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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’ 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;
Public Safety Consultation and Traffic Data Report

(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 project;¹

(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.
(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

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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 Chateauguay 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, envelops 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.
**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.

Public Safety Consultation and Traffic Data Report

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

![Peacekeeper tickets & Accidents graph]

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.
(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”;

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**Safety Survey Results**

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<th>Heavy truck Traffic</th>
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**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%

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See Annex 4: Safety Survey
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%
Safety Survey Results

**Feeling of Safety on 207**

![Pie chart showing feelings of safety with various percentages.]

**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%
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%

Feeling of safety with amount of car traffic on 207

- Very safe: 0%
- Somewhat safe: 24%
- Somewhat unsafe: 22%
- Not safe at all: 55%
Safety Survey Comments:

Summary

In total, Public Safety received 208 written comments on the 58 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
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.
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.

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
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
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
5. **SPEED:** Speed 97% of vehicles was under 65km/hr. 3% were over 65km/hr on average for both weeks.
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 Chateauguay Road (to the Kahnawake/Chateauguay 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
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 day. 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.) 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: Traffic photos
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.
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 398\(^8\) 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 restriction\(^10\), 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 reports\(^11\) 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)

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\(^8\) 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
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;
• 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 Chateauguay Road (to the Kahnawake/Chateauguay 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
### COMPTAGE DE CIRCULATION

<table>
<thead>
<tr>
<th>Lien Routier</th>
<th>Rue Saint-Fidèle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ville</td>
<td>Kahnowake</td>
</tr>
<tr>
<td>Type de route</td>
<td>Chaussées Contiguës</td>
</tr>
<tr>
<td>Emplacement</td>
<td>Entre la Bretonne Route 138 et Accès terrain de golf</td>
</tr>
<tr>
<td>Numéro du Site</td>
<td>1</td>
</tr>
<tr>
<td>Début</td>
<td>13 septembre 2016</td>
</tr>
<tr>
<td>Fin</td>
<td>20 septembre 2016</td>
</tr>
<tr>
<td>Gabarit utilisé</td>
<td>non standard</td>
</tr>
<tr>
<td>Vitesse affichée</td>
<td>71 km/h</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Nord</th>
<th>Sud</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nombre de voies de circulation</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Largeur totale de la chaussée</td>
<td>3.6m</td>
<td>3.6m</td>
</tr>
<tr>
<td>Utilisation de la voie réservée</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
<td>Côté gauche</td>
<td>Ligne axiale</td>
<td>Ligne axiale</td>
</tr>
<tr>
<td>Côté droit</td>
<td>Accottement</td>
<td>Accottement</td>
</tr>
<tr>
<td>Stationnement</td>
<td>Aucune indication</td>
<td>Aucune indication</td>
</tr>
</tbody>
</table>

### VARIATIONS DES DÉBITS DE CIRCULATION

<table>
<thead>
<tr>
<th>Lien routier</th>
<th>Rue Saint-Fidèle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direction</td>
<td>Nord</td>
</tr>
<tr>
<td>Emplacement</td>
<td>Entre la Bretonne Route 138 et Accès terrain de golf</td>
</tr>
<tr>
<td>Numéro du Site</td>
<td>1</td>
</tr>
<tr>
<td>Début</td>
<td>13 septembre 2016 (12:00)</td>
</tr>
<tr>
<td>Fin</td>
<td>20 septembre 2016 (12:00)</td>
</tr>
</tbody>
</table>

**Variation journalière**

**Variation horaire**
## Public Safety Consultation and Traffic Data Report

### Statistiques de Vitesse

- **Rue Sainte-Anne**
- **Direction :** Sud
- **Ville :** Kiahwaka
- **No Site :** 1
- **Début :** 13 septembre 2016 (03:05)
- **Fin :** 13 septembre 2016 (03:05)

#### Distribution des vitesses

<table>
<thead>
<tr>
<th>Intervalle (km/h)</th>
<th>Nombre</th>
<th>Fréquence cumulée</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 5</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>5.1 - 10</td>
<td>35</td>
<td>95</td>
</tr>
<tr>
<td>10.1 - 15</td>
<td>25</td>
<td>120</td>
</tr>
<tr>
<td>15.1 - 20</td>
<td>5</td>
<td>125</td>
</tr>
<tr>
<td>20.1 - 25</td>
<td>2</td>
<td>127</td>
</tr>
<tr>
<td>25.1 - 30</td>
<td>1</td>
<td>128</td>
</tr>
<tr>
<td>30.1 - 35</td>
<td>1</td>
<td>129</td>
</tr>
<tr>
<td>35.1 - 40</td>
<td>1</td>
<td>129</td>
</tr>
<tr>
<td>40.1 - 45</td>
<td>1</td>
<td>129</td>
</tr>
<tr>
<td>45.1 - 50</td>
<td>1</td>
<td>129</td>
</tr>
<tr>
<td>50.1 - 55</td>
<td>1</td>
<td>129</td>
</tr>
<tr>
<td>55.1 - 60</td>
<td>1</td>
<td>129</td>
</tr>
<tr>
<td>Total</td>
<td>129</td>
<td>129</td>
</tr>
</tbody>
</table>

### Classes de Véhicules

- **Rue Sainte-Anne**
- **Direction :** Sud
- **Emplacement :** Entre la Route 158 et Arbre terrasse du golf
- **No Site :** 1
- **Début :** 13 septembre 2016 (03:05)
- **Fin :** 13 septembre 2016 (03:05)

#### Distribution des classes

<table>
<thead>
<tr>
<th>Intervalle (km/h)</th>
<th>Nombre</th>
<th>Fréquence cumulée</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 - 0.4</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>0.4 - 0.8</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>0.8 - 1.2</td>
<td>5</td>
<td>35</td>
</tr>
<tr>
<td>1.2 - 1.6</td>
<td>2</td>
<td>37</td>
</tr>
<tr>
<td>1.6 - 2.0</td>
<td>1</td>
<td>38</td>
</tr>
<tr>
<td>2.0 - 2.4</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>2.4 - 2.8</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>2.8 - 3.2</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>3.2 - 3.6</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>3.6 - 4.0</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>4.0 - 4.4</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>4.4 - 4.8</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>4.8 - 5.2</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>5.2 - 5.6</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>5.6 - 6.0</td>
<td>1</td>
<td>39</td>
</tr>
<tr>
<td>Total</td>
<td>29</td>
<td>100</td>
</tr>
</tbody>
</table>

### Répartition des fréquences

- **Les classes de véhicules**
  - **Automobiles**
  - **Véhicules lourds**

<table>
<thead>
<tr>
<th>Classe de véhicule</th>
<th>Automobiles</th>
<th>Véhicules lourds</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vitesse (km/h)</td>
<td>55.0</td>
<td>60.0</td>
<td>115.0</td>
</tr>
<tr>
<td>Écart (km/h)</td>
<td>15.0</td>
<td>15.0</td>
<td>30.0</td>
</tr>
</tbody>
</table>

### Répartition des fréquences cumulées
VARIATIONS DES DÉBITS DE CIRCULATION

Lieu mesure :
Rue Général-de-Gaulle
Direction :
Nord et Sud
Emplacement :
Entre le croisement Route 136 et Acosta terrain de golf
Ville :
Kahouma
Début :
13 septembre 2016 (02:00)
Fin :
22 septembre 2016 (02:00)

Variation journalière

| Jour   | Dimanche | Lundi | Mardi | Mercredi | Jeudi | Vendredi | Samedi | Dimanche
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Premières</td>
<td>10 481</td>
<td>10 065</td>
<td>8 774</td>
<td>10 065</td>
<td>10 830</td>
<td>8 144</td>
<td>6 720</td>
<td></td>
</tr>
</tbody>
</table>

OUI pour lundi

| OUI | 10 481

OU FF du samedi

| OUI | 7 674
ANNEX: 2

COMPTAGE DE CIRCULATION

(TRAFFIC COUNT REPORT)

October 5-12, 2016
VARIATION DES VITESSES

Lieu routier : Rue Saint-Benoîne
Direction : Nord
Emplacement : Entre la Brèche Route 158 et Accès terrain de golf
Ville : Châteauguay
No Site : 1
Début : 8 octobre 2016 (02:09)
Fin : 12 octobre 2016 (02:09)

Viteses 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.
# Relevé des Débits de Circulation

**Lieu matière :** Rue Larboustier  
**Direction :** Sud  
**Ville :** Châteaugay  
**Emplacement :** Entre la Distillerie Route 138 et Anses terrain de golf  
**No Site :** 1  
**Début :** 5 octobre 2016  
**Fin :** 23 octobre 2016

<table>
<thead>
<tr>
<th>Heure</th>
<th>Lundi</th>
<th>Mardi</th>
<th>Mercredi</th>
<th>Jeudi</th>
<th>Vendredi</th>
<th>Samedi</th>
<th>Dimanche</th>
</tr>
</thead>
<tbody>
<tr>
<td>Début</td>
<td>00:00</td>
<td>01:00</td>
<td>02:00</td>
<td>03:00</td>
<td>04:00</td>
<td>05:00</td>
<td>06:00</td>
</tr>
<tr>
<td>Fin</td>
<td>01:00</td>
<td>02:00</td>
<td>03:00</td>
<td>04:00</td>
<td>05:00</td>
<td>06:00</td>
<td>07:00</td>
</tr>
<tr>
<td>Débit</td>
<td>38</td>
<td>39</td>
<td>40</td>
<td>41</td>
<td>42</td>
<td>43</td>
<td>44</td>
</tr>
</tbody>
</table>

**Débit de pointe**

<table>
<thead>
<tr>
<th>Jour de semaine</th>
<th>Débit journalier moyen hebdomadaire</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.J.RHJ</td>
<td>4 129</td>
</tr>
<tr>
<td>D.J.RHJ</td>
<td>2 773</td>
</tr>
</tbody>
</table>

**Total 24 heures**

<table>
<thead>
<tr>
<th>Jour de semaine</th>
<th>Débit total quotidien</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jour de semaine</td>
<td>2 886</td>
</tr>
</tbody>
</table>

Public Safety consultation and traffic data report

2016
CLASSES DE VÉHICULES

Distribution des classes

<table>
<thead>
<tr>
<th>Intervalle</th>
<th>Nombre</th>
<th>Fréquence</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 - 6.4</td>
<td>25 186</td>
<td>96 %</td>
</tr>
<tr>
<td>6.4 - 8.5</td>
<td>586</td>
<td>2 %</td>
</tr>
<tr>
<td>8.5 - 12.2</td>
<td>325</td>
<td>1 %</td>
</tr>
<tr>
<td>12.2 - 16.5</td>
<td>46</td>
<td>0 %</td>
</tr>
<tr>
<td>16.5 - 18.3</td>
<td>34</td>
<td>0 %</td>
</tr>
<tr>
<td>18.3 - 21.5</td>
<td>19</td>
<td>0 %</td>
</tr>
<tr>
<td>21.5 - 25.0</td>
<td>9</td>
<td>0 %</td>
</tr>
<tr>
<td>25.0 et +</td>
<td>0</td>
<td>0 %</td>
</tr>
<tr>
<td>Total</td>
<td>28 153</td>
<td>100 %</td>
</tr>
</tbody>
</table>

Écartement classifié: 28 153
Total comptage: 28 191
Proportion classifiée: 100 %

Pourcentage de véhicules lourds: 3.71 %

Répartition des fréquences
ANNEX 3:
Safety Survey
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 10:00 AM to 1:00 PM, and September 19, 2016 from 7:00 - 9:00 p.m., at the Public Safety Office (between Elkeen’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.

<table>
<thead>
<tr>
<th>In regards to your safety, how safe do you feel with the amount of heavy truck traffic on Route 207?</th>
<th>How safe do you feel traveling on Route 207?</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Very safe</td>
<td>□ Very safe</td>
</tr>
<tr>
<td>□ Somewhat safe</td>
<td>□ Somewhat safe</td>
</tr>
<tr>
<td>□ Somewhat unsafe</td>
<td>□ Somewhat unsafe</td>
</tr>
<tr>
<td>□ Not safe at all</td>
<td>□ Not safe at all</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Car traffic</th>
<th>Stop Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>In regards to your safety, how safe do you feel with the amount of car traffic on Route 207?</td>
<td>In your opinion, have the new stop signs achieved any of the following? (tick all that apply)</td>
</tr>
<tr>
<td>□ Very safe</td>
<td>□ Reduced speed</td>
</tr>
<tr>
<td>□ Somewhat safe</td>
<td>□ Safely allowed access to adjoining roads/businesses</td>
</tr>
<tr>
<td>□ Somewhat unsafe</td>
<td>□ All of the above</td>
</tr>
<tr>
<td>□ Not safe at all</td>
<td>□ None of the above</td>
</tr>
</tbody>
</table>

Additional Comments/Concerns

---

About You

Name
Phone
Email

Thank you for your participation!
ANNEX: 4

207 TRAFFIC PICTURES

SEPTEMBER 20, 2016
ANNEX: 5
FULL COMMENTS DATA
<table>
<thead>
<tr>
<th></th>
<th>Comments Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>In the two areas of the stop signs, people still go through them.</td>
</tr>
<tr>
<td>2</td>
<td>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.</td>
</tr>
<tr>
<td>3</td>
<td>If they went the speed limit, we wouldn’t have needed them</td>
</tr>
<tr>
<td>4</td>
<td>I feel my family's safety on the 207 threatened every day and night</td>
</tr>
<tr>
<td>5</td>
<td>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.)</td>
</tr>
<tr>
<td>6</td>
<td>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.)</td>
</tr>
<tr>
<td>7</td>
<td>Having to bike or walk down the 207 is out of the question since it is too dangerous without a sidewalk</td>
</tr>
<tr>
<td>8</td>
<td>I'd suggest closing the road at all hours to only locals and businesses</td>
</tr>
<tr>
<td>9</td>
<td>And have heavy trucks from the quarry entrance only enter and exit town via the 30 Hwy 207 will end up just like 138 &amp; 132</td>
</tr>
<tr>
<td>10</td>
<td>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.</td>
</tr>
<tr>
<td>11</td>
<td>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</td>
</tr>
<tr>
<td>12</td>
<td>Noise pollution and too much traffic</td>
</tr>
<tr>
<td>13</td>
<td>There is far too much traffic in the morning between 6:30 – 9 a.m.</td>
</tr>
<tr>
<td>14</td>
<td>There are too many buses and people aren’t considerate for the safety of our kids in the morning and after school</td>
</tr>
<tr>
<td>15</td>
<td>People pass the buses and can’t see in front or know if a vehicle will come out of a driveway</td>
</tr>
<tr>
<td>16</td>
<td>The stop signs were a horrible idea</td>
</tr>
</tbody>
</table>
They have done nothing but caused more traffic and aggravation for local residents

If they are not removed by winter, I am afraid of the accidents they are going to cause

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

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

I don’t have an issue with the trucks per say because I am at work all day

However, when I do come across them they are usually driving too fast

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

I have a problem with 18 wheelers

These trucks have no business on the road; they are too big to drive too fast

I don’t understand why the road leading to the Quarry from Hwy 30 can’t be used to avoid all the truck traffic.

My hope would be that the PK’s hire Traffic Patrol Officers to only deal with 207, 132, 138 and OCR

This would be a huge help. Having 5 Officers on duty at all times is not enough

There are 79,000 cars that travel through Kahnawake every day so we really don’t have sufficient staff to deal with everything.

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?

I know the PK’s don’t have jurisdiction to whoever (SQ) should be there enforcing it during those times

Stop sign has allowed me to access my driveway/home somewhat safer (slowed down cars)

Trucks are very noisy, too much dust, Jacob breaks should not be allowed.

Quality of life is lessened considerably
Truck traffic should all use Hwy 30

Windows always dirty from road/truck dust

Laundry hung on line is also dusty from same

PK’s need to enforce signs, speed, locals peeling out at stop signs

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

I travel 207 every day on my bike or I walk

The cars and trucks do not move they come close towards me

Saturday and Sunday there was not much, now it is packed every Saturday and Sunday

They do not want to use the 132, too many lights so they use the 207

I can’t even go to Club Rez, too many cars and trucks so I go through the back

They were supposed to stop traffic last month but did not cause Quarry pays Band Council

So much heavy trucks you have to be extra careful, can’t ride my bike anymore – not enough room

Depending on location on 207, depending on season

Winter more treacherous than summer, also some areas extremely narrow

Some trucks speed, some don’t, some trucks very large/wide

It depends on time of day and day of the week, depending where you live

Some driveways it’s more difficult to now there is more traffic lines near stop signs

Survey is too vague; every question can be subjective depending on the time of day and day of the week, etc.

Local trucks should be allowed to use 207 at reduced speed

All non-local traffic should be diverted to Hwy 30

And speed limit for trucks should be reduced
I believe given the history of 207, we all know its claimed many lives within our community.

We know it is unsafe; it is also too dangerous to ride a bike or walk on.

I don’t believe we need a survey to determine whether 207 is safe or not.

But thank you for giving us an opportunity to voice our concerns.

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.

At least remove traffic when the school buses (our children) are on the roads.

Too many cars/trucks, etc.

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.

Foxy – yes. Kanawaki – I find it unsafe when trying to leave the longhouse.

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.

The ramps from 207 to 30 need consideration, at end of day, if I’m coming home 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.

Truck Traffic: The safety on Route 207 decreases when there is an increase in truck traffic.

The road is too narrow.

Add a pedestrian and things get very tight.

The trucks generally do not slow down in these situations.

The single most dangerous vehicle that travels on 207 is probably our local town plow during the winter.

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.
Rocks and dirt left on the 207 is also dangerous

Safety: The most dangerous situations I see on 207 are impaired drivers leaving the Golf Clubs/Bars/Restaurants, and beer/liquor stores

Often they pull out of these establishments without stopping to check for cars and then speed down the 207

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.

There’s a lot of drunken people coming and going on the 207

After that I would say the trucks (heavy) and then the speeders who pass cars are most dangerous

Car Traffic: General car traffic is more of an inconvenience

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

Car traffic is unsafe when there’s speeding and passing, a double solid line the length of the 207 could reduce this

Stop Signs: Since the stop signs were installed it’s difficult to get on the 207

I live on Zacharie Rd. and now the cars pass every 10 seconds or so

There’s no distance between the cars and this is due to the stop sign at Mary Deere’s

Bottom line is the 207 is too narrow for large vehicles

Filling in the ditches with piping, make the road wider with a pedestrian/bike path would make the road much safer for everyone

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

There seems to be an ever increasing amount of traffic and dump trucks travelling at high speeds

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
Not happy that I had not received one of these (at home or at the office)

My employee had to provide me with a copy

As a business person, I am not impressed that a survey is being conducted during a “Blitz” at the JFK Quarry

No one delivered this form to our business

It was provided by an employee

As a business, we are not impressed that this is being conducted during our customer’s work “Blitz” at the JFK Quarry

With or without the stop signs, the traffic is bad and dangerous especially during bus times and JFK Quarry trucks

Not safe at all

Stop signs have safely allowed access to adjoining roads/businesses

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

Stop the trucks altogether

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

There are way too many non-residents on the road, speeding at all hours of the day

With no shoulder and deep ditches, 207 becomes a very dangerous road when people speed and cut other drivers off

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!

Signs ought to be posted that this is a residential road

I do not know how many times I’ve nearly been rear ended trying to get into my driveway (I use my blinkers religiously)
Here’s an idea, order more stop signs, one for every house!

Why are there no street lights on the stretch of road, again, it is dangerous!

This issue has been public knowledge for YEARS, it seems ridiculous that they only change are two useless stop signs

The PK’s ought to actually be monitoring the traffic

Non-locals wanted Hwy 30 so badly, let them use it

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

Obviously, locals speed but please do something to alleviate the traffic problem on this dangerous road

The stop signs only reduced speed in the signage areas

I’m in between those areas and it hasn’t slowed down speeders

As for the trucks it is only an accident waiting to happen

I’m very concerned for my son boarding his bus in the mornings

Trucks and cars alike have gone right through the flashing red lights as my son was going to board

Bus driver had to cross over the line to literally stop oncoming cars/traffic

Somewhat safe, somewhat unsafe, somewhat safe, none of the above

The stop signs should be removed and 1 4 way stop at the JFK 207 entrance should be erected

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

The stop signs have only created havoc

Similar stretches of road such as Lery to Beauharnais, and St. Isidore do not have stop signs.
I am not against JFK trucks since JFK pay tax to MCK workwise, 8027 uses this road frequently

Take out the stop signs.

Get the Whiteman to take Hwy 30

Also get rid of the stop signs

Not enough lights on the road, also not enough signs about hidden driveways.

Cars and trucks speed past the stop signs to make up for time they lost when they had to stop.

Trucks are speeding over 90 kilos heading to Hwy 30

A real disaster is going to happen if the MCK does not take the 207 as a problem to be solved

Excessive speed by both heavy trucks and vehicles.

And dangerous when turning into driveways, difficulty exiting driveway during morning rush. Recommend closure during rush hours, and tolls to access!!

Non-community members should require a pass to travel on the 207 during a.m. and p.m. rush hour.

Check points should be put back up

I believe the issue of the amount of non-residents using the 207 to access the bridge seriously needs to be addressed

The amount of traffic this creates is unacceptable

I live on Tower line Rd. there is only one way for me to get into town, there is no other access

Other residents on 207 may be able to access different back roads, but the area I live in, the 207 is my only option

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
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
I have much more to say on this topic, 4 lines aren’t enough

The stop signs have created havoc on the 207

I cannot even get out of my road some mornings because of the backlog at the stop sign

It is ridiculous and creating even more problems

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

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

I don’t go out that much to see more

Cars do not stop for buses

3 times since school starts so trucks are unsafe, but cars are worse

I have an issue with the stop signs and the amount of traffic on that road.

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

There’s too many cars being allowed on the 207 at one time and that creates chaos

I have seen two cars not stopping for the school buses, and not stopping at the stop signs

If emergency personnel have to get through, how would that be possible because the cars do not move at all

If the cars continue to be allowed through then it has to be controlled

Perhaps 5 cars at a time would be possible

The stops signs have done nothing but caused more traffic

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.
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.

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.

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.

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).

Too many cars using the 207 to access the bridge during the traffic hours.

The stops signs cause more traffic and don’t allow us to merge in.

PK’s have been waving people through, waste of police time, just causing more frustration for locals having those stops signs.

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.

Too many non-natives speeding plus lots of oversized trucks speeding.

I’ve almost been run over in my vehicle on my way to work multiple times.

Truck driver’s unsafe not using signals.

From 6 – 9 a.m. traffic should not be allowed.

Stop signs should not be there.

Council created a problem by allowing trucks a one month extension.

Dump trucks and outside traffic are the biggest problem.

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.

Close that road from 7 a.m. - 9 a.m. to non-local traffic.
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