history of 207, we all know its claimed many lives within our community
- 58 We know it is unsafe; it is also too dangerous to ride a bike or walk on
- 59 I don't believe we need a survey to determine whether 207 is safe or not
- 60 But thank you for giving us an opportunity to voice our concerns
- 61 I would recommend that if diverting traffic to Hwy 30 is not an option, then consider removing trucks and non-local traffic between 6 – 9 a.m. and 2- 4 p.m.
- 62 At least remove traffic when the school buses (our children) are on the roads
- 63 Too many cars/trucks, etc.
- 64 Some mornings I get frustrated trying to leave my driveway I have to wait for 30 cars to pass, or when I head south I have to be very cautious cause often people start passing and are heading right at me
- 65 Foxy – yes. Kanawaki – I find it unsafe when trying to leave the longhouse
- 66 Huge concern with speed and individuals “passing” buses, I am constantly reminding my children to look both ways twice and to anticipate someone coming around the bus
- 67 The ramps from 207 to 30 need consideration, at end of day, if I'm coming hoe off the 30, it is dangerous how I have to inch along and do my best to get on 207 and crossing through traffic towards St. Remi
- 68 Truck Traffic: The safety on Route 207 decreases when there is an increase in truck traffic.
- 69 The road is too narrow
- 70 Add a pedestrian and things get very tight
- 71 The trucks generally do not slowdown in these situations
- 72 The single most dangerous vehicle that travels on 207 is probably our local town plow during the winter
- 73 Often I just pull over to the shoulder (If I'm in an area of the 207 that has a shoulder) and let the plow pass

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- 74 Rocks and dirt left on the 207 is also dangerous
- 75 Safety: The most dangerous situations I see on 207 are impaired drivers leaving the Golf Clubs/Bars/Restaurants, and beer/liquor stores
- 76 Often they pull out of these establishments without stopping to check for cars and then speed down the 207
- 77 Think about it; in the last few years the Tony's pizza delivery man was killed by an impaired driver and the female marina bartender hit a truck on Hwy 30 after leaving Wild West Bar.
- 78 There's a lot of drunken people coming and going on the 207
- 79 After that I would say the trucks (heavy) and then the speeders who pass cars are most dangerous
- 80 Car Traffic: General car traffic is more of an inconvenience
- 81 If the P.K.'s block or limit 207 cars traffic between 6 a.m. – 9 a.m. that makes the situation easier for school buses and locals going to work in town
- 82 Car traffic is unsafe when there's speeding and passing, a double solid line the length of the 207 could reduce this
- 83 Stop Signs: Since the stop signs were installed it's difficult to get on the 207
- 84 I live on Zacharie Rd. and now the cars pass every 10 seconds or so
- 85 There's no distance between the cars and this is due to the stop sign at Mary Deere's
- 86 Bottom line is the 207 is too narrow for large vehicles
- 87 Filling in the ditches with piping, make the road wider with a pedestrian/bike path would make the road much safer for everyone
- 88 Some people have no choice, they have to walk or ride their bike on the 207, but the 207 is unfit for a pedestrian on it, regardless of whether the traffic is a heavy truck or car
- 89 There seems to be an ever increasing amount of traffic and dump trucks travelling at high speeds
- 90 The stop signs however do not provide the outcome that one would hope. Due to the large amount of traffic that travel down the 207, traffic line ups are out of control

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- 91 Not happy that I had not received one of these (at home or at the office)
- 92 My employee had to provide me with a copy
- 93 As a business person, I am not impressed that a survey is being conducted during a “Blitz” at the JFK Quarry
- 94 No one delivered this form to our business
- 95 It was provided by an employee
- 96 As a business, we are not impressed that this is being conducted during our customer’s work “Blitz” at the JFK Quarry
- 97 With or without the stop signs, the traffic is bad and dangerous especially during bus times and JFK Quarry trucks
- 98 Not safe at all
- 99 Stop signs have safely allowed access to adjoining roads/businesses
- 100 The traffic is very difficult in the morning; we can’t even get out of our driveway, set-up restricted hours for non-locals to use the 207
- 101 Stop the trucks altogether
- 102 Bottom line on the 207 is to fill in ditches, widen the road. There’s been no progression on this road. My son travels on the side to go to his father’s; it would be nice to get a bike path. The 207 is too narrow for the traffic. The stop signs have just created more of a problem rather than a solution
- 103 There are way too many non-residents on the road, speeding at all hours of the da
- 104 With no shoulder and deep ditches, 207 becomes a very dangerous road when people speed and cut other drivers off
- 105 Since the truck ban went into effect, I have seen countless 18 wheelers enter onto the 207 from the Mercier Bridge- they are extremely dangerous!
- 106 Signs ought to be posted that this is a residential road
- 107 I do not know how many times I’ve nearly been rear ended trying to get into my driveway (I use my blinkers religiously)

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- 108 Here's an idea, order more stop signs, one for every house!
- 109 Why are there no street lights on the stretch of road, again, it is dangerous!
- 110 This issue has been public knowledge for YEARS, it seems ridiculous that they only change are two useless stop signs
- 111 The PK's ought to actually be monitoring the traffic
- 112 Non-locals wanted Hwy 30 so badly, let them use it
- 113 I remember as a student at KSS, walking the short distance from my bus to my drive felt unsafe and I nearly had to jump off the road as non-locals sped by
- 114 Obviously, locals speed but please do something to alleviate the traffic problem on this dangerous road
- 115 The stop signs only reduced speed in the signage areas
- 116 I'm in between those areas and it hasn't slowed down speeders
- 117 As for the trucks it is only an accident waiting to happen
- 118 I'm very concerned for my son boarding his bus in the mornings
- 119 Trucks and cars alike have gone right through the flashing red lights as my son was going to board
- 120 Bus driver had to cross over the line to literally stop oncoming cars/traffic
- 121 Somewhat safe, somewhat unsafe, somewhat safe, none of the above
- 122 The stop signs should be removed and 1 4 way stop at the JFK 207 entrance should be erected
- 123 Trucks fly in and out of the Quarry road dangerously, early mornings miss the driveway at 4:30 a.m. then reverse back to get into the JFK road also stopping abruptly causing noise pollution and possible accidents as the on-coming traffic has to go around the trucks reversing
- 124 The stop signs have only created havoc
- 125 Similar stretches of road such as Lery to Beauharnais, and St. Isidore do not have stop signs.

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- 126 I am not against JFK trucks since JFK pay tax to MCK workwise, 8027 uses this road frequently
- 127 Take out the stop signs.
- 128 Get the Whiteman to take Hwy 30
- 129 Also get rid of the stop signs
- 130 Not enough lights on the road, also not enough signs about hidden driveways.
- 131 Cars and trucks speed past the stop signs to make up for time they lost when they had to stop.
- 132 Trucks are speeding over 90 kilos heading to Hwy 30
- 133 A real disaster is going to happen if the MCK does not take the 207 as a problem to be solved
- 134 Excessive speed by both heavy trucks and vehicles.
- 135 And dangerous when turning into driveways, difficulty exiting driveway during morning rush. Recommend closure during rush hours, and tolls to access!!
- 136 Non-community members should require a pass to travel on the 207 during a.m. and p.m. rush hour.
- 137 Check points should be put back up
- 138 I believe the issue of the amount of non- residents using the 207 to access the bridge seriously needs to be addressed
- 139 The amount of traffic this creates is unacceptable
- 140 I live on Tower line Rd. there is only one way for me to get into town, there is no other access
- 141 Other residents on 207 may be able to access different back roads, but the area I live in, the 207 is my only option
- 142 It would be reasonable that the same rules that apply to the Clay Mountains area and the OCR (restricted – non-restricted access) be applied to the 207 as well

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- 143 All 18 wheelers need to be banned from using 207. Reason for safety issues, speeding, passing cars, reckless driving
- 144 Very safe, very safe, somewhat unsafe, none of the above
- 145 It is a constant worry for my family, my children get on/off the bus on 207 – cars don't stop for the bus, many strangers passing through and fear of drunk drivers with many drinking establishments add to the feelings of being unsafe and at risk
- 146 I don't mind the dump trucks as long as they slow down and are courteous drivers
- 147 FYI I usually not like to cut off drivers
- 148 Traffic in the a.m. is ridiculous; a five minute drive to work takes 20 minutes
- 149 Those drivers are disgusting too
- 150 Hwy 30 is there, use that
- 151 Traffic flows better on a Highway than a small country road
- 152 Road should be 3 lanes, one for turning which would keep sudden stops and fender benders from occurring
- 153 School buses are being held up by the traffic, students are late for school
- 154 Winter is very dangerous
- 155 18 wheelers do not respect the speed limit
- 156 The trucks pulling in and out of the JFK Quarry don't pay attention and I've almost been hit 3 times
- 157 6 a.m. I leave for work, traffic backed up to Carl Horn's due to non-locals using 207
- 158 Dump trucks don't belong on such a small road
- 159 The road needs to be closed from 6 a.m. - 9 a.m.
- 160 The traffic that forms in the mornings is very unbelievable, due to the stop signs and heavy trucks.
- 161 I sat at stop sign traffic for 15 minutes, my total commute was 20 minutes or more, double for what it should take to reach the overpass

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- 162 I have much more to say on this topic, 4 lines aren't enough
- 163 The stop signs have created havoc on the 207
- 164 I cannot even get out of my road some mornings because of the backlog at the stop sign
- 165 It is ridiculous and creating even more problems
- 166 Cars are worse that trucks drivers are not paying attention and it is difficult to get out of drive ways onto the highway too much cars all day long
- 167 In the few weeks that stop signs have been up, cars do not stop on four occasions and cars are passing the cars that do stop on 2 occasions
- 168 I don't go out that much to see more
- 169 Cars do not stop for buses
- 170 3 times since school starts so trucks are unsafe, but cars are worse
- 171 I have an issue with the stop signs and the amount of traffic on that road.
- 172 I drive my son to town so he may catch the bus at 6:30 am bus for Dawson College and twice he missed it because of traffic on 207 and the stop signs, then I go home and get ready for work and head back to town and at times sit in traffic again that should not be happening
- 173 There's too many cars being allowed on the 207 at one time and that creates chaos
- 174 I have seen two cars not stopping for the school buses, and not stopping at the stop signs
- 175 If emergency personnel have to get through, how would that be possible because the cars do not move at all
- 176 If the cars continue to be allowed through then it has to be controlled
- 177 Perhaps 5 cars at a time would be possible
- 178 The stops signs have done nothing but caused more traffic
- 179 It takes more than 20 minutes to get into town, not including the time it takes to turn on the 207 from Zacharie's Rd.

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- 180 A truck ban should be in place; the trucks are dangerous, reckless and are in constantly causing delays, along with debris falling from them, I am extremely annoyed with this current situation
- 181 PK's need to monitor the traffic especially in the a.m. or completely close until all school buses done in the a.m. runs and those who work can get there without 25 min plus of traffic
- 182 My concern is the stop signs 1 and 2 work, but the noise is unacceptable because of the trucks and cars stopping and peeling out and the diesel fumes that the trucks spew out right into my house - my house is right on the corner of Foxy Peter Road window is 12 yards from that noise
- 183 It doesn't stop when the trucks are done at the end of the day at night. We have trouble getting rest for the noise cars peeling out (nobody cares)
- 184 Too many cars using the 207 to access the bridge during the traffic hours.
- 185 The stops signs cause more traffic and don't allow us to merge in.
- 186 PK's have been waving people through, waste of police time, just causing more frustration for locals having those stops signs
- 187 We never had to deal with traffic like this before the stop signs went up; they caused traffic and problems for people that live near signs
- 188 Too many non-natives speeding plus lots of oversized trucks speeding.
- 189 I've almost been run over in my vehicle on my way to work multiple times
- 190 Truck driver's unsafe not using signals
- 191 From 6 – 9 a.m. traffic should not be allowed
- 192 Stop signs should not be there
- 193 Council created a problem by allowing trucks a one month extension
- 194 Dump trucks and outside traffic are the biggest problem
- 195 Employers on 207 should have received enough surveys for all their employees, they have a say too, no mention of where to get copies, needed more, made copies
- 196 Close that road from 7 a.m. - 9 a.m. to non-local traffic

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- 197 Unsafe to walk
- 198 Have more trucks and cars than before
- 199 Stop signs did not help traffic
- 200 My only concern is that stop signs are creating a good deal of traffic.
- 201 I am neighbor to Xavier's Restaurant areas and the traffic starts shortly after 6:30 a.m. with the back-up directly outside of my drive way.
- 202 My thinking is that the distance from where I reside (where the traffic begins) to where the stops signs are posted at Patton's Glen road is quite substantial for a rural roadway, if this continues, taking a longer alternate route into work may be necessary on some mornings
- 203 Need to widen the roadway and get rid of the deep ditches that fill with water. Drowning waiting to happen
- 204 The JFK Quarry should have a distance and exit at highway 30.
- 205 Make a road from Quarry to the montes Saint Regis ramp overpass.
- 206 Make quarry build gravel road to overpass
- 207 Need bike path on 207 with more lighting
- 208 Need to make a lane that goes into village from Kahnawake and the other leave that turns left for Mercier Bridge