



CANADIAN PACIFIC

Safety Assessment

Whistle Cessation at Public Crossings

Adirondack Subdivision

Kahnawake, QC

Issue and Revision Record					
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1. Background

Canadian Pacific (CP) and the Mohawk Council of Kahnawake have commissioned a safety assessment of public crossings on CP's Adirondack Subdivision to determine the feasibility of train whistle cessation through three crossings in the Kahnawake Mohawk Territory. The CP mainline corridor that passes through Kahnawake is one of the most important railway connections to the Island of Montreal by way of the St. Lawrence Bridge. The corridor is composed of a two-track mainline and the maximum train speed is 80 km/h (50 mph).

The CP mainline passing through Kahnawake is also a crucial connection for the following reasons:

- CP's railway corridor leading from Montreal to the United States.
- AMT passenger line from Montreal to Candiatic; and
- Interconnection between CN and MMA at St-Jean.

All three of these connections merge together and pass through Kahnawake to reach Montreal, as shown in Figure 1A.

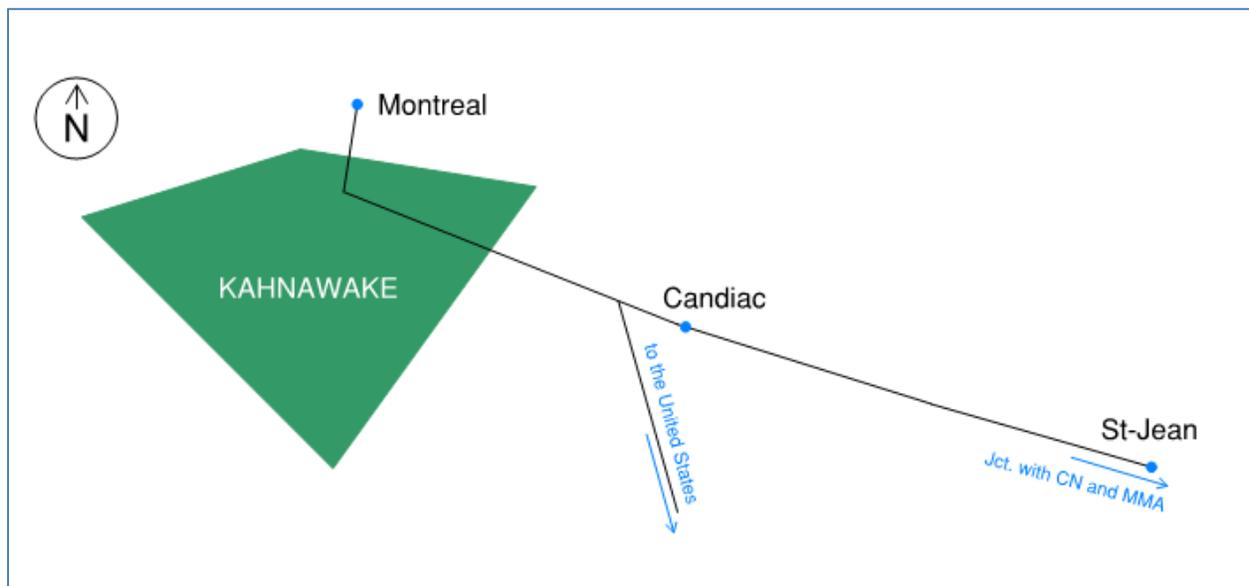


Figure 1A: Schematic Diagram showing CP corridor from Montreal

The three crossings in Kahnawake on the CP Adirondack Subdivision to be considered for train whistle cessation are the following:

- 1) CP mile 39.05 Texas Road, Kahnawake, QC
- 2) CP mile 39.54 Mohawk Trail, Kahnawake, QC
- 3) CP mile 39.87 Kahnawake Road, Kahnawake, QC

The Road Authority at each crossing is the Mohawk Council of Kahnawake. The population density around these crossings is relatively low. The territory is surrounded by many highways; 730, 30, 132, 207, and 138. The Texas Road and Mohawk Trail crossings are used primarily for local traffic. Some of the local roads connected to the crossings terminate in cul-de-sacs.

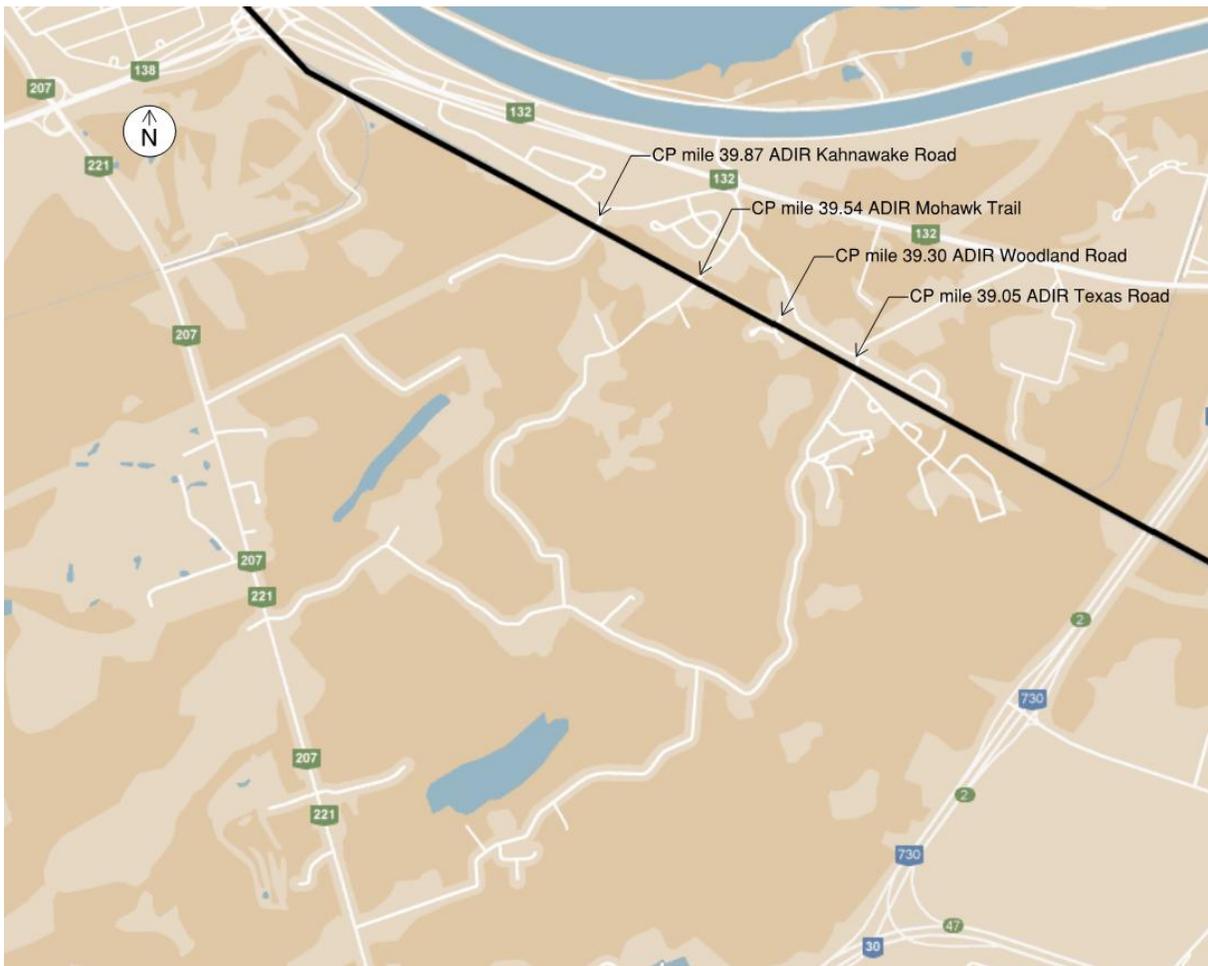


Figure 1B: Kahnawake Area Road Network

The evaluation was undertaken in accordance with the Railway Safety Act and Transport Canada's Procedure and Conditions for Eliminating Whistling at Public Crossings.



The methodology used for the evaluation is as follows:

- 1) Collect and analyze relevant crossing safety information;
- 2) Review and analyze existing crossing protection systems;
- 3) Inspect and evaluate each crossing location;
- 4) Prepare a Safety Assessment report with proposed recommendations; and
- 5) Follow-up with the community, Transport Canada, and CP regarding the proposed recommendations.

2. References

The Transport Canada documents referenced to conduct this Safety Assessment are as follows:

- Procedure & Conditions for Eliminating Whistling at Public Crossings, Guideline No. 1, Dated October 20, 2011;
- Railway-Roadway Grade Crossings Policy, Dated March 21, 2012;
- Canadian Railway-Roadway Grade Crossings Standards, Dated January 10, 2012; and
- Canadian Road/Railway Grade Crossing Detailed Safety Assessment Field Guide, Dated April 2005.

3. Site Observations

Four (4) crossings in Kahnawake Territory were inspected and additional crossing data was supplied by CP and the Mohawk Council of Kahnawake. Some general observations at each of the crossings are as follows:

- The CP mile 39.05 ADIR Texas Road crossing has a small residential area along the North-east and South-west sides of the crossing. The West side of the crossing does not have any houses.
- The CP mile 39.54 ADIR Mohawk Trail crossing has a large residential area to the North-west, with very few houses to the North-east. There is a school to the south of the crossing.
- The CP mile 39.87 ADIR Kahnawake Road crossing has a southerly road leading to a cul-de-sac lined with residential homes. North of the crossing, the area is sparsely populated both to the East and the West.
- The CP mile 39.30 ADIR Woodland Road crossing is located between Mohawk Trail and Texas Road and is used to access only two residential properties. The crossing is protected by cross-bucks, stop signs, and multiple track warning signs. Whistle cessation will not be pursued for this crossing.



Figure 3A: Aerial photo showing the location of crossings

a. CP mile 39.05 ADIR – Texas Road, Kahnawake, QC

This is a crossing near an intersection approximately 60 metres away from the tracks. The crossing is in close proximity to the residential area to the East and has a memorial area to the North. On the South side, the closest residential home is approximately 30 metres from the tracks.

The crossing is frequently used by both vehicles and pedestrians throughout the day. A high volume of pedestrian traffic, crossing the track occurs in the morning and in the afternoon and is mostly predominantly children walking to and from the school located 915 metres away. Concrete barriers are on either side of the road to direct vehicle and pedestrian traffic over the crossing. These barriers also limit the width of the road.

From the site visit, there is no sign of intrusion onto the railway outside of the actual crossing. There is a fence that is in good condition along the residential houses in the North-east quadrant. When a vehicle is stopped 2 meters in front of the crossing warning devices, there are no obstructions blocking the line of sight along the track for a distance of 0.75 miles (1.2 km).

The surrounding area is expected to develop for future residential housing. Development will increase the population and effectively increase the use of the crossing. Another safety assessment should be conducted when appropriate, to evaluate the crossing safety with an increase in future traffic.



Figure 3B: Aerial photo showing CP mile 39.05 ADIR Texas Road Crossing

Data sheets and photographs from the site visit can be found in Appendix A of this report.

b. CP mile 39.54 ADIR – Mohawk Trail, Kahnawake, QC

An important observation at this crossing is the presence of the residential community to the North and the Indian Way School located approximately 480 metres South of the crossing. The crossing is heavily used during the morning and afternoon by school buses, community vehicles, and pedestrians. It is also noteworthy that there is a sports gym in the area and a children's playground is located approximately 46 metres north of the crossing.

There is no evidence of intrusion onto the railway outside of the actual crossing. There is a deep ditch along the North-east side of the tracks. When a vehicle is stopped 2 meters in front of the crossing warning devices, there are no obstructions blocking the line of sight along the track for a distance of 0.75 miles (1.2 km) in all directions. Vegetation was observed to be growing along the guy wire near the signal housing on the North-west side of the track.

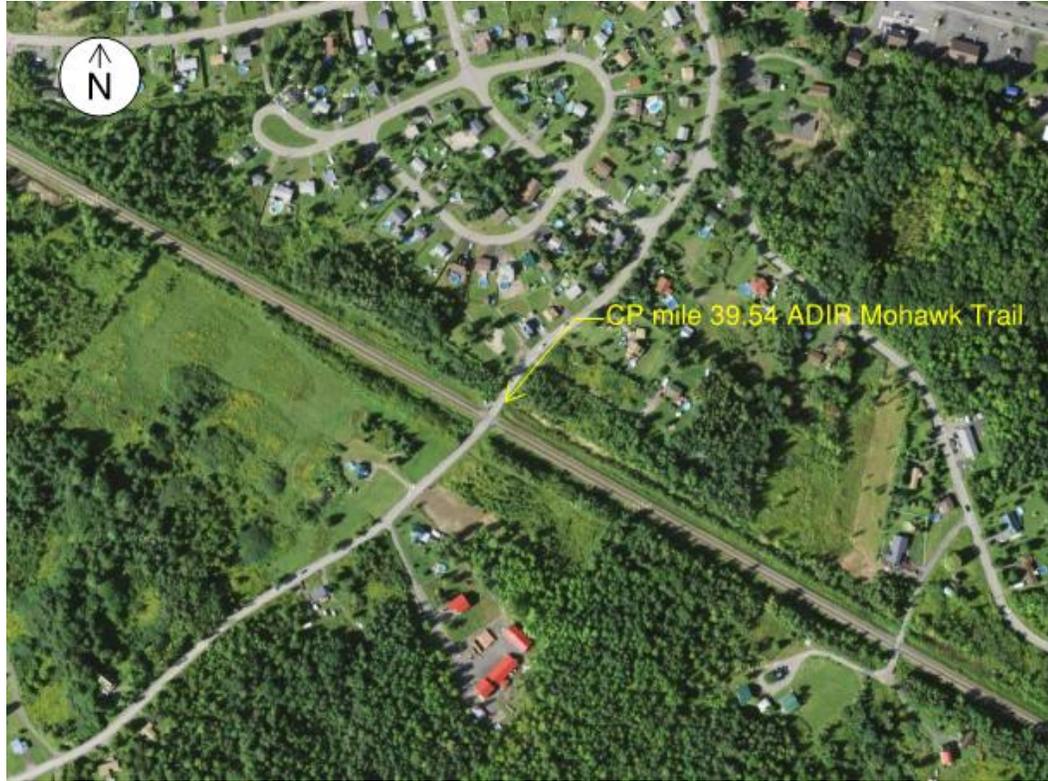


Figure 3C: Aerial photo showing CP mile 39.54 ADIR Mohawk Trail Crossing

Data sheets and photographs from the site visit can be found in Appendix B of this report.

c. CP mile 39.87 ADIR – Kahnawake Road, Kahnawake, QC

There is a “T” intersection approximately 79 metres to the North of the tracks and the closest residential home is approximately 48 metres to the South. The road to the South of the crossing leads to a cul-de-sac with seven (7) residential houses. The crossing is used mostly in the morning and afternoon for school traffic. There is also a possibility of land fill trucks using the crossing. The road is situated on a crest and has concrete barriers on three sides of the road to prevent vehicles from crashing into the ditches.

There is no evidence of intrusion onto the railway outside of the actual crossing. There is a fence in the North-west quadrant that requires maintenance and repairs. When a vehicle is stopped 2 meters from the crossing warning devices, there are no obstructions blocking the line of sight along the tracks for a distance of 0.75 miles (1.2 km) in all directions.



Figure 3D: Aerial photo showing CP mile 39.87 ADIR Kahnawake Road Crossing

Data sheets and photographs from the site visit can be found in Appendix C of this report.

d. CP mile 39.30 ADIR – Woodland Road, Kahnawake, QC

The Woodland Road crossing will not be considered for train whistle cessation. The crossing is protected by cross bucks and a flagman (employee of the MCK) is on site from 06:00 hrs to 09:00 hrs and from 16:00 hrs to 19:00 hrs. The flagman protects the highest activity on the railway and on the roadway, including school bus movements.

Crossing summary:

- This road terminates in a cul-de-sac with a turnaround area adjacent to the South side of the tracks;
- There are only two (2) residences on the South side of the tracks;
- The crossing is accessible by way of a narrow road with concrete barriers on either side;
- Good visibility for sightlines in both directions; When a vehicle is stopped 2 meters in front of the crossing warning devices, there are no obstructions blocking the line



of sight along the track for a distance of 0.75 miles (1.2 km). Crossing signs and Stop signs are present and clearly visible;

- Second train signs are present; and
- This crossing lacks flashing lights, bells, and gates.



Figure 3E: Aerial photo showing CP mile 39.30 ADIR Woodland Road Crossing

Data sheets and photographs from the site visit can be found in Appendix D of this report.

4. Safety Concerns

a. CP Mile 39.05 ADIR – Texas Road Crossing

The crossing is missing stop lines on the roads and no trespassing signs at every track direction. There is a presence of ATV activity on the railway right-of-way. The ATV restriction signs are not present at the crossing.

b. CP Mile 39.54 ADIR – Mohawk Trail

The crossing is missing stop lines on the road and no trespassing signs in every track direction. There is a presence of ATV activity on the railroad territory. The ATV restriction signs are not present at the crossing.



c. CP Mile 39.87 ADIR – Kahnawake Road

The crossing is missing stop lines on the road and no trespassing signs at every track direction. There is a presence of ATV activity on the railroad territory. The stop sign at the North side is not required, when approaching the crossing the stop sign is blocking the view of the signal light. ATV restriction signs are not present at the crossing. There are no existing fences along the track to limit access through railroad propriety.

Also, the stop sign should be removed at the North side of the crossing approach. This crossing doesn't require a stop sign due to the presence automatic warning device. Also, when approaching the crossing, the stop sign is blocking the view of one the signal lights.

5. Proposed Mitigation

To meet the requirements of Transport Canada, as stated in the "Procedure & Conditions for Eliminating Whistling at Public Crossings" the following items should be addressed:

- All three crossings require Railway Advance Warning signs, installed according to standard;
- Stop lines should be painted on the pavement according to standard;
- No Trespassing signs should be installed according to standard;
- The Stop signs should be removed from the North side of the Crossing at mile 39.87 ADIR Kahnawake Road.

Other items that will require some attention:

- The warning signs should remain clearly visible. Some must be cleaned or replaced as spray paint was observed on the warning signs.
- "No ATV" signs should be installed along with the "No Trespassing" signs.

Additional Safety Measures

Should train whistle cessation be authorized at the crossings, the approach to each of the grade crossings must have an advance warning sign to advise motorists and pedestrians that train whistling will not be used at these crossings. The new warning signs should clearly indicate the date when the whistling elimination rule came into effect.

All of the three (3) crossings have automatic warning devices. Additional safety measures must be used prior to the adoption of whistle cessation. A community wishing to create a quiet zone must judiciously evaluate and select the optimal course of action that provides maximum public safety at the grade crossings in the quiet zone. It is required of the community to distribute a Notice of Intent to Create a "Quite Zone" to the appropriate agencies. The "Quite Zone" perimeter is at least 400 metres (1/4 mile) from each side of the grade crossing. Public education and awareness should be distributed in cultural

centers, ATV or snowmobile clubs, schools, and the local radio. It is important to warn the community about of the new whistle cessation. Eliminating train whistling reduces safety and should be respected.

6. Conclusions

The three (3) at-grade railway/highway crossings identified for this study do not have major Safety related issues; some improvements should be undertaken to meet Transport Canada requirements for whistle cessation.

When the improvements have been addressed, CP and the MCK must notify Transport Canada, the general public, and all relevant organizations. A detailed list can be found in Grade Crossing Safety Assessment.

When CP and the MCK agree that the crossings meet all of the safety requirements, the MCK will be required to pass a motion that prohibits whistling.

Where an agreement has been reached between CP and the MCK to prohibit whistling, the railway will arrange to have the whistling discontinued. The parties may request a Transport Canada Railway Safety Inspector to inspect the crossings to confirm that the crossings meet Transport Canada requirements.

Part of the strategy to raise awareness of the general public living in the area, Operation Lifesaver presentations could achieve good results. (<http://www.operationlifesaver.ca/>) The website contains a Public-Rail Safety Guide which provides useful information regarding the warning signs mentioned in this document. It also provides safety tips for drivers and pedestrians at railway crossings. The consequences of trespassing on railway property are also addressed.



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APPENDICES

CANADIAN PACIFIC

Safety Assessment

Whistle Cessation at Public Crossings

Adirondack Subdivision

Kahnawake, QC



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APPENDIX A

Field Data

Safety Assessment

Whistle Cessation at Public Crossing

Mile 39.05 ADIR – Texas Road

Kahnawake, QC

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Date of Assessment:		June, 2013	
Reason for Assessment:		Train Whistle Cessation	
Site Visit:		January 17, 2013 / June 7, 2013	
Road Name:	Texas Road		
Municipality:	Kahnawake, QC		
Lon / Lat:	45.391997 W / -73.625645 N		
Rail		Road	
Mile Post:	39.05	Road Classification:	Local / Residential
Sub / Spur:	Adirondack		
Road Name: (on plans)	Texas Road		
Type of Crossing Protection:	Flashing Lights Bells & Gates (FLBG)		
Type of AHWD:	Constant Warning Time (CWT)		
Track Type:	Mainline		
Collision History (5-years period)			
Property Damage collisions:	0		
Personal Injury collisions:	0	Number of Persons Injured:	0
Fatal Injury collisions:	0	Number of Persons Killed:	0
Total Collisions in the last 5 year Period: 0			



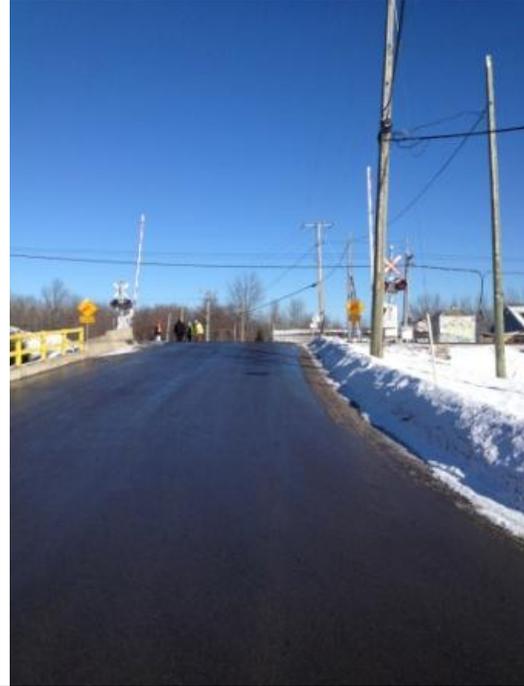
Rail		Road	
Maximum Speed (mph):	50	Avg. Annual Daily Traffic: (AADT / year of count)	500 / 2012
Daily Train Volume: (freight trains)	8	High fluctuations in volumes?	NO
Daily Train Volume: (passenger trains)	18	Pedestrian Volumes: (ped./day)	'> 100
Switching during Daytime?	NO	School Bus route?	YES
Switching during Night-time?	NO	Dangerous Goods Trucks?	Home fuel oil / Propane delivery
		Cyclist Volumes: (cyclists/day)	'> 100
		ATV Volumes: (ATV/day)	'> 100
		Persons with Assistive Devices?	0
		Other special road users?	NO
		Forecast AADT: (AADT / forecast year)	Not available
		Design Speed (km/h):	30
		Posted Speed (km/h):	30
		Road Surface Type:	Asphalt
<p>Comments: As of March 11, 2013 the average daily train count is 18 passenger trains and 8 freight trains. The average number of trains can vary daily based on demand.</p>			



TC's Guideline		
Warning System Required due to train speed warrants. (50 mph – 2 tracks)	FLBG	Constant Warning time Automatic Warning Devices
Warning system condition		Good
Railway Advance Warning signs	WA-18	Missing
Guide Fencing (prevent going around the gate)		Not present
Additional signs, signals		2 nd Train signs
Pavement Markings		Stop Lines missing
Traffic signals within 30 m		NO
Queuing on the tracks		NO
There shall be no recurrent unauthorized access to the line of railway in the area:		<p>No signs of recurrent unauthorized access to the railway area. There are no signs of intrusion on either side of the road or either side of the tracks as per the June site visit.</p> <p>One ATV had run once or twice between the tracks several days prior to the inspection of January.</p> <p>Trespassing is prevalent in the area. Both pedestrian and ATV intrusions have been reported to be common. This would be from one crossing to the adjacent.</p>



From North side



From South side



Looking East (St-Jean)



Looking West (Outremont)



Looking East (St Jean)



Looking West (Outremont)



Looking West (Outremont)



Looking East (St-Jean)



CANADIAN PACIFIC

APPENDIX B

Field Data

Safety Assessment

Whistle Cessation at Public Crossing

Mile 39.54 ADIR – Mohawk Trail

Kahnawake, QC

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Date of Assessment:		June, 2013	
Reason for Assessment:		Train Whistle Cessation	
Site Visit:		January 17, 2013 / June 7, 2013	
Road Name:	Mohawk Trail		
Municipality:	Kahnawake, QC		
Lon / Lat:	45.395583 W / -73.634797 N		
Rail		Road	
Mile Post:	39.54	Road Classification:	Local / Residential
Sub / Spur:	Adirondack		
Road Name: (on plans)	Mohawk Trail		
Type of Crossing Protection:	Flashing Lights, Bells, and Gates (FLBG)		
Type of AHWD:	Constant Warning Time (CWT)		
Track Type:	Mainline		
Collision History (5-years period)			
Property Damage collisions:	0		
Personal Injury collisions:	0	Number of Persons Injured:	0
Fatal Injury collisions:	0	Number of Persons Killed:	0
Total Collisions in the last 5 year Period: 0			



Rail		Road	
Maximum Speed (mph):	50	Avg. Annual Daily Traffic: (AADT / year of count)	100 / 2012
Daily Train Volume: (freight trains)	8	High fluctuations in volumes?	NO
Daily Train Volume: (passenger trains)	18	Pedestrian Volumes: (ped./day)	'> 100
Switching during Daytime?	NO	School Bus route?	YES
Switching during Night-time?	NO	Dangerous Goods Trucks?	Home fuel oil / Propane delivery
		Cyclist Volumes: (cyclists/day)	'> 100
		ATV Volumes: (ATV/day)	'> 100
		Persons with Assistive Devices?	0
		Other special road users?	NO
		Forecast AADT: (AADT / forecast year)	Not available
		Design Speed (km/h):	30
		Posted Speed (km/h):	30
Comments: As of March 11, 2013 the average daily train count is 18 passenger trains and 8 freight trains. The average number of trains can vary daily based on demand.			

TC's Guideline		
Warning System Required due to train speed warrants. (50 mph – 2 tracks)	FLBG	Constant Warning time Automatic Warning Devices
Warning system condition		Good
Railway Advance Warning signs	WA-18	Not installed
Guide Fencing (prevent going around the gate)		N/A



Additional signs, signals		2 nd Train signs
Pavement Markings		Stop Lines missing
Traffic signals within 30 m		NO
Queuing on the tracks		NO
There shall be no recurrent unauthorized access to the line of railway in the area:		<p>No signs of recurrent unauthorized access to the railway area. There are no signs of intrusion on either side of the road and either side of the tracks as per the June site visit</p> <p>One ATV had run once or twice between the tracks several days prior to the inspection of January.</p>



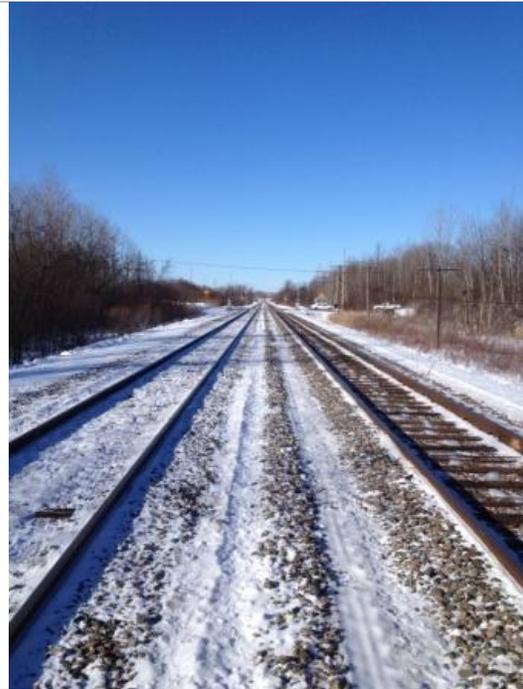
From North side



From South side



Looking East (St-Jean)



Looking West (Outremont)



Looking East (St Jean)



Looking West (Outremont)



Looking West (Outremont)



Looking East (St-Jean)



CANADIAN PACIFIC

APPENDIX C

Field Data

Safety Assessment

Whistle Cessation at Public Crossing

Mile 39.87 ADIR – Kahnawake Road

Kahnawake, QC

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Date of Assessment:		June, 2013	
Reason for Assessment:		Cessation of Whistling	
Site Visit:		January 17 th , 2013 / June 7, 2013	
Road Name:	Kahnawake Road		
Municipality:	Kahnawake, QC		
Lon / Lat:	45.397847 W / -73.640606 N		
Rail		Road	
Mile Post:	39.87	Road Classification:	Local / Residential
Sub / Spur:	Adirondack		
Road Name: (on plans)	Kahnawake Road		
Type of Crossing Protection:	Flashing Lights, Bells and Gates (FLBG)		
Type of AHWD:	Constant Warning Time (CWT)		
Track Type:	Mainline		
Collision History (5-years period)			
Property Damage collisions:	0		
Personal Injury collisions:	0	Number of Persons Injured:	0
Fatal Injury collisions:	0	Number of Persons Killed:	0
Total Collisions in the last 5 year Period: 0			
Rail		Road	
Maximum Speed (mph):	50	Avg. Annual Daily Traffic: (AADT / year of count)	25 / 2012



Daily Train Volume: (freight trains)	8	High fluctuations in volumes?	NO
Daily Train Volume: (passenger trains)	18	Pedestrian Volumes: (ped./day)	'> 100
Switching during Daytime?	NO	School Bus route?	YES
Switching during Night-time?	NO	Dangerous Goods Trucks?	Home fuel oil / Propane delivery
		Cyclist Volumes: (cyclists/day)	'> 100
		ATV Volumes: (ATV/day)	'> 100
		Persons with Assistive Devices?	0
		Other special road users?	NO
		Forecast AADT: (AADT / forecast year)	Not available
		Design Speed (km/h):	30
		Posted Speed (km/h):	30
Comments: As of March 11, 2013 the average daily train count is 18 passenger trains and 8 freight trains daily. The average number of trains can vary daily based on demand.			

TC's Guideline		
Warning System Required (50 mph – 2 tracks)	FLBG	Constant Warning time Automatic Warning Devices
Warning system condition		Good.
Railway Advance Warning signs	WA-18	Not installed
Guide Fencing (prevent going around the gate)		Not present
Additional signs, signals		2 nd Train signs Stop sign on the North side
Pavement Markings		No Stop Lines painted on the travelled surface
Traffic signals within 30 m		NO



Queuing on the tracks		NO
There shall be no recurrent unauthorized access to the line of railway in the area:		<p>No signs of recurrent unauthorized access to the railway area. There are no signs of intrusion on either side of the road and either side of the tracks as per the June site visit</p> <p>One ATV had run once or twice between the tracks several days prior to the inspection of January.</p>



From North side



From South side



Looking East (St-Jean)



Looking West (Outremont)



Looking East (St Jean)



Looking West (Outremont)



Looking West (Outremont)



Looking East (St-Jean)



CANADIAN PACIFIC

APPENDIX D

Field Data

Safety Assessment

Whistle Cessation at Public Crossing

Mile 39.30 ADIR – Woodland Road

Kahnawake, QC

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Date of Assessment:		June, 2013	
Reason for Assessment:		Train Whistle Cessation	
Site Visit:		January 17th, 2013 / June 7, 2013	
Road Name:	Woodland Road		
Municipality:	Kahnawake, QC		
Lon / Lat:	45.393768 W / -73.630199 N		
Rail		Road	
Mile Post:	39.30	Road Classification:	Local / Residential
Sub / Spur:	Adirondack		
Road Name: (on plans)			
Type of Crossing Protection:	Cross bucks and Stop signs		
Type of AHWD:	None		
Track Type:	Mainline		
Collision History (5-years period)			
Property Damage collisions:	0		
Personal Injury collisions:	0	Number of Persons Injured:	0
Fatal Injury collisions:	0	Number of Persons Killed:	0
Total Collisions in the last 5 year Period: 0			



Rail		Road	
Maximum Speed (mph):	50	Avg. Annual Daily Traffic: (AADT / year of count)	10 / 2012
Daily Train Volume: (freight trains)	8	High fluctuations in volumes?	NO
Daily Train Volume: (passenger trains)	18	Pedestrian Volumes: (ped./day)	Not available
Switching during Daytime?	NO	School Bus route?	YES
Switching during Nighttime?	NO	Dangerous Goods Trucks?	Home fuel oil / Propane delivery
		Cyclist Volumes: (cyclists/day)	Not available
		Persons with Assistive Devices?	Not available
		Other special road users?	0
		Forecast AADT: (AADT / forecast year)	Not available
		Design Speed (km/h):	Private road
		Posted Speed (km/h):	Private Road
		Road Surface Type:	Asphalt
<p>Comments: As of March 11, 2013 the average daily train count is 18 passenger trains and 8 freight trains daily. The average number of trains can vary daily based on demand.</p>			

TC's Guideline		
Warning System Required due to train speed warrants (50 mph – 2 tracks)	FLBG	No AHWD
Warning system condition		Good



Railway Advance Warning signs	WA-18	Not installed
Guide Fencing (prevent going around the gate)		n/a
Additional signs, signals		2 nd Train signs
Pavement Markings		No Stop Lines painted on the travelled surface
Traffic signals within 30 m		NO
Queuing on the tracks		NO
There shall be no recurrent unauthorized access to the line of railway in the area:		n/a





Looking East (St Jean)



Looking West (Outremont)



Looking West (Outremont)



Looking East (St-Jean)