

# **The Corporation of the City of Kawartha Lakes**

## **Agenda**

### **Committee of the Whole Meeting**

**COW2021-05**

**Tuesday, May 4, 2021**

**Commencing at 1:00 p.m. - Electronic Participation**

**Council Chambers**

**City Hall**

**26 Francis Street, Lindsay, Ontario K9V 5R8**

#### **Members:**

**Mayor Andy Letham**

**Deputy Mayor Patrick O'Reilly**

**Councillor Ron Ashmore**

**Councillor Pat Dunn**

**Councillor Doug Elmslie**

**Councillor Tracy Richardson**

**Councillor Kathleen Seymour-Fagan**

**Councillor Andrew Veale**

**Councillor Emmett Yeo**

**This will be an electronic participation meeting and public access to Council Chambers will not be available. Please visit the City of Kawartha Lakes YouTube Channel at <https://www.youtube.com/c/CityofKawarthaLakes> to view the proceedings.**

**Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact [AgendaItems@kawarthalakes.ca](mailto:AgendaItems@kawarthalakes.ca) if you have an accessible accommodation request.**

1.	<b>Call to Order</b>	
2.	<b>Adoption of Agenda</b>	
3.	<b>Disclosure of Pecuniary Interest</b>	
4.	<b>Deputations</b>	
4.1.	CW2021-04.4.1	7 - 9
	<b>Concern Regarding the Condition of the Road at Front Street West and West Drive, Bobcaygeon</b>	
	Richard Hill	
	Colin Campbell	
5.	<b>Correspondence</b>	
5.1.	Correspondence Relating to the Off Road Vehicle Use of City Roads Task Force Recommendations	10 - 21
	<ul style="list-style-type: none"><li>• Bruce Barrett</li><li>• Brenda Morrison</li><li>• Rowland Roberge</li><li>• Betty Hooper</li><li>• JoAnne and Bruce Beatty</li></ul>	
6.	<b>Petitions</b>	
6.1.	CW2021-04.6.1	22 - 25
	<b>Petition Regarding Road Access for ATV's and Off Road Vehicles (A Complete Copy of the Petition (with 190 electronic signatures) is Available through the Clerk's Office)</b>	
	Jamie Morris	
	Peter Petrosniak	
7.	<b>Presentations</b>	

7.1.	CW2021-04.7.1	
	<b>Off Road Vehicle Use of City Roads Task Force Recommendations Presentation</b> Bryan Robinson, Director of Public Works Councillor Dunn, Chair, Off Road Vehicle Use of City Roads Task Force	
7.1.1.	Deputations Relating to the Off Road Vehicle Use of City Roads Task Force Recommendations <ul style="list-style-type: none"> <li>• Kerrie Bartlett</li> <li>• George Pineau and Jamie Morris</li> </ul>	26 - 31
7.1.2.	Report PW2021-002 <p><b>Off Road Vehicle Task Force Recommendations</b> Bryan Robinson, Director of Public Works</p> <p><b>That</b> Report PW2021-002, <b>Off Road Vehicle Task Force Recommendations</b>, be received; and</p> <p><b>That</b> this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.</p>	32 - 318
8.	<b>Reports</b>	
8.1.	RS2021-019 <p><b>Proposed Land Management Team Management Directive</b> Sharri Dyer, Manager, Realty Services</p> <p><b>That</b> Report RS2021-019, <b>Proposed Land Management Team Management Directive</b>, be received;</p> <p><b>That</b> the <b>Land Management Committee</b> be renamed the <b>Land Management Team</b> and all by-laws, policies, management directives and standard operating procedures of the City of Kawartha Lakes referencing the <b>Land Management Committee</b> be amended, accordingly; and</p> <p><b>That</b> this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.</p>	319 - 331
8.2.	CORP2021-010 <p><b>2021 Tax Policy Decisions</b> Linda Liotti, Manager, Revenue and Taxation</p>	332 - 373

**That** Report CORP2021-010, 2021 Tax Policy Decisions, be received;

**That** optional property classes for the 2021 tax year are not adopted;

**That** the tax rate reduction for vacant and excess land in the commercial and industrial class be set as 30% and 35% respectively for 2021;

**That** the tax rate reduction for First Class Undeveloped Farm Land be set at 45% for 2021;

**That** the capping and threshold parameters be established as follows:

	Commercial	Industrial
Annualized Tax Limit	10%	10%
Prior Year's CVA Tax Limit	10%	10%
CVA Tax Threshold for Protected Properties (Increases) (\$0 to \$500)	500	500
CVA Tax Threshold for Clawed Back Properties (Decreases) (\$0 to \$500)	500	500
Properties that were at CVA Tax in 2019 or that would cross over CVA Tax in 2020 are to be excluded from capping	Yes	Yes

**That** the decrease claw back parameters for 2021 be set at 0% for multi-residential, commercial and industrial;

**That** Council approve the 2021 tax ratios as outlined in Appendix A to report CORP2021-010; and

**That** this recommendation and the necessary by-laws be brought forward to Council for consideration at the next regular Council Meeting.

8.3.

CS2021-004

374 - 377

**Release of Fenelon Falls Legacy C.H.E.S.T. Funds**

LeAnn Donnelly, Executive Assistant, Community Services



**That** Report CS2021-004, **Release of Fenelon Falls Legacy C.H.E.S.T. Funds**, be received;

**That** Kawartha Works Community Co-operative be approved for funding in the amount of \$5,000.00 with the allocation to come from the Fenelon Falls Legacy C.H.E.S.T. Reserve (3.24350); and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.4. WM2021-008 378 - 383

**Bulky Plastic Recycling Program**

David Kerr, Manager of Environmental Services

**That** Report WM2021-008, **Bulky Plastics Recycling Program**, be received;

**That** Council approves the implementation of a two-year (2022-2023) bulky plastic recycling pilot program at the Lindsay Ops landfill;

**That** staff bring a Pilot Program Evaluation report back to Council by the end of Q2, 2023; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.5. PLAN2021-021 384 - 393

**Growth Management Strategy (GMS) Task Force**

Leah Barrie, (Acting) Manager of Planning

**That** Report PLAN2021-021, **Growth Management Strategy (GMS) Task Force**, be received for information;

**That** the GMS Task Force Terms of Reference, substantially in the form attached as Appendix A to Report PLAN2021-021, be approved and adopted by Council; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

8.6. BLDG2021-001 394 - 398

**Protective Pool Covers**

Susanne Murchison, Chief Building Official

**That** Report BLDG2021-001, **Protective Pool Covers**, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

9. **Memorandums**

10. **Adjournment**



# Request to Speak before Council

Request to Make a Deputation/Presentation to  
Council/Committee  
City of Kawartha Lakes  
City Clerk's Office  
26 Francis Street, PO Box 9000  
Lindsay, ON K9V 5R8  
705-324-9411

**Name: \***

Richard Hill

**Address: \***

PO Box 725-425 Front St West

**City/Town/Village:**

Bobcaygeon

**Province: \***

Ontario

**Postal Code:**

K0M1A0

**Telephone: \***

**Email: \***

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

**Deputant One:**

Richard Hill

**Deputant Two:**

Colin Campbell

**Please provide details of the matter to which you wish to speak: \***

We would like to speak on behalf of the residence of front Street west regarding the intersection at front Street west and west Drive and other points along Front St., West

We are very concerned about the condition of the road and the absence of long-term plans in place to fix this situation.

Our local counsellor Kathleen Seymour Fagan has kindly made a site visit with us to to assess the intersection in question and i'm sure she will attest that the intersection in question is in pretty bad shape and needs to be properly repaired sooner than later.

Please attach any additional supporting documents you wish to provide and submit with this completed form.

**Have you discussed this matter with City Staff?**

☒ Yes

☐ No

**If yes, Which department and staff member(s) have you spoken to?**

**What action are you hoping will result from your presentation/deputation? \***

We are looking to address the intersection in question to be properly repaired and engineering to formulate a plan to deal with some flooding issues and deterioration of the roadway in other locations on front Street west.

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

**Signature:**

Richard Hill

**Date:**

4/23/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

**Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? \***

☒ Yes

☐ No

Please complete this form and return to the City Clerk's Office by submitting it online or:  
Fax: 705-324-8110 Email: [agendaitems@kawarthalakes.ca](mailto:agendaitems@kawarthalakes.ca)

To: Mayor Latham  
From: Bruce Barrett  
Re: ORV Process  
Date: April 5, 2021

Dear Mayor Latham

I am writing to you as a gesture of concern and good faith regarding the manner in which the CKL Council is operating with respect to the ORV issue it has before them.

As an administrator with Trillium Lakelands District School Board for over twenty years there are significant problems with process that Council is currently engaged in. Problems that are so fundamental to effective decision making that I feel compelled to address them with you, and urge you to share this email with all Council members.

As a resident of Lindsay for 32 years and have always felt that, no matter the issue, the Council of the day made decisions based on the its stated vision for the town, aligned with Council's strategic directions document. Tough decisions that didn't have an emergency status took considerable time. They incorporated careful and thoughtful consideration for those most likely to be negatively impacted, sought voice from residents and taxpayers, and used comprehensive studies with data from town departments, police services, the health unit, and other regulatory agencies.

To that end, I offer the following perspective on what I see unfolding and the exposure that accompanies it.

As Mayor and CEO of the city, you are ultimately responsible for the conduct of Council and for any breaches in process. You are also responsible for any actions that oppose to the Strategic Directions 2020-2023 document authored by Council; specifically, your guiding principle to be *Open/Transparentm* and your strategic priority for *Good Government*.

The urgency and hurried approach that Council has adopted is the first of these process breaches. The speed of this motion does not reflect the thorough, comprehensive approach of past practice. This departure is a significant, and contributing, factor to residents who feel ill-informed and blindsided. When past practice changes so abruptly, people ask why.

Perhaps it's best if I follow the theme of "Why?" to point out some of the many areas of exposure I think are most striking in this case. These "Why?" questions address the process your Council has followed to date. A process which has implicates the Mayor and Council in 3 important tests; the test of transparency, the test of conduct beyond reproach, and the test of thorough, effective communication. The questions are intended to cause both personal and collective reflection. They may also resonate with some staff and councilors who have been uneasy with the process but, for whatever reason, have yet to speak out.

### The Test for Transparency:

1. **Why** was the Initial motion of the December 15 Council the very last item on a very busy holiday agenda (13.3.1)?
2. **Why** would a matter so important to public safety publicize its search for community Task Force Members in Lindsay This Week on December 24<sup>th</sup> on the very last page (51) of the paper, and close the search January 8<sup>th</sup>? That's an awfully busy time of the year and even more stressful this past year. However, it is apparent that the Kawartha ATV Association was both aware, and anticipating, the search because on January 4<sup>th</sup> a "looking for your voice to be heard" rallying cry to members was posted. A post outlining the impending creation of Task Force and the imperative need for KATVA get representation on the Task Force to ensure "ATVers views (need to be heard)".

### The Test for Conduct:

3. **Why** does a Task Force charged with creating a balanced view of an issue create a committee that is so blatantly skewed? I reference the personal introductions of the inaugural Task Force meeting of February 5<sup>th</sup>  
[https://www.youtube.com/watch?v=Y\\_Z99O2f22A](https://www.youtube.com/watch?v=Y_Z99O2f22A)

Five of the seven committee members own ATVs. All four of the community members own ATVs. One community member (D. Mitchell) recounts for the public record (min 8:17) that he has actually previously worked with two of the other three community members (S. Lane and C. Richards) to achieve similar ATV access in the municipality of Trent Lakes. One of those of those two with whom he worked to the same end is Carolyn Richards, who is the President of the Kawartha ATV Association.

Any quick analysis reveals the following: Four community members were to be selected through the interview process by Councilors Dunn, Richardson, and Seymour-Fagan. How did this process result in appointing three members who, by their own admission, had previously worked together to achieve the very thing the Task Force is supposed to be deliberating on without prejudice? And, how is it possible that with four community members there is no corresponding voice for the opposing view? Not one. The only other community member is also an ATV owner and "avid" snowmobiler. A new resident to rural CKL, hired just five months earlier in August of 2020, after transferring from Toronto.

4. **Why**, in that same meeting of Feb 5<sup>th</sup>, when Director of Works Brian Robinson, asks (min 0:55) for Task Force members to declare any pecuniary interest does Councilor Seymour Fagan not declare? The Councilor is clear that her intention is to bring ATV visitor traffic to the area by opening up municipal road access (whether or not trails exist) because it

helps the local tourism in her ward and in particular that of the community of Bobcaygeon. A community where the “bio” section of her webpage <https://www.kathleenseymour-fagan.com/> explains she is the owner of the Kawartha Coffee Company and its three locations which are “popular gathering spots for our community ... and visitors.

5. **Why** has the Chair of the Task Force been allowed to maintain his position on the committee? During the virtual public deputations of the March 19<sup>th</sup> he behaved in a manner unbecoming an elected official? The video evidence <https://www.youtube.com/watch?v=N7ORUhrq59A> clearly shows a female resident who is having obvious difficulty with the audio of the meeting. She and the committee trade moments when they are unable to hear one another. Rather than suggest that the committee would come back to her at a later point in the que (and have staff work with her remotely to address the issue), the Chair instructs staff (min 57:37) “can you mute her”. The entire exchange illustrates exactly the kind of misogynistic, bullying behaviour being highlighted and addressed throughout Western world. It’s the very kind of conduct that quickly finds its way off the YouTube platform and into the twitter-sphere, Instagram world to bring pressure for change in such unacceptable behaviour. The fact that neither of the other councilor intervened is also telling.

#### The Test for Communication:

6. **Why** is the social media page of the Chair of the Task Force devoid of any mention to the ward 5 constituents he serves? Councilor Dunn has posted twice since the October inception of the proposed ATV access to the streets of Lindsay and Ward 5. The first was February 20<sup>th</sup>, three weeks after the Task Force had already met. The second was on March 10, nine days before the public meeting. At no time did he reach out to his constituents to inform them of what was at the council table. Not phone calls, not flyers, not social distance (masked) door knocking. All of which he found time for during the election campaign. The social media pages of the other two Councilor’s are similarly thin on the topic and information, although Councilor Richardson’s does contain a letter from the CKL outlining the poor condition of the trails in her area as a result of ATV use and behaviour.
7. **Why** not consider your own Strategic Directions 2020-2023 document. The opening statement celebrates the inclusive process followed for the Plan. In fact, “Open and Transparent” is one of the four guiding principles, and yet there is only veiled language as it pertains to the opening and connecting of trails with no mention of what multipurpose actually means. The headings of “Quality of Life” and “Healthy Environment” do show several large photos of beautiful scenery, a person on the trail walking a dog, cyclists, and paddleboard yoga. However, there is not a single word about ORV use. In fact, the only motorized object in any picture within the entire document is a waste disposal truck and moored houseboats.



I have a deep appreciation for how challenging the job is, and how difficult it is when vocal special interest groups lobby for change. The goal of pleasing everyone all the time is a certain impossibility. What isn't impossible is the fair, impartial deliberation of the leadership team, support staff and elected officials to do follow process and be above reproach.

I fear, for whatever reason, that you and council have somehow lost sight of this, and I urge you to reconsider the current course of action.

On the balance of the evidence provided the smart political move would be to slow this process down significantly, and put a moratorium on any further action by the current Task Force, until such time as these observations submitted as evidence of process breach can be fully investigated and acted upon.

The more decisive, and morally responsible Council move would be, as mayor to acknowledge the perception of general deceit, impropriety, and behaviour unbecoming public officials, and bring a motion to Council. A motion that is referenced in the Task Force Report RD2020-012 from the December 15<sup>th</sup>, 2020: Terms of Reference (page 535) which states, "At the discretion of Council the Task Force may be dissolved by resolution of Council." Such motion is further supported by the *Municipal Conflict of Interest Act*, the *City Code of Conduct Act for Task Force Members (CP2018-018)*, and the guiding principle of *Open and Transparent* and your strategic priority of *Good Government* from the *Strategic Directions 2020-2023*.

At least then, if interest remained in pursuing ORV access, there would be an opportunity to establish a group/committee/task force consisting of Councilors who are free from pecuniary interest, residents most impacted by the change, and specialists who will listen to the presentations and concerns of the two opposing sides in this case to come to an informed decision. That would put you in a much better position to withstand the test of prejudicial bias to which you and Council are currently exposed.

The facts involving both procedural speed, and Task Force composition alone would attract the attention of any number of provincial watchdog and advocacy groups.

On a different, but equally important note, I have included the inset maps of the three major towns in the Muskoka's; Gravenhurst, Bracebridge, and Huntsville. Tourism in the Muskoka's is the engine that drives the community, yet not one of those towns allow ORVs inside the town limits. Visitors or residents must trailer their ORVs to connecting trailheads as per the bylaws set out and maintained by those mayors and their municipal councils.

Similarly, if you talk to your mayoral colleagues in the south you will find that neither Port Hope nor Cobourg allow ORVs in residential roads in their towns.

Comparing the town of Lindsay with a population of over 20,000 and growing to ORV access hamlets like Dorset or Buckhorn is simply irresponsible.

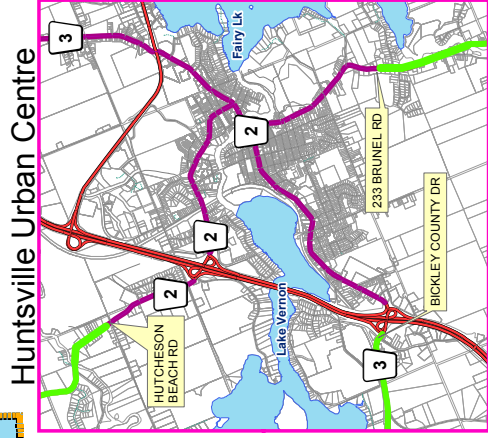
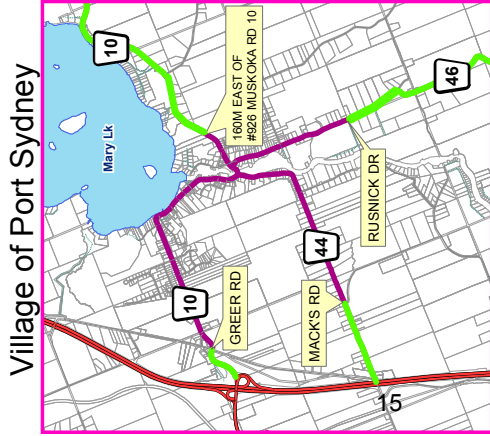
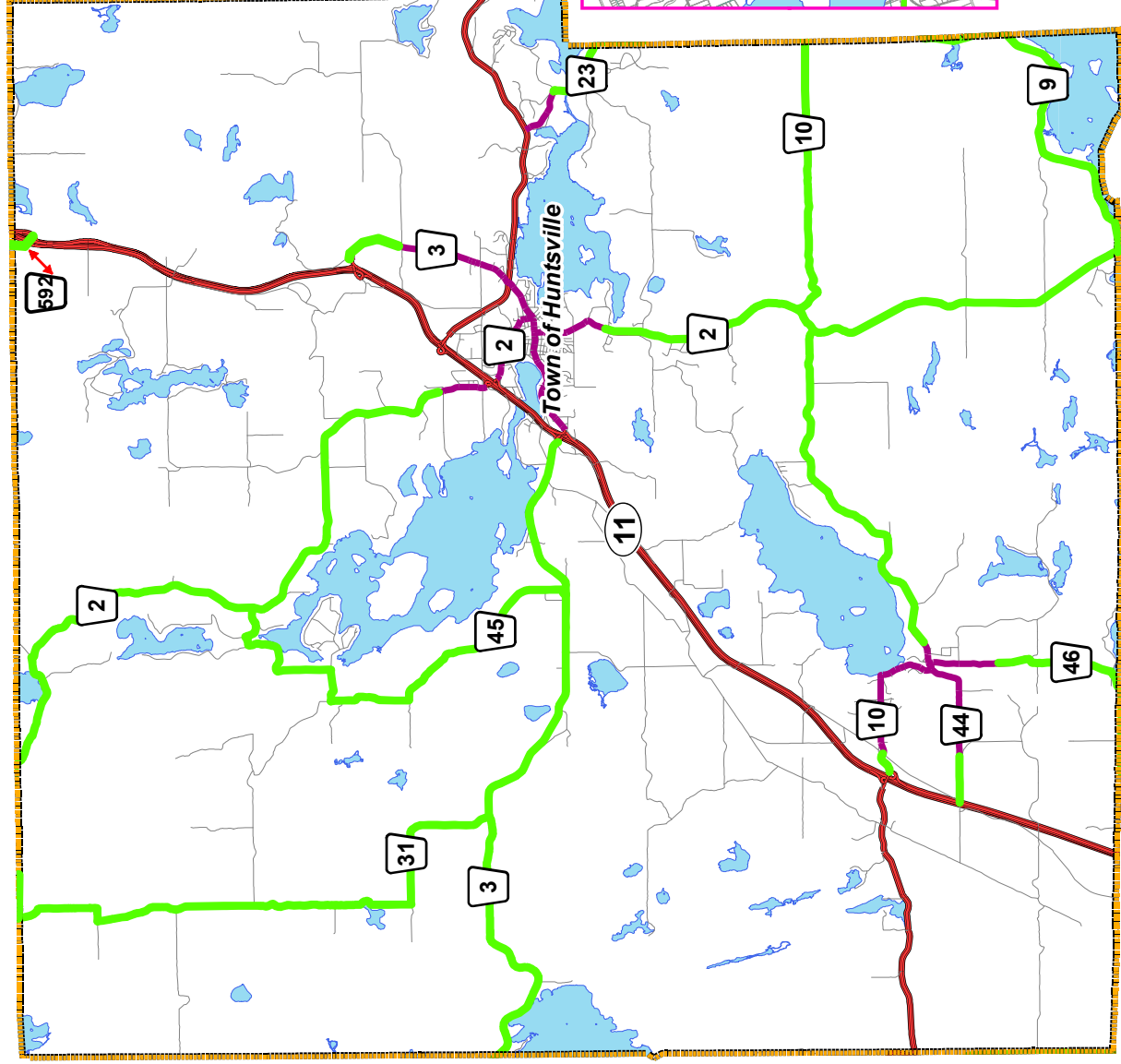
I trust you will share these observations and concerns for procedural fairness with Council in the good faith intended. I wish you and your Council sound deliberations moving forward.

With respect,

Bruce

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# ORV Usage on District Roads within the Town of Huntsville



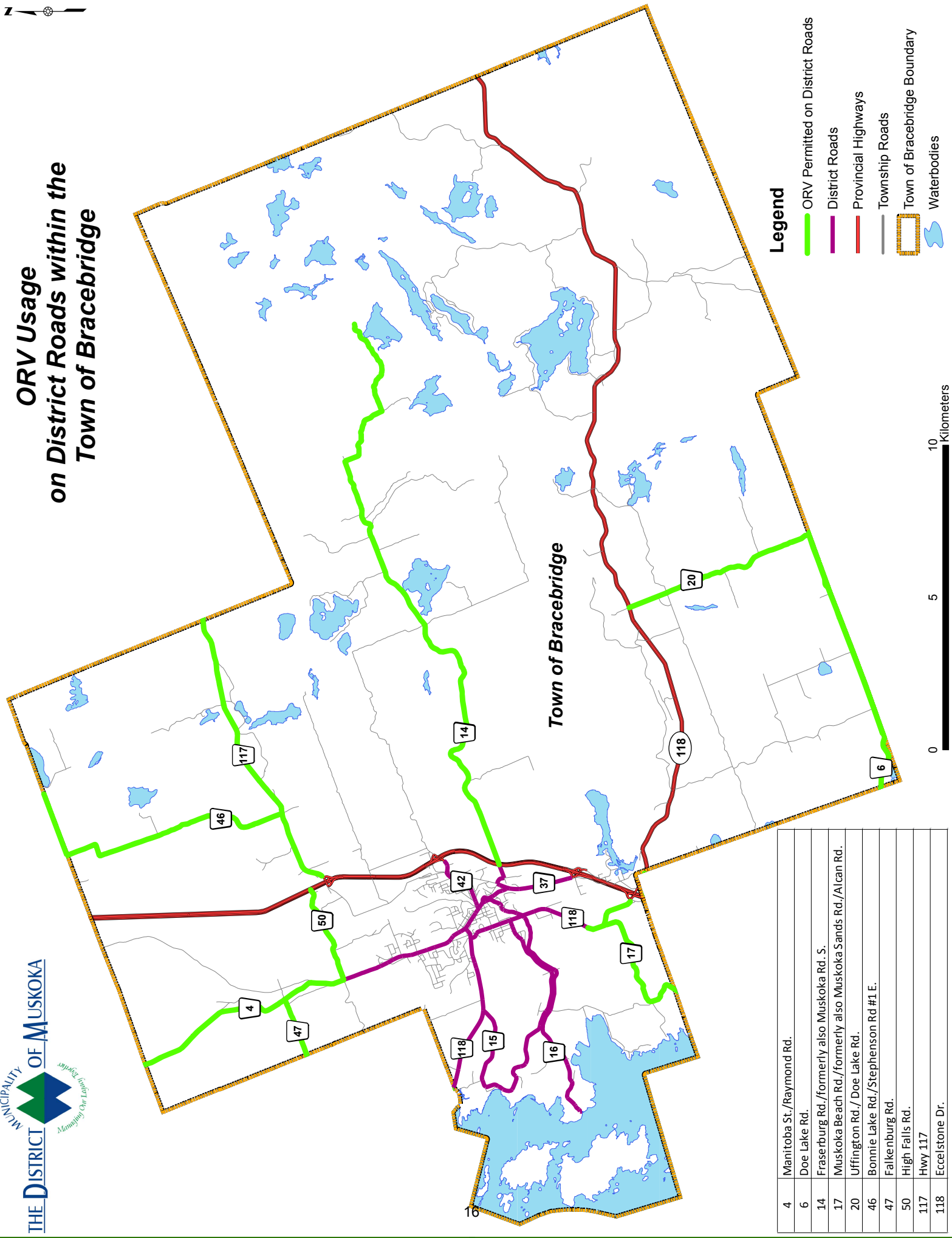
## Legend

- ORV Permitted on District Roads
- District Roads
- Provincial Highways
- Township Roads
- Town of Huntsville Boundary
- Waterbodies

2	Brunel Rd./Ravenscliffe Rd.	31	Yearley's Rd./formerly also Landfill Site Rd.
3	Muskoka Rd #3 N./Aspdin Rd.	44	South Mary Lake Rd.
9	South Portage Rd.	45	Etwell Rd./Hoodstown Rd.
10	Muskoka Rd #10./Britannia Rd.	46	Deer Lake Rd
23	Canal Rd./N. Portage Rd.	592	Old Hwy 592(Novar)

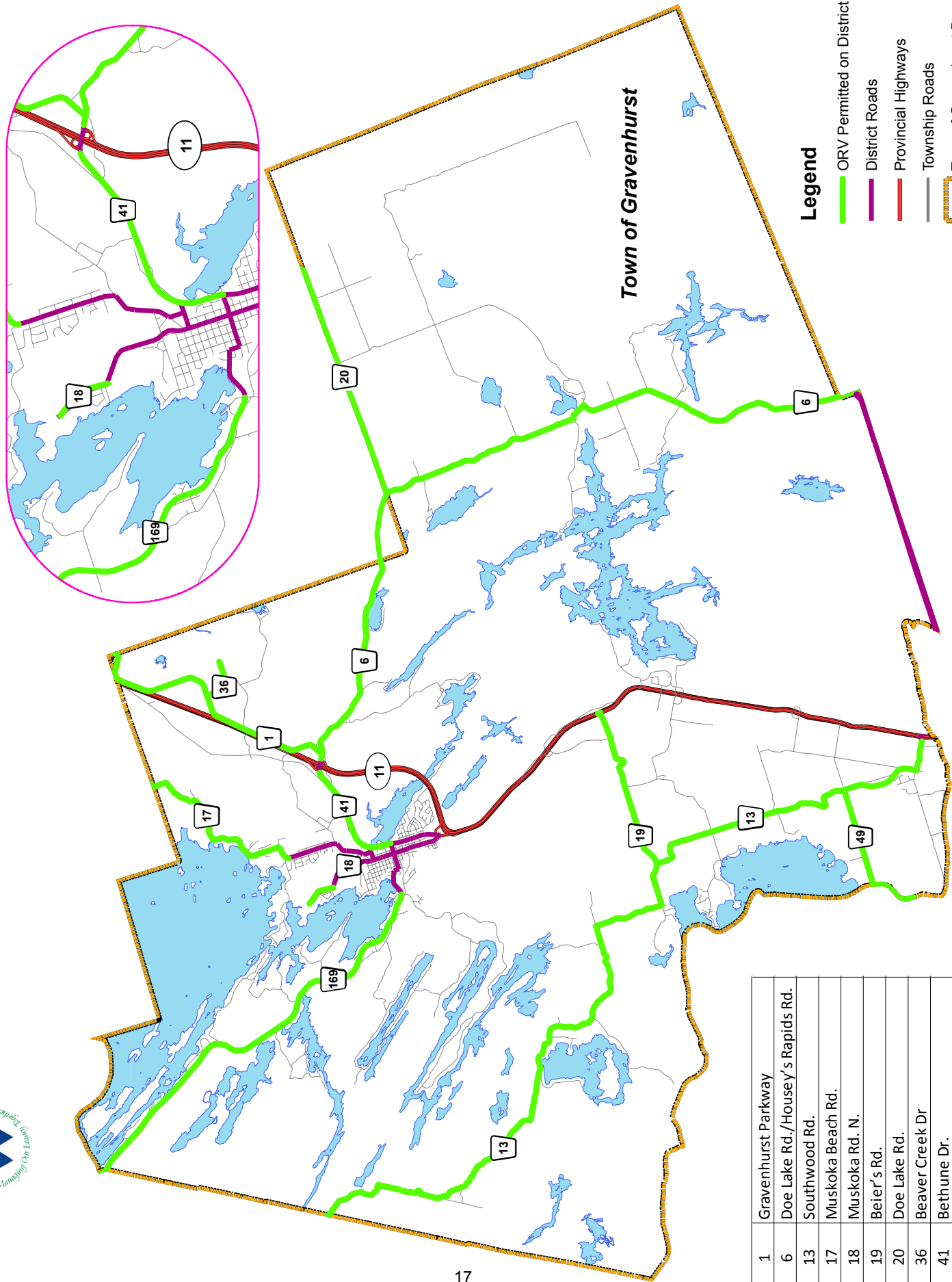


# ORV Usage on District Roads within the Town of Bracebridge





# ORV Usage on District Roads within the Town of Gravenhurst



1	Gravenhurst Parkway
6	Doe Lake Rd./Housey's Rapids Rd.
13	Southwood Rd.
17	Muskoka Beach Rd.
18	Muskoka Rd. N.
19	Beier's Rd.
20	Doe Lake Rd.
36	Beaver Creek Dr
41	Bethune Dr.
49	Canning Rd.
169	Muskoka Rd #169.

**From:** Brenda Morrison  
**Sent:** Wednesday, April 21, 2021 4:21:45 PM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** Off Road Vehicles

I disagree with Off Road Vehicles being allowed on City of Kawartha streets. Community safety is a top priority and Off Road Vehicles would pose a risk to themselves and others if allowed on our streets.

Sent from my iPhone

**From:** Kia Tsalavoutas <[ktsalavoutas@kawarthalakes.ca](mailto:ktsalavoutas@kawarthalakes.ca)>  
**Sent:** Wednesday, April 21, 2021 12:50 PM  
**To:** Brianne Harrison <[bharrison@kawarthalakes.ca](mailto:bharrison@kawarthalakes.ca)>  
**Subject:** Interest for ORV

Hi Brianne,

I had a resident phone me today his name is Rowland Roberge, he lives at [REDACTED] Lindsay and he would like to give his support for the ORV use. He said that as long as everything is kept orderly and they are assigned routes, he thinks it will bring money to the coffee shops and gas stations. His number is [REDACTED] and just wanted me to pass along his support. He does not require a call back.

Thank you!

Kia Tsalavoutas  
Executive Assistant to the Mayor and Council  
City of Kawartha Lakes  
(705) 324-9411, ext. 1310 [www.kawarthalakes.ca](http://www.kawarthalakes.ca)

**From:** Betty Hooper

**Sent:** Monday, April 26, 2021 3:05:00 PM

**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>; [pdun@kawarthalakes.ca](mailto:pdun@kawarthalakes.ca) <[pdun@kawarthalakes.ca](mailto:pdun@kawarthalakes.ca)>

**Subject:** No ATV'S on walking trails

I was a member of the Bruce and Ganaraska trail associations for many years. It was our experience that Motorized vehicles and Pedestrians do not mix! I walk the trail and many times I meet a couple that have five children and I applaud them for getting their family out for fresh air and exercise. Riding a motorized vehicle is not exercise just polluting. PLEASE NO ATV'S OR DIRT BIKES ON THE TRAILS.. Buy property for this purpose.



**From:** JoAnne Beatty >  
**Sent:** Monday, April 26, 2021 1:52:01 PM  
**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:**

1:48 PM Mon Apr 26

74%

< Sent ^ v



## Off road vehicles and ATVs

You can't be serious when you read the stats on these toys. I as a senior citizen am very much apposed to this recommendation. The safety of all the citizens of Kawartha Lakes should be taken very seriously. These are mechanical toys to be played on off road.

JoAnne and Bruce Beatty



Sent from my iPad



Sent from my iPad

# Safety First - Say No to More Road Access for ATVs and Off Road Vehicles (submitted by: --- Jamie Morris & Peter Petrosoniak)

## SURVEY RESPONSE REPORT

17 June 2019 - 25 April 2021

### PROJECT NAME:

Online Petitions

**Petition Request:** We the undersigned, petition the Council of the City of Kawartha Lakes to maintain the status quo, and make no changes to By-law 2019-077, a By-law to Regulate the Operation of ATVs and ORVs on Municipal Highways in the City of Kawartha Lakes.

**Petition Background:** The Off Road Vehicle Task Force is recommending ATVs and Off Road Vehicles be allowed on almost all City of Kawartha Lakes Roads. There are serious safety concerns and Council should vote against this and make no changes to the current bylaw. Safety is a major consideration on both gravel and paved roads. Off-Road-Vehicles (ORVs), including ATVs, and side by sides, would be traveling on many roads with commuter traffic, gravel trucks, school buses and farm equipment. Children as young as 8 are allowed as passengers.

- All ORV/ATV Manufacturers warn that ORVs are for “OFF ROAD USE ONLY”.
- ORVs/ATVs are NOT crash tested for roads like a car or truck.
- Injury rates are 2 - 3 times higher on roads than off-road.
- Injury and death rates in Kawartha Lakes are amongst the highest in Ontario
- Most common cause of death is head and neck injuries.
- Children and males are most likely to be injured or die.
- Every municipal road must be reviewed for safety risks.
- ATV/ORV Insurance is limited.
- Municipality liable for shortfall in insurance claims.
- Note: Farmers are allowed to use ORVs for agricultural purposes and are not affected by the bylaw in any way.

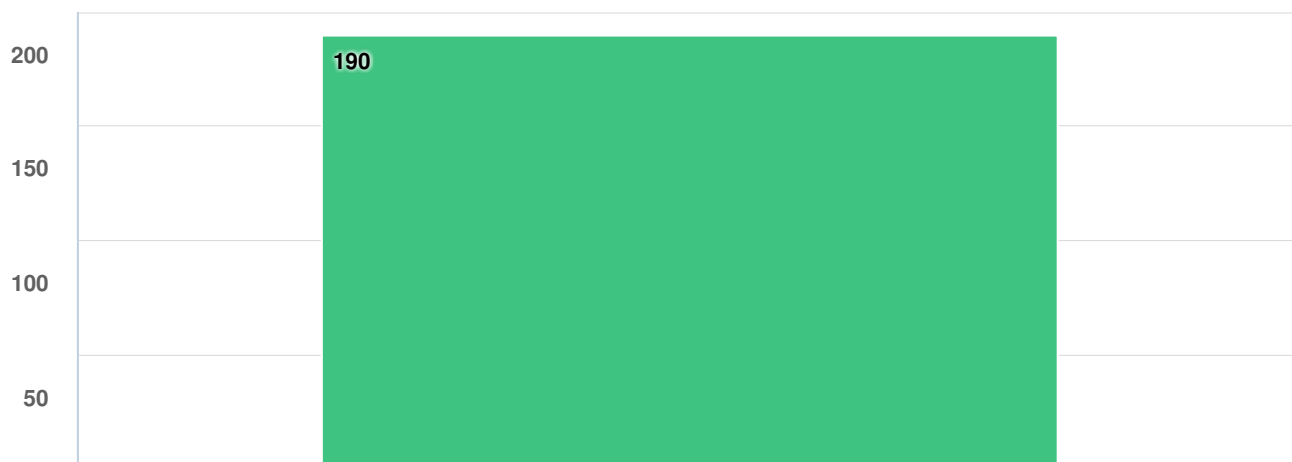
Update as of April 15, 2021: It has come to our attention that "HKPR Health Unit", was inadvertently omitted from the text of the petition at the time of posting. The correct and complete wording is as follows: "Injury rates in Kawartha Lakes' Health Unit, HKPR, are amongst the highest in Ontario.". This information can be found at: [Public Health Ontario\(External link\)](#). Page 28, Table 15

**Petition Organizer:** Jamie Morris & Peter Petrosoniak of Lindsay

**Petition Disclaimer:** The City of Kawartha Lakes does not support, endorse or detract from the Petition Request above until a formal resolution regarding this matter is adopted by City Council. The City of Kawartha Lakes also does not take responsibility for, and cannot attest to the factual accuracy of the background material, as it has been solely provided by the Petition Organizer.

# SURVEY QUESTIONS

Q1
Signatories to a petition waive any expectation of privacy as a result of the petition being created for review by City Cou...



#### Question options

- ☒ I understand and agree.

Mandatory Question (190 response(s))  
Question type: Checkbox Question



# Request to Speak before Council

Request to Make a Deputation/Presentation to  
Council/Committee  
City of Kawartha Lakes  
City Clerk's Office  
26 Francis Street, PO Box 9000  
Lindsay, ON K9V 5R8  
705-324-9411

**Name: \***

Kerrie Bartlett

**Address: \***

177 Bury's Green Rd

**City/Town/Village:**

Fenelon Falls

**Province: \***

Ontario

**Postal Code:**

K0M1N0

**Telephone: \***

**Email: \***

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

**Deputant One:**

Kerrie Bartlett

**Deputant Two:**

First Name, Last Name

**Please provide details of the matter to which you wish to speak: \***

Provide a deputation at the May 4th Committee of a Whole meeting Regarding Opening Roads to ATV travel and the road link through Lindsay

Please attach any additional supporting documents you wish to provide and submit with this completed form.

**Have you discussed this matter with City Staff?**

☒ Yes

☐ No

**If yes, Which department and staff member(s) have you spoken to?**

**What action are you hoping will result from your presentation/deputation? \***

Support by the Committee to recommend a bylaw to allow ATV's on roads south of County Rd 8 and through Lindsay and Bobcaygeon

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

**Signature:**

Kerrie Bartlett

**Date:**

4/25/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

**Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? \***

☒ Yes

☐ No

Please complete this form and return to the City Clerk's Office by submitting it online or:  
Fax: 705-324-8110 Email: [agendaitems@kawarthalakes.ca](mailto:agendaitems@kawarthalakes.ca)





# Request to Speak before Council

Request to Make a Deputation/Presentation to  
Council/Committee  
City of Kawartha Lakes  
City Clerk's Office  
26 Francis Street, PO Box 9000  
Lindsay, ON K9V 5R8  
705-324-9411

**Name: \***

George Pineau

**Address: \***

67 Victoria Ave. N.

**City/Town/Village:**

Lindsay

**Province: \***

Ontario

**Postal Code:**

K9V 4G6

**Telephone: \***

**Email: \***

There can be a maximum of two speakers for each deputation. Please list the name(s) of the individual(s) who will be speaking. The names that are listed here will be included on the Council Meeting Agenda.

**Deputant One:**

George Pineau

**Deputant Two:**

Jamie Morris

**Please provide details of the matter to which you wish to speak: \***

The Off Road Vehicle Task Force's recommendations are coming to Council at the May 4th Committee of the Whole ZOOM meeting. We want to outline to Council our concerns about how those recommendations were arrived at. We also want to outline some facts and arguments that we're hoping Council will keep in mind as it decides whether or not to adopt the Task Force recommendations.

Please attach any additional supporting documents you wish to provide and submit with this completed form.

**Have you discussed this matter with City Staff?**

☐ Yes

☒ No

**If yes, Which department and staff member(s) have you spoken to?**

**What action are you hoping will result from your presentation/deputation? \***

We are hoping Council will decide to retain current bylaw 2019 - 077 (A By-Law to Regulate the Operation of ATVs and ORVs in the City of Kawartha Lakes) and not permit Off Road Vehicles on any additional CKL roads.

By signing this form you are acknowledging that all of the information you are providing on this form is true, and giving the City permission to collect your personal information for the principal purpose of a request to make a deputation to Committee or Council as outlined below.

**Signature:**

George Pineau

**Date:**

4/27/2021



The personal information is being collected by the City of Kawartha Lakes for the principal purpose of a request to make a deputation to Committee or Council pursuant to the City's procedural by-law. This information, including all attachments submitted may be circulated to members of Council, staff, the general public and posted on the City website. Questions about the collection of this information should be directed to the City Clerk or Deputy Clerk at 705 324-9411 ext. 1295 or 1322.

**Do you agree to the publication of your name and contact information on the City's website and the City Council agenda? \***

☒ Yes

☐ No

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Fax: 705-324-8110 Email: [agendaitems@kawarthalakes.ca](mailto:agendaitems@kawarthalakes.ca)

## Committee of the Whole Report

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**Report Number:** PW2021-002  
**Meeting Date:** May 4, 2021  
**Title:** Off Road Vehicle Task Force Recommendations  
**Description:** Update on the Off Road Vehicle activities and recommendations to Council  
**Author and Title:** Bryan Robinson, Director of Public Works

---

### Recommendation(s):

**That** Report PW2021-002, Off Road Vehicle Task Force Recommendations, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## Background:

An Off Road Vehicle (ORV) is defined in City By-Law 2019-077 in alignment with the Off-Road Vehicles Act, R.S.O. 1990 Chapter O.4 as a vehicle propelled or driven otherwise than by muscular power or wind and designed to travel,

- (a) on not more than three wheels, or
- (b) on more than three wheels and being of a prescribed class of vehicle; (“véhicule tout-terrain”)

The Province of Ontario clarifies that some ORVs can travel along certain provincial highways and on municipal roads, if the municipality has a bylaw permitting on-road ORV use. ORVs which can be permitted include: All Terrain Vehicles (ATV), Two-Up ATVs, Utility Terrain Vehicles (UTV – ex. John Deere Gator), Recreational Off Highway Vehicles (ROV – Ex. Side-by-side, dune buggy), XTV (ARGO), and Off Road Motorcycles (ORM). With the exception of ORMs and XTVs, ORVs must have a compliance label certifying it to one of the standards listed in s.10 of Ontario Regulation 316/03.

Of note: XTVs and ORMs are only permitted on municipal road if a by-law is passed after July 1, 2020. By-laws created before this date that permitted off-road vehicles on-road do not apply to these additional vehicle types.

An All Terrain Vehicle (ATV) is defined in Section 1 of the Ontario Regulation 316/03 as an off-road vehicle (ORV) that,

- a) has four wheels, the tires of which are all in contact with the ground
- b) has steering handlebars,
- c) has a seat that is designed to be straddled by the driver; and
- d) is designed to carry,
  - i. a driver only and no passengers, or
  - ii. a driver and only one passenger, if the vehicle,
    - a. has one passenger seat that is designed to be straddled by the passenger while sitting face forward behind the driver; and is equipped with foot rests for the passenger that are separate from the foot rests for the driver

The City of Kawartha Lakes passed By-Law 2009-116, amended in 2019 to By-Law 2019-077 to address this need and to designate desired roads for use.

There is growing interest from local associations and the public to enhance recreational opportunities and tourism. In addition to local interest, there is growing provincial interest in enhancing tourism. Bill 107 – Getting Ontario Moving Act is intended to make changes to the *Highway Traffic Act* permitting designated types of off road vehicles on identified municipal roads. Those legislative changes only affect roads under the jurisdiction of the Municipality, and does not affect roads and Highways under the jurisdiction of the Province of Ontario.

On August 20, 2020 Staff provided Council a presentation in regards to the proposed changes in legislation. Council adopted the following resolution:

**“That the presentation by David Lembke, Public Works Roads Manager West A, regarding Off Road Vehicle Use on Municipal Roads, be received.”**

In addition, in January 2020, the City received correspondence from the Township of Cavan Monaghan, regarding the use of ORV’s on boundary roads. Staff presented a report to Council on August 20, 2020 in regards to this correspondence. Council adopted the following resolution:

“That Council supports the request from the Township of Cavan Monaghan to allow the use of ATV’s on designated sections of Dranoel Road and Glamorgan Road based on a one-year pilot project for the 2020-2021 season; and

That if chosen as the final route by the Township of Cavan Monaghan, that By-law 2019-077 be amended and brought forward to Council for adoption.”

On September 23, 2020, the City of Kawartha Lakes received correspondence from the Township of Cavan Monaghan in response to the City’s resolution above. The Township of Cavan Monaghan resolved:

“That Council direct Staff to draft a by-law to prohibit ORV’s on any municipally owned property including, but not limited to roads, highways, unopened road allowances, trails and parks in the Township of Cavan Monaghan; and

That Staff be directed to report back during the ORV consultation period on the County of Peterborough’s Transportation Master Plan for further discussion.”

The Resolution adopted by the Township above aligns with Staff's original recommendation as part of report RD2020-008. At the Council Meeting of October 20, 2020, Staff provided the following recommendations within report RD2020-008:

**That** Report RD2020-008, **Off Road Vehicle Use of Municipal Roads**, be received;

**That** ORV and ATV use on Municipal Highways in the City of Kawartha Lakes be reviewed in conjunction with the Trails Master Plan in 2021;

**That** the amendments to Section 2.07 and Section 4.01 of By-Law 2019-077, being a By-Law to Regulate the Operation of ATV's and ORV's on Municipal Highways, outlined in Appendix A be approved;

**That** the necessary By-Law to amend By-Law 2019-077 be forwarded to Council for approval; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

However, after discussion and deliberation during the Council Meeting of October 20, 2020, Council opted to pass the following resolution:

**CR2020-321**

**Moved By** Councillor Richardson

**Seconded By** Councillor Seymour-Fagan

**That** the amendments to Section 2.07 and Section 4.01 of By-Law 2019-077, being a By-Law to Regulate the Operation of ATV's and ORV's on Municipal Highways, outlined in Appendix A to Report RD2020-008, be approved;

**That** the necessary By-Law to amend By-Law 2019-077 be forwarded to Council for approval; and

**That** Staff present Terms of Reference for a Task Force dedicated to the review of off road vehicle use of municipal road to Council for consideration by the end of Q4, 2020; and

**That** the Task Force dedicated to the review of off road vehicle use of municipal roads report back to Council on or before the March, 2021 Committee of the

Whole Meeting with a list of potential roads, streets and trails to be used by off road vehicles.

**Carried**

Staff responded to this resolution and at the Council Meeting of December 12, 2020 with Report RD2020-012 where Council adopted the following resolution:

**CR2020-457**

**Moved By** Deputy Mayor O'Reilly

**Seconded By** Councillor Yeo

**That** Report RD2020-012, **Task Force – Off Road Vehicle Use of Municipal Roads**, be received;

**That** the Terms of Reference in Appendix A to Report RD2020-012 be approved by Council;

**That** Councillors Richardson, Dunn and Seymour-Fagan be appointed to the Task Force; and

**That** Staff be authorized to proceed with recruitment of task force members.

**Carried**

A copy of the approved Terms of Reference are attached to this report as Appendix A.

Public members for the Task Force were selected by the appointed Council representatives via interview and approved by Council on January 28, 2021.

Throughout the first quarter of 2021, the task force held several public meetings and working group sessions to explore use of roads by off ORVs. Public Task Force Meetings were held on February 5, 2021, February 19, 2021, March 4, 2021 and April 19, 2021. In addition, the Task Force scheduled an open invitation public meeting and heard 24 depositions from interested parties on March 19, 2021.

Agendas and minutes of those meetings are available by visiting [Jump In Kawartha Lakes \(www.jumpinkawarthalakes.ca\)](http://www.jumpinkawarthalakes.ca).

This report is intended to provide an update to Council on the Task Force activities and recommendations.



## **Rationale:**

This Task Force has experienced excellent engagement from the public. Communication and correspondence has been received by the Task Force via email, deputation during the public meeting and survey. All of this correspondence is available in the following Appendices:

Appendix C – Resident Correspondence to the Task Force

Appendix D – Questions posed during the March 19, 2021 public meeting

Appendix E – Questions asked on the Jump In Page

Throughout the public meetings and working sessions, the Task Force members formulated recommendations for Council consideration. Those recommendations were moved and passed by the Task Force on March 19, 2021 and the recommendations were made available to the public for feedback.

The Task Force chose to issue a public survey to gain input on their recommendations for use of municipal roads by ORVs. The survey was open to the public from March 19, 2021 thru to April 19, 2021. A total of 2072 surveys were completed and submitted. A summary of the survey results is presented in Appendix F to this report. The report shows a very clear separation, in that owners of ORVs are generally in favour of the recommendations and those who do not own ORV's are generally not in favour.

In addition, the Task Force reached out to several agencies for feedback on the topic and associated recommendations including the local Health Unit, various City Departments, the Police and the City's Insurance and Risk Management Division. Feedback from those agencies is attached as Appendix G to this report.

At the April 19, 2021 working group meeting, the Task Force members reviewed and considered potential amendments to their recommendations based on feedback received. The Task Force passed motion to amend the recommendations during the working group meeting and publicized at the Task Force meeting on the same day (April 19, 2021). A copy of the current Task Force recommendations is available in Appendix B for Council review and consideration.

Overall there is significant interest in this topic and in general the input and feedback from the public has been very well scripted and thought out.

Main themes coming in support of the task force recommendation include expansion of tourism and local positive economic impacts. It was also noted the current ongoing pandemic is driving growth in the use of recreational equipment.

Themes coming from those not in support include concerns regarding public safety, nuisance (noise, exhaust), concerns over capability and responsibility of enforcement, damage to property and environmental impact considerations.

### **Other Alternatives Considered:**

#### **Alternative 1**

Council could opt to adopt the Task Force recommendations as proposed. This would open the majority of roads to ATV and Side-by-side use. Staff would be tasked with determining which roads pose a safety concern where such use should not be permitted and assessing fiscal impacts of increased maintenance / repair costs (if any). In communication with the Director of Engineering and Corporate Assets, Staff are not aware of established criteria for evaluating safety of ORV use of roads and associated interaction with traditional traffic at this time.

#### **Alternative 2**

Council could opt to defer the review of the use of ORV and ATV vehicles to the Trails Master Plan and the Transportation Master Plan as originally recommended by Staff.

#### **Alternative 3**

Council could opt to refer the recommendations back to the Task Force for additional review and considerations.

#### **Alternative 4**

Phase in some or all for the recommendations from the Task Force. This could involve piloting rural road use only or authorizing the connection within Lindsay only.

#### **Alternative 5**

Council could opt to restrict ORV use on Arterial and Collector roads and/or all roads with hard surface (with the exception of designated routes) to align with manufacturer recommendation on vehicle use.

## **Alignment to Strategic Priorities**

The topic for consideration in this report touches all four strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan as follows:

1. A Healthy Environment
  - a. The City has an obligation to implement change in an environmentally responsible way. Concerns over impacts have been raised (noise, emissions, chasing away animals) have been raised.
2. An Exceptional Quality of Life
  - a. Careful and strategic permission of use of roads can have positive impact on the quality of life. It can expand tourism and promote enhanced quality of life for those that take part in the activity. However, concern has been raised that this initiative could also negatively impact the quality of life due to noise.
3. A Vibrant and Growing Economy
  - a. There is potential for increased tourism from expanding the capability for the public to access local restaurants and accommodation.
4. Good Government
  - a. It is the responsibility of municipal government to ensure all criteria and input when making policy decision. This report provides clarity on the process to date for Council consideration on the matter.

## **Financial/Operation Impacts:**

There are no fiscal implications based on the recommendations as written.

## **Consultations:**

Director of Engineering and Corporate Assets  
Manager of Parks and Recreation  
Insurance Risk Management Coordinator

## Attachments:

### Appendix A – Task Force Terms of Reference



Appendix A - Off  
Road Vehicle Use of C

### Appendix B – Task Force Recommendations



Appendix B - ORV  
Task Force Recommen

### Appendix C – Resident correspondence to the Task Force



Appendix C -  
Resident Correspond

### Appendix D – Questions posed during the March 19, 2021 public meeting



Appendix D -  
Questions asked durin

### Appendix E – Questions posed from Jump In page



Appendix E -  
Questions asked on tl

### Appendix F – Summary of survey results and questions



Appendix F - Off  
Road Vehicle Task Fo

### Appendix G – Correspondence from Boards and Agencies



Appendix G -  
Correspondence from

## Appendix H – By-Law 2019-077 – Regulation of Operation of ORV



Appendix H -  
2019-077 Consolidat

**Department Head email:** [brobinson@kawarthalakes.ca](mailto:brobinson@kawarthalakes.ca)

**Department Head:** Bryan Robinson, Director of Public Works

**Department File:** C06-21 ATV Task Force

## **Terms of Reference**

### **Name: Off Road Vehicle Use of City Road - Task Force**

Date Established by Council: December 15, 2020

Task Force Completion/Reporting Date: June 30, 2021

### **Mission:**

The Off Road Vehicle Task Force is established to provide advice and recommendations to Council on the use of off road vehicles, including all terrain vehicles (ATV's) and off road vehicles (ORV's) on municipal roads specific to the activities identified in the Terms of Reference.

### **Roles and Responsibilities:**

It is the responsibility of all appointed members to comply with:

- the City Code of Conduct for Task Force Members
- the City Procedural By-law
- Other applicable City by-laws and policies
- Municipal Act
- Municipal Freedom of Information and Protection of Privacy Act
- Municipal Conflict of Interest Act

No individual member or the Task Force as a whole has the authority to make direct representations of the City to Federal or Provincial Governments.

Members shall abide by the rules outlined within the Municipal Conflict of Interest Act and shall disclose any pecuniary interest to the Secretary and absent himself or herself from meetings for the duration of the discussion and voting (if any) with respect to that matter.

The Task Force will abide by any terms and conditions which may be set out by the City's Council, CAO, City Clerk, City Solicitor, Auditor and/or Insurer for any activities relating to Task Force business in keeping with the Task Force's Terms of Reference and established Policies.

### **Activities:**

The following represent the general activities of the Task Force:

- a) Review and provide input on the use of municipal rights of way as trail linkages for off road vehicles to existing municipal infrastructure and/or established publically accessible trail networks. This includes but is not limited to the connection of the trail system across Lindsay;
- b) To review and provide recommendation(s) to Council under what circumstances and the appropriateness of enabling general access to municipal rights of ways to designated off road vehicles;
- c) To review and provide recommendation(s) to Council on restrictions or prohibitions related to the use of off road vehicles;
- d) To facilitate public and stakeholder consultation through regular meetings, surveys and/or public meetings as deemed appropriate by the Task Force related to the activities;
- e) Provide an interim report in March, 2021; and
- f) Other – as recommended and approved by Council.

### **Composition:**

The Task Force shall be comprised of a maximum of seven (7) members consisting of up to four (4) members of the public and three (3) Council representatives all of whom will have full authority to debate and vote. The Task Force shall consist of a minimum of five (5) members. Task Force members will be appointed by Council appointment. The three (3) Council representatives shall form the interview / selection committee and make recommendations to Council.

Consideration shall be given by the Council representatives to select a broad range of public interests to ensure rounded and fulsome discussion on the Activities.

### **Appointment of Officers:**

The Task Force shall, at its first meeting, elect from its membership a Chair, and Vice-Chair. It is acknowledged that there are no per diems for any Task Force positions and it is acknowledged that none of the above



positions shall be paid for their services. All Task Force members are considered volunteer positions.

**Term of Appointment:**

Task Force members will be appointed for a term ending upon final recommendation to Council/Staff (targeted June 30, 2021). Any extension to this Term shall be recommended to Council via the liaison department through a report to Council with the final decision being that of Council.

**Resources:**

The Public Works Division, the Community Services Division and the Engineering and Corporate Assets Division will be represented on the task force by their respective Director or their assigned designate.

The Task Force may require support from various regulatory agencies such as Kawartha Lakes Police Services, the Ontario Provincial Police, Kawartha Region Conservation Authority and the Province of Ontario (Ministry of Transportation).

A member of staff shall be designated as Recording Secretary by the liaison department. The Recording Secretary shall prepare and publish agendas; attend all formal business Task Force Meetings for the purpose of taking Minutes; and prepare and publish minutes in an accessible format acceptable to the City Clerk's Office.

The Recording Secretary shall ensure that a current Terms of Reference for the Task Force has been provided to the City Clerk's Office and is posted on the City website.

**Timing of Meetings:**

Meetings will be held on a set day and time as may be determined by the Task Force or at the call of the Chair.

**Location of Meetings:**

The location of the meetings will be set by the Task Force and must be held in an accessible City facility. Where possible the meetings will be held using virtual technology.

**Meetings:**

The Chair, through the liaison department, shall cause notice of the meetings, including the agenda for the meetings, to be provided to members of the Task Force and posted to the City website a minimum of three (3) business days prior to the date of each meeting through the Recording Secretary. Quorum for meetings shall consist of a majority of the members of the Task Force. No meeting shall proceed without quorum.

At the first meeting of the Task Force, an Orientation Session shall be held for members.

Working meetings throughout the term to advance the efforts of the work plan shall be held at the call of the Chair with the Chair providing notice of the working meetings to all members of the Task Force a minimum of three (3) business days prior to the date of each meeting through the Recording Secretary. No formal minutes are required to be taken at working meetings; however, notes shall be taken.

**Procedures:**

Procedures for the formal business meetings of the Task Force shall be governed by the City's Procedural By-law and Legislation or, where both of these are silent, by Robert's Rules of Order.

**Closed Meetings:**

The Task Force shall not be permitted to hold Closed Meetings.

**Agendas and Minutes:**

A copy of the Agenda shall be provided to the City Clerk's office at the same time it is provided to Task Force Members. The City Clerk's office will distribute the agenda to Council members as per established procedures.

Minutes of all formal business meetings and notes from working meetings of the Task Force shall be forwarded to the liaison department, and to the City Clerk's Office, not later than two weeks after the meeting. Action items requested of staff and/or Council will be brought to the attention of the Public Works Department at that time. The City Clerk's Office will electronically circulate the formal business meeting minutes to all

members of Council for their information. The City Clerk's Office will maintain a set of printed minutes on file for public review.

The Recording Secretary shall ensure that all Task Force Agendas and Minutes are posted to the City website at the same times as they are circulated to the City Clerk's Office.

**Reports:**

The Task Force recommendations shall be brought forward to Council via the liaison department through a report to Council.

It will be the responsibility of the Task Force Chair to provide a memo to the liaison department identifying the Task Force recommendations for final preparation of the report.

**Purchasing Policy:**

This Task Force has no purchasing or procurement responsibilities.

**Insurance:**

The City of Kawartha Lakes' General Liability Policy and Errors and Omissions Liability Policy will extend to this Task Force and its members. The applicable insurance policies extend to Task Force members while in the performance of his/her duties and to those activities authorized by the City of Kawartha Lakes and Council. Members must adhere to the policies and procedures of the City of Kawartha Lakes and Council, including the Terms of Reference.

The Task Force must provide, via the liaison department an annual updated listing of all members, including member positions, to the City of Kawartha Lakes to ensure the applicable insurance coverage remains in force.

Task Force members are not entitled to any benefits normally provided by the Corporation of the City of Kawartha Lakes, including those provided by the Workplace Safety and Insurance Board of Ontario ("WSIB") and are responsible for their own medical, disability or health insurance coverage.

### **Expulsion of Member:**

Any member of the Task Force who misses three consecutive formal business meetings, without being excused by the Task Force, may be removed from the Task Force in accordance with adopted policy.

Any member of the Task Force may be removed from the Task Force at the discretion of Council for reasons including, but not limited to, the member being in contravention of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act, the Provincial Offences Act, The Municipal Conflict of Interest Act or the Code of Conduct for Task Force Members; disrupting the work of the Task Force; or other legal issues. The process for expulsion of a Task Force member is outlined in the City's **Council Committee, Board and Task Force Policy**.

### **Terms of Reference:**

The Recording Secretary shall ensure that a current Terms of Reference for the Task Force has been provided to the City Clerk's Office and is posted on the City website.

Any responsibilities not clearly identified within these Terms of Reference shall be the responsibility of the City of Kawartha Lakes. Council may, at its discretion, change the Terms of Reference for this Task Force at any time. Any changes proposed to these Terms of Reference by the Task Force shall be recommended to Council via the liaison department through a report to Council.

**At the discretion of Council the Task Force may be dissolved by resolution of Council.**

## **ORV Taskforce Recommendations April 19, 2021**

**Definition:** For the purpose of this Task Force the term ORV applies solely to All Terrain Vehicles (ATVs) and Side by Sides (SxSs).

Side by Sides to be permitted in conjunction with access to the VRTC, save and except east of Sturgeon Rd. and north of Pigeon Lake Rd., as well as south of Hwy 7A.

For the purpose of this Task Force, we recognize that ATVs and SxSs are not for general transportation but to encourage people to enjoy the use of permitted trails.

### **General Recommendations:**

- 1) Open up rural roads excepting those deemed unsafe by the City staff and committee
- 2) Establish a two-year pilot program to be reviewed and amended after the first year
- 3) Permit operation of ATVs and SxSs (as approved in the current bylaw) on permitted City Roads between 7:00am and 9:30pm
- 4) ATVs and SxSs Municipal Road access only permitted during the same time period as the trail system which runs from May 1<sup>st</sup> to December 1<sup>st</sup>.
- 5) Require all operators of ATVs and SxSs to possess a valid KATVA or Affiliate membership.
- 6) Must have a minimum of a valid G2 or M2 driver's license.
- 7) Must have valid vehicle license plate and valid insurance.
- 8) Must meet all requirements under HTA Reg. 316/03.
- 9) Increase communication and education to all ATV riders and non-riders about rules, regulations and safety.

### **Bobcaygeon**

- 1) Permit operation of ATVs and SxSs on all roads within Village of Bobcaygeon save and except Bolton Street between Canal Street to King Street
- 2) Require all operators of ATVs and SxSs within the Village of Bobcaygeon to possess a valid KATVA or Affiliate membership

### **Lindsay:**

- 1) Recommended travel routes from Southern trail head to Northern trail head and vice versa
  - Logie St. Trail Head
    - Logie St. to King St.
    - King St to Lindsay St.
    - Lindsay St. to Wellington St.
    - Wellington St. to Victoria Ave.

Appendix: B

To Report: PW2021-002

- Victoria Ave. to Colborne St. W
    - Colborne St. W. to Angeline St. N
    - Angeline St. N to Thunder Bridge Rd.
    - Thunder Bridge Rd. to Trail Head
  - Logie Street Trail Head
    - Logie St. to Lindsay St.
    - North on Lindsay St. to Wellington St.
    - Wellington St. to Victoria Ave.
    - Victoria Ave. to Colborne St. W
    - Colborne St. W. to Angeline St. N
    - Angeline St. N to Thunder Bridge Rd.
    - Thunder Bridge Rd. to Trail Head
- 2) Ban operation of ATVs and SxSs on all City roads within the Town of Lindsay saved and except
- Approved ATVs and SxSs connections routes
  - Russell St. from Lindsay St. to Victoria St.
  - Victoria Ave. from Russell St. to Wellington St. except during the period of the Farmer's Market
  - Cambridge St. from Russell St. to Wellington St.
  - William St. from Russell St. to Wellington St.
  - Peel St. from Victoria Ave. to William St.
- 3) Total prohibition on Kent St., and on Angeline St from Roosevelt St. to Colborne St. Operation of ATVs and SxSs on any street in Lindsay not approved be prohibited unless travelling directly to or returning from approved routes.
- 4) Require all operators of ATVs and SxSs within the Town of Lindsay to possess a valid KATVA or Affiliate membership

## **OFF ROAD VEHICLE TASK FORCE RESIDENT CORRESPONDENCE**

**From:** Barbara/Harold  
**Sent:** Monday, February 08, 2021 7:21 PM  
**To:** Pat Dunn  
**Subject:** ATVs

I want to add my voice to the objections to the ATV trail through town. You would know the reasons as this has been raised before. Please consider the environment and the people of Lindsay and do not proceed with this trail.

Barbara

---

From: Doug Banks [  
Sent: Monday, February 08, 2021 11:13 AM  
To: Pat Dunn  
Cc: Andy Letham

Subject: Atv right away through Lindsay

Dear Sirs,

I has come to my attention that there is a move to allow ATVs access through Lindsay. I am concerned about this from a safety, environmental and degradation of infrastructures issue. I hope that this will move will be voted down.

Regards, Donna Banks

---

On Feb 13, 2021, at 6:16 PM, Ellen Woodward wrote:

In 2020 money was budgeted for an Active Transportation Plan which was badly needed. This was postponed, but it is my understanding that a request for proposal has been sent.

I do not think any discussion about the use of trails should be taking place prior to the completion of this report.

Both the Legacy and Rotary Trail are experiencing unusually heavy users who were formerly unaware of these trails prior to Covid. We are all aware of the increase in population due to increasing housing. There is every reason to believe that useage will continue to rise.

In addition, the above trails are the only place I feel safe, since I have mobility issues.

It goes without saying that the introduction of motorized vehicles defeat citizens rights to quiet enjoyment and a pollution free environment.

I fail to find any justification to allow a small percentage of the population to negatively affect the environment and the majority.

Ellen Woodward

On Feb 14, 2021, at 4:39 PM, Gail Dagneault wrote:

Hello Pat

I just would like to add my voice to those who do not want ATV's on the Legacy Trail or other trails in town.

I walk the trails and really don't have a problem with them on the outer trails - but when walking with some of my more senior friends this is not what we want in the city.

Not only noisy - but a deterrent to wildlife we love to see.

Thank you

Gail Dagneault

---

On Feb 14, 2021, at 8:47 AM, Jan & Chris Guillard wrote:

We do not wish for any ORV/ ATV to have access to any road or street in Lindsay. There are plenty of trails presently available here for this purpose.

Respectfully submitted,

Jan & Chris Guillard

---

From: Jamie Morris

Sent: February 15, 2021 6:53 PM

To: Pat Dunn

Cc: Tracy Richardson; Kathleen Seymour-Fagan

Subject: Off Road Vehicle Task Force

Hello Pat,

I'm writing to you in your capacity as Chair of the Off Road Vehicle Task Force and copying the two other councillor members.

After watching the February 5th initial meeting of the Task Force, I have concerns I want to register.

Councillors Seymour-Fagan and Richardson and Steve Lane all referred to "special interests" that might be opposed to ORVs (Off-Road Vehicles) on roads. Two questions about that: Are ORV owners not a special interest group? What "special interests" were the councillors referring to and do those interests not matter and not need to be taken into consideration, too?

Councillor Seymour-Fagan talked of the need to "put a positive spin" on ORV use of roads. Why should the task force be putting ANY kind of "spin"? Should it not be looking at issues around ORV use of roads in a fair, even-handed way?



Your Terms of Reference direct that the task force “Review and provide recommendation(s) to Council” on “restrictions or prohibitions related to the use of off road vehicles.”

In the first meeting the unspoken assumption seemed to be that whether ORVs should have access to roads was a settled issue and that the task force job was to find the best linkages between trails and to set down some ground rules.

Durham, Northumberland and Peterborough Counties and the municipalities of Selwyn and Cavan/Monaghan are among the jurisdictions that do NOT allow ORVs on the roads. What are their reasons for rejecting the idea? Will their reasons be discussed and given consideration?

My hope is that your Task Force will consider the interests of ALL residents (not just ORV operators), will not dismiss those with concerns as nay-sayers and “special interests,” and will not begin from an assumption that ORVS should have access to roads.

Regards,

Jamie Morris

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**From:** Chantal Wooldridge

**Sent:** Tuesday, February 16, 2021 12:45 PM

**To:** Pat Dunn; Andy Letham; Patrick O'Reilly; Tracy Richardson; Kathleen Seymour-Fagan

**Subject:** ATVs on Legacy Trail

Hi there,

I'm new to the area but just moved to the Springdale Gardens neighborhood in November.

I have heard through the grapevine that the city is examining the use of Lindsay trails to permit ATV use on them. Although I have not been here long, I have already used this trail often to get out and clear my head.

I work from home and having this in my backyard is a big reason I selected this neighborhood to live in.

Allowing off road vehicles to use this trail would have a major safety impact on all those who use it to bike, walk, run, unwind, especially children and seniors.

Not to mention the noise it would cause and the potential for our house prices to be affected.

Please let me know if there is a more formal way to voice my concerns

Kindly,

Chantal Wooldridge

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On Feb 16, 2021, at 10:06 AM, wrote:

Re: An Off Road Vehicle (ORV) Task Force has been formed by the City of Kawartha Lakes to determine which of Lindsay's Roads, Streets and Trails could be open for ORV use (this includes ATV's). The Iron Bridge and Nayoro Park exiting out George St. East and connecting Roads, Streets and Trails have all been mentioned for use by Lindsay Councilor Pat Dunn. In order to access these streets the Legacy Trail (north ward trail) and possibly the Rotary Trail (river trail) would need to be considered.

I have concerns because of:

- ☐ Safety Impact - a safe place within our town for all, but especially our children and seniors
- ☐ Health Impact - loss of a healthy, pollution free, safe place for exercise
- ☐ Noise Impact - the quiet areas for walking and cycling for Lindsay residents & visitors would be lost
- ☐ Household Impact - all of the above would impact homes adjacent to the ORV/ATV routes
- ☐ Environmental Impact - the birds, wild life, vegetation and terrain would be severely compromised.

There are currently hundreds of kilometres of trails and roads around Lindsay for ORV/ATV use.

I am also concerned that there is no representation from Environmental groups, Non-motorized Trail Use groups and Conservation professionals on the Task Force.

The City needs to consider its potential legal and liability risks in allowing motor vehicles on trails.

Sincerely,

Steve and Anne Coppin

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On Feb 16, 2021, at 9:09 AM, Glenda Morris wrote:

Dear Councillor Dunn,

I am writing today in response to viewing the first meeting of the ATV task force. You are welcome to share this with other members of the group. It is disappointing and discouraging to see that the task force is proceeding with an assumption that connectivity to trails is desirable, and the task force's main objective is to determine the locations. No other view, no other options can be heard to be under consideration. Instead the mission that has been agreed to is to put a "positive spin" on increasing ATV traffic.

Those of us who walk the trails in Lindsay do so to escape exposure to the noise and fumes of motorized vehicles. Increasing motorized traffic on trails will undermine their primary purpose and compromise the quality of the outdoor experience for a considerable number of residents. Are you

aware of the level of pedestrian traffic on the trails that go through Lindsay? A casual observation of footprints after a snowfall would be instructive.

My response is not intended to demonize ATV riders, but to point out that the activity is not good for the environment, runs contrary to the priorities identified in the CKL Healthy Environment Plan, and thus not good for the community in general.

A municipal council has the power to present bylaws and build infrastructure that promote activities healthy for the participant and the environment. I'm looking to you for leadership in promoting personal and environmental health.

I hope you will reconsider the premise of the task force, give consideration to other options, and host a healthy discussion that gives respectful consideration to a wide range of voices.

Regards,

Glenda Morris

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From: Peter Petrosoniak

Sent: Tuesday, February 16, 2021 11:15 PM

To: Pat Dunn; Tracy Richardson; Kathleen Seymour-Fagan

Cc: Andy Letham; Patrick O'Reilly; Emmett Yeo; Doug Elmslie; Ron Ashmore; Andrew Veale; Bryan Robinson; Chris Marshall

Subject: Comments re ATV Task Force issues

Dear Councillor Dunn and members of the ATV Task Force,

Given that you have started your Task Force meetings, we at Green Trails Alliance, wish to bring the following issues for your consideration as you deliberate the ATV concerns.

First, let me say that we are disappointed that the composition of the Task Force does not comply with the Terms of Reference established by Council in December 2020 which specifically directs that consideration for the composition of the Task Force "shall be given by the Council representatives to select a broad range of public interests to ensure rounded and fulsome discussion on the Activities". Unfortunately, your Council representatives chose the President of the Kawartha ATV Association (KATVA), another member of KATVA, a former fire chief with a previous ATV organizing role in a neighbouring community and a police officer who is interested in promoting ATV use. You have no members of our citizenry who might have other "public interests" to round out a fulsome discussion. Therefore, we will be providing you with some things to consider as you debate this issue.

Secondly, it is very concerning to us that this Task Force has been established only in December 2020 with a mandate to complete a report within 6 months. Meanwhile, the Active Transportation Plan (ATP) for the City of Kawartha Lakes had been budgeted for in late 2019 and it has taken over a year to prepare a Request For Proposals (RFP) for a consultant. Furthermore, Council has not yet struck an ATP Committee or Task Force. Because these two activities may be in conflict with each other, by-laws pursuant to the ATV Task Force recommendations should not be presented prior to

the Active Transportation Plan. It appears as if the ATV community wishes are being rammed through under cover of the pandemic while the ATP is only slowly working its way through the bureaucracy. Because issues related to the Active Transportation Plan are relevant to all of Council, I am copying this e-mail to all councillors.

We understand that the Province has revised its legislation permitting ATV use on all roads unless a municipality writes a by-law to restrict ATV use. However, Kawartha Lakes already has a by-law enacted in 2019 which means there is no, if any, overwhelming rush to change its provisions.

We also want to disabuse some of the Councillors of the notion that you might have push-back from special interest groups. I am not certain who those are but I must remind you that every citizen in this City deserves the same respect as every other and must not be demeaned as a member of a "special interest group". Special interest groups are typically those with a narrow self-interest, usually financial and often with a sophisticated lobbying apparatus. If the special interest group referred to by the Councillor is persons who walk, which is whom Green Trails represent, then every citizen in this City is a part of that group. Perhaps, the Task Force might self-reflect and ask whether KATVA is a special interest group.

We realize that your next meeting this week will consider which roads and/or trails to open for ATV use. We caution you NOT to consider the walking trails of Lindsay, for example the Legacy Trail, the Rotary Trail or other such trails in Lindsay, for ATV use. These are ribbons of wilderness in an urban area for walkers and bikers and must not be incurred upon by Off-Road Vehicles.

As stakeholders of this issue, we will continue to provide you with input as you continue your deliberations. We thank you for allowing us to be involved.

Peter Petrosniak

Vice-President, Green Trails Alliance

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On Feb 16, 2021, at 5:04 PM, Derek Anderson wrote:

I am writing to voice a strong disapproval of the use of ATV on CKL Streets and Trails.

It is my belief that ATV should be banned from all community streets within the communities in CKL and also banned from all trails within 15 km of each community within the CKL.

It is vary hard to find areas where you are not subjected to the noise and pollution caused by ATV.

Even with parts of the heritage trail trail being posted and not for ATV (the paved area from town towards Ken Reid) ATV owners still ride that section.

Should we really award the ATV riders for poor performance.

In my opinion ATV owners should trailer their vehicles to approved trails and stay off community streets and trails

Derek Anderson

Hi Brianne,

I just wanted to send you an e-mail of support on behalf of a resident. His name is Paul Kennedy, and his address is XXX, Lindsay. He said that he is thrilled to hear that he and his wife may be able to access trails from Lindsay should this motion go through.

He expressed to me that he did not feel confident in using technology and therefore requested that I send an e-mail on his behalf. He can be reached at phone number XXXXX.

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**From:** Markles < >  
**Date:** February 17, 2021 at 12:10:19 AM EST  
**To:** [delmslie@kawarthalakes.ca](mailto:delmslie@kawarthalakes.ca)  
**Subject:** ATVs on roads

Hi Doug. Long time no say. I hope you are well.

I hate to go off half cocked but the KFN sent a notice about a movement to allow ATV use on local streets. Residing above the rail trail that runs along Cameron Lake, I can not imagine ATVs and snowmobiles using our streets in great numbers. (I have seen them on our streets which suggests it is legal.) They are very noisy and even when they travel across the lake at a considerable distance they disrupt a quiet environment. Secondly, their fumes are atrocious when close at hand. If they are to be accepted, then they should be forced to meet low noise and low fume standards as cars must. Best wishes, Brian Markle, Fenelon Falls

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On Feb 18, 2021, at 11:33 AM, Michael JH wrote:

Good morning Pat, my name is Michael Hoskin. I understand you have a major role in the discussions surrounding the use of Off Road Vehicles on or in relation to the Victoria Rail Trail Corridor. If you are looking for any information pertaining to the Victoria Rail Trail, particularly that area of the trail that stretches from Garnet Graham Park in Fenelon Falls up to Northline Road in the former Fenelon Township (Ward 3), I can supply your review committee with some helpful information.

I was born in Fenelon Falls many years ago and our family has been in the Fenelon Falls/Verulam area since 1854. I am a retired individual who now resides on our family farm here in the former Fenelon Township. Since I moved back to the farm I have been working with personnel from the City of Kawartha Lakes, on issues related to motorized vehicles on the Victoria Rail Trail Corridor in our area. The efforts put forth by me, Mr. Ron Taylor (CAO for the city), Craig Shanks, Aaron Sloan, Jenn Johnson and Ryan Smith, are all related to the safe, lawful and harmonious operation of motorized vehicles on the rail trail in this area.

If I can assist your committee, please do not hesitate to contact me.

Sincerely, Michael Hoskin

As another season approaches we are faced yet again with the prospect of dozens of ORVs thundering down our road, stirring up dust, destroying the roads and disturbing the peace and quiet of our retirement home. It has been brought to our attention that the task force that was set up and supposedly chosen from a roster of concerned citizens appears to have 2 past and present presidents of the local ATV club and a police officer on record as supporting open roads. How is this a fair and honest representation? I am aware that you are in favour of open roads but I don't get it. These clubs have miles of trails at their disposal. Why is it necessary that they have access to municipal roads for which they do not pay any taxes toward upkeep and in fact are a huge liability, insurance-wise? Yes, I get that they want access to the villages but for what??!! Are they going into Millbrook to buy antiques, bridal gowns and quilts? Only a handful of business owners will profit while those of us on the affected roads suffer the consequences.

Sandra and Don Smith

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Dear Ms. Richardson..... I certainly was pleased, when informed Council was creating a task force to "review off road vehicle use of municipal roads and report back to Council on or before March 2021." I managed to find the correct form, filled it in, and sent it off immediately. I'm certainly disappointed not to have been selected (or even interviewed). I'm assuming my application was considered?

Following along on recent news and announcements, I must say the committee selection has sparked some comment in my community. The councillors picking the four residents to serve on the committee were instructed to "select a broad range of public interests to ensure rounded and fulsome discussion on the Activities."

Really? That instruction appears to have been completely ignored. The committee is stacked with ORV supporters, including Steve Lane and Carolyn Richards, the past and current presidents of the KATVA. A third committee member worked with Lane and Richards in the past to open more roads in CoKL, Trent Lakes and Havelock. The only member who could be considered close to neutral, is a Kawartha Lakes police officer - and he's on record as thinking more ORVs would be great for tourism.

"Broad range of public interests" indeed. I am pretty sure I can guess the recommendations well in advance of the deadline.

Sincerely, John DeMaria.

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**From:** Tim Bryant < >  
**Sent:** Friday, February 19, 2021 5:39 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ATVs in Lindsay

Hi, I'm a homeowner in Lindsay and an ATV enthusiast living on [REDACTED]. I hold a pass for the Kawartha atv association trails including the Victoria rail trail.

With the rules currently in place I have to load my ATVs onto a trailer and truck, strap it all down, bring ramps, and locks and drive about 10 blocks to thunder ridge road where the ATV allowance

resumes on the VRT. It takes a good 30 minutes to load up (at least, especially strapping down several machines, and then almost the same to unload everything and then lock it all up, I then have to hope nobody steals my ramps or vandalized my truck for however many hours I decide to ride for. Obviously this takes time and effort that often means I don't go out on weekends where I don't have as much time, or I don't have help as loading the ATVs into my truck is always a bit risky alone in case I were to fall or have a machine fall on me.

I would very much appreciate permission to ride the few blocks to the trail head following the provincially established rules for ATVs on the road and I'm sure many others in town would too. Most membership holders are good people and will do our best to keep our noise down and give lots of space to pedestrians and cars. Perhaps a rule of the allowance should be a valid trail permit to prove we are in fact headed to a trail head. Valid trail pass holders are generally people interested in keeping the activity alive and flourishing within the constraints of the law and realise misuse leads to bans. Law breakers will be law breakers regardless, we hope they would not be lumped with us who respect the current laws.

I understand that there are some people who will abuse allowances through towns and will disturb other residences, I'm a realistic person... however they seem to do what they want anyways whether the allowances are there or not. I understand that the council will likely (and sensibly) add time constraints to any allowances permitted so that there is no extraneous noise too early or too late in the day.

Concerning the Victoria rail trial, there is no fuel available until Fenelon Falls going north from Lindsay, and I'm not sure where the next station is going south, this means ATVs would definitely benefit from food and gas stops in Lindsay, which in turn benefits some of the local businesses. In an age of electronics and kids staying indoors and losing interest in outdoor activities, we need to do all we can to make it easy to enjoy outdoor activities and keep people interested in outdoor hobbies.

Thank you for your time  
Tim Bryant, Lindsay resident and home owner.

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From: Burt Hardy < >  
Sent: Friday, February 19, 2021 5:44 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Resident/ ATV owner

I'm in my early 60's and my wife and I live along side the rail trail near kenri park. We have a side x side and enjoy riding. Up to now we have to trailer the ATV to other areas and ride there. As residents it would be nice to ride from our home. Also opening Lindsay and kawartha lakes up to side x sides and other ATV's would benefit the economy here, verses spending our money in other areas.

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From: Ruth Treloar < >  
Sent: Friday, February 19, 2021 6:18 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Regarding Accessing ORV Trails More Easily

Hi,

My cottage is in Thurstonia. I would love to be able to directly access trails, and towns such as Lindsay and Bobcaygeon (for refreshments and gas) from my cottage.

Thank you,  
Ruth Treloar

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**From:** mscriver < >  
**Sent:** Friday, February 19, 2021 6:48 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** City of Kawartha Lakes ATVING

Thank you for giving us( ATV/SXS enthusiast ) the opportunity to expand our outdoor adventures within your communities. We are from Ajax Ontario and love the outdoors of your hidden gems within your communities. We base our touring on communities that allow us access to fuel, shops and restaurants and the communities within the Kawartha Lakes are friendly, inviting and beautiful. Keep up the hard work and we'll keep your communities involved in our spring, summer and fall adventures. We are responsible ( what we take in we take out) and aware of local laws, rules and respect private property.

Thank you again for your time and expertise.  
Mark and Lorraine Scriver

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**From:** Sandra Smith < >  
**Sent:** Friday, February 19, 2021 6:50 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORVs in CKL

I have already sent an email to Tracy regarding a) the makeup of the task force, which as far as I can see is completely made up of people who are already on record as in favour of ORVs (totally against your directive) and b) the fact that we live with intrusive ORVs and those people such as yourself, who make decisions about our life do not have to live with the consequences but selfishly want more and more. Your blurb mentions 250 km. of trails. If you have so much, why on earth is it necessary to travel on municipal roads? The village of Bethany no longer has gasoline sales so one wonders what the attraction is there. Lots of ATVs outside the General store though. If it were at all possible to sell our now white elephant of a home, we would. We may as well live in a city and have less noise, smooth roads and for sure less dust. If it's so desirable to live right on the trail, email me - I've got a nice little 4 bedroom 3 bathroom place for sale.  
Sandra Smith

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**From:** Santiago Bernal <  
**Sent:** Friday, February 19, 2021 7:27 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Atv trails accessibility

Good evening Councillor P. Dunn you I'm sending this email so my voice is heard on my opinion on opening roads up to atv side by side and any orv. I'm located in the Dunsford area and it would be nice to be able to ride up to the trails and parts of Lindsay from home. As it's would be easier for a lot



of people by opening up road for use rather than having to tow a trailer to the trails. You know sometimes you show up and there's no parking or the parking spots are too tight to maneuver a 12 foot trailer around. Also having to worry if someone is gonna go and vandalize the trucks and trailers while riding the trails. Yea I know there could be concern of the atv travelling on the side of the roads while other vehicles are travelling at a higher rate of speed. However there's many of back road that could be used to travel from Dunsford in to Lindsay. I hope this letter helps to open up/use roads in more area in the Kawarthas I'm just one of many that would love to be able to ride from home into town and the trails that run through Lindsay. Thank you for your time for listening and reading the letter.  
Santiago

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From: Matt Hordyk < >  
Sent: Friday, February 19, 2021 7:39 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Promoting atv use

To whom it may concern.

We have a cottage beside the Balsam Lake Provincial Park. We love to atv, and are members of Katva. It's hard to access the trail system by road without crossing Cobourg through town, which is currently illegal. Can anything be done about this?

Thanks for your time and for your work on this and other related items!

From Matt

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From: Mike < >  
Sent: Friday, February 19, 2021 9:27 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Riding the Kawarthas

Good evening,

I want to say I think this is a great start to move in the right direction. I have lived in Dunsford my entire life and resent my move to Lindsay. I am an active rider with young family that loves to enjoy the trails. We need to be able to have better road access to get to all the trails. To have to load the atvs on a trailer to travel a couple km to unload at Ken Ried or Golden Mile to head the other direction makes absolutely no sense. The trails would be used more often and lead to more people stopping in the smaller villages if we could ride directly to the trails.

This is easy to monitor, proper licences and insurance would ensure safe riding. My wife and I would love to be able to take the kids on a ride with us, safely and respectfully to the trail and then be able to stop at the villages and shop and dine.

Snowmobiles are able to do this and if atvs could then people would travel toward Bethany for lunch for example. That ride from Lindsay to Bethany is a great ride, lunch in village and back but it is the most inconvenient ride as well.

People ride through fenlon falls regularly and never have I seen issues arising. People, for the most part, are respectful and safe. We want to be able to ride and enjoy all the kawarthas not just the rail trail, there is way more to offer.

Keeping it safe is very important bylaws can insure that; licences, insurance, proper gear, speed are all easily enforced and we as residents that atv should be given the opportunity to see and enjoy the great area we live in.

Thanks for taking your time reading this and working with the city to enhance the atv experience in the kawarthas

Mike

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**From:** Krystal Smith < >  
**Sent:** Friday, February 19, 2021 9:48 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Opening more roads

Hi there,

I am writing this email to express my opinion on opening more roads to atv and possibly utvs. I am a resident of kawartha lakes (dunsford) and have been my whole life. Atv-ing has always been a huge part of my life growing up and now i get the chance to do the same with my children. We currently own several atvs and side by sides. We are a family of 5 and love spending time hitting the trails. Unfortunately we have to trailer everything to where we want to ride. Generally we ride the vrt from lindsay and head north. We have several families that ride along with us in total there are about 12 atvs in our group. We always stop in along the way for food and gas. Thank god that Fenelon allows you to ride through town for that! We would love to be able to get to the west side of the river in lindsay to hit the trail without having to trailer and hope that all of our belongings are still at our truck when we return. I would say on average for a weekend for our family we spend about 200 to 250 dollars on food and gas in our community. That does not include the friends we have with us. I hope this email is helpful! I cant wait until may 1st so we can get back out there and social distance the best way possible !!!

Sincerely

The Smiths

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**From:** Karen Hart < >  
**Sent:** Friday, February 19, 2021 10:46 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** atv

Hello, have been reading up on your task force for atving...I live in the hamlet of Dunsford and purchased an atv just over a year ago...was very disappointed to find out that even though I am fully licensed and have full insurance on it, I cannot ride my atv down thurstonia road or cedar glen to the

lake for swimming and visiting friends....makes me wonder why I even have it. Thought it would be a great bit of entertainment last summer to go to the lake or visit friends on it...and eventually ride some trails...was very disappointed to find out I couldn't ride it on the shoulder of the road down non highways, as I said I have full insurance and have been a licensed driver for over 40 years...I moved up "north" from the city 35 years ago to enjoy country life but feel a bit like there is a ton of rules the prohibit being able to enjoy our beautiful countryside here...am very interested in following along with this to see if some laws can be changed and allow atv riders a bit more freedom to enjoy them...was very glad to see this task force in place and have positive thoughts about the outcome...although not retired yet, I will be soon and would love to travel thurstonia road, cedar glen road, and around Dunsford with my husband and let my grandchildren enjoy it....they love riding the atv with us but having to trailer it anywhere you go is a real pain in the butt....at this point, I have a snowplow for my driveway which I pay a large amount of insurance on...not worth it and will probably get rid of it if something doesn't change...I had no idea I couldn't ride the side of the county roads when I bought it...look forward to seeing what the future will bring with your task force helping...thank you

Karen Hart

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**From:** Jamie Morris < >  
**Sent:** Saturday, February 20, 2021 10:22 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Iron Bridge

To the Task Force after watching the second meeting:

It's a relief that the Task Force and its City advisors recognize that the Iron bridge across the Scugog is not suitable for off road vehicles. The switchbacks and bollards make it impracticable, but my thanks to Jenn Johnson and Tracy Richardson for drawing attention to the even more significant concerns: the parks (including a Peace Park!) on the west side and the safety issues.

My wife and I regularly walk the Rotary Trail and, like many other trail-users--who include seniors, children, and families-- will sometimes cross the iron bridge, stopping midway for a bit to enjoy the quiet and the views upstream or downstream. We would not feel safe knowing ORVs might be crossing. (The bridge is not wide enough to allow a pedestrian and ORV at the same time.)

Jamie Morris

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**From:** Jamie Morris < >  
**Sent:** Saturday, February 20, 2021 5:46 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Comment on Jump In Kawartha Lakes Project Page

Hello Task Force Members,

I am writing to you about wording that appears on the Jump In Kawartha Lakes Project Page for the ORV Use of City Road Task Force. The project page's one paragraph preamble states: "The goal [of the task force] is to provide Council with recommendations based on research and public consultation that will help expand and enhance ORV use activity across the municipality;" however,

nowhere in your terms of reference does it state that this is the task force goal. The Task Force's Mission Statement is as follows: "to provide advice and recommendations to Council on the use of off road vehicles, including all terrain vehicles (ATV's) and off road vehicles (ORV's) on municipal roads specific to the activities identified in the Terms of Reference," and the activities identified in the terms of reference do not include helping to expand and enhance ORV use activity across the municipality."

I am pointing this out in hopes that you will remove or amend the sentence to accurately represent the work Council has assigned you.

Respectfully,  
Jamie Morris

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**From:** Jamie Morris <>  
**Sent:** Saturday, February 20, 2021 6:00 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Iron Bridge

I sent an email earlier expressing my relief that the task force seems to agree that the iron bridge is not suitable for ORVs.

Just following-up now with a couple of photos taken this afternoon that illustrate the kinds of uses that area gets. The first shows a couple who've been walking the Rotary Trail and stopped to enjoy a quiet moment and enjoy the view from the bridge. The second shows some families sledding just metres from the western edge of the bridge (the bridge entry-point bollard is in the foreground).

Jamie Morris

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**From:** Mike Cowley <>  
**Sent:** Saturday, February 20, 2021 6:04 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Opening more roads

Thank you for all you do.

We normally stay in Bobcaygeon couple times a year. One trip with adults and another with the kids. I would love more road access from town to the trails. We stay at the Princess Motel in town; be great to be able to ride right from the motel and catch the trail just down the road. Loading and unloading is kind of a pain; especially if it's dark when you get back to a parking area after riding all day. No street lights, loading basically in the dark by flash lights isn't that fun; actually can be a bit dangerous. When we come up; we are driving about four hours to get to Bobcaygeon from home. We come up Friday afternoon and go home Monday after breakfast. We eat breakfast and supper at the local restaurants in Bobcaygeon, buy gas in town and of course must have Kawartha Dairy ice cream every night.

We rode a couple times in Bancroft; rented a cottage. There you just ride a few minutes down the road to the trail and ride into town. You can ride anywhere in town for food, gas or accommodations. That was very convenient.

I live in the municipality of Chatham Kent; we have a bylaw allowing ATVs and UTVs to ride on the back roads and side streets of rural communities. Some roads and the city of Chatham are prohibited to ride. <https://www.chatham-kent.ca/residents/traffic/Off-RoadVehicleBy-Law> It's nice to go out for a ride; typically go for lunch or supper along the way. Riding backroads here doesn't compare to the trails and the scenery found in the Kawartha's. Keep up the good work; it took a few years here trying with failed votes and finally convincing council to approve the bylaw. We now have people from surrounding areas come here to ride. They buy gas and food while they are here. It's good for our local business owners.  
Good luck;  
Mike Cowley, Ridgetown, Ontario

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**From:** Mail Team < >  
**Sent:** Saturday, February 20, 2021 7:07 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** open up the roads to off roaders

I live in Warsaw but travel all over to ride. It would be great if Kawartha Lakes would lead the way to allowing off roaders the use of the roads. I am sure you would see a lot of spending in your community as we love to shop, eat and we always need gas. As a rider when it comes to bridges, trails we tend to run only one bike at a time across unless its a really wide bridge. And the clubs I belong to repairs and upkeeps all trails, bridges and such.

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**From:** Gregory Bentley < >  
**Sent:** Saturday, February 20, 2021 9:22 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Trail access

It would be really nice to be able to access trails from home or our trailer. Both in kawartha lakes. My wife and I are both lifetime residents of kawartha lakes. I am a production Supervisor in an automotive assembly plant. She is a kindergarten teacher. We like riding the trails, stopping for pictures and going for a meal. Currently haliburton is the closest place we can do this as they are more atv friendly.

I believe this would bring more revenue into the city and support local businesses as atvr's will spend money on gas, food and other amenities. I fully support allowing a pass through lindsay to access the trails and better yet, the ability to ride from your residence to the trails.  
Sincerely  
Greg Bentley, Lifetime resident of the City of kawartha lakes.

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**From:** Jason Hancock < >  
**Sent:** Saturday, February 20, 2021 10:09 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORV Task Force

To The ORV Task Force,

I live in the Bobcaygeon area, specifically off of [REDACTED] and have access to the Five Points Trails. I own a 4-wheeler as well as a 4 seater side x side that will be used for family outings and introducing friends to the amazing trails we have in this area. When planning a route we always map out restaurants and gas stations along the way to ensure we have access to the essentials. We currently drive to Fenelon Falls for lunch, as we have no way of accessing Bobcaygeon from our ATV or side x side even though we live 7 mins by car to downtown Bobcaygeon. Having access to Bobcaygeon would be high on our list.

After living in Lindsay for 19 years beside the Victoria Rail trail (Springdale Gardens), we often thought that Lindsay was missing out on the tourism that the trails would bring if they allowed for ATV's and Side x Sides. One of the reasons we ultimately moved to Bobcaygeon was so that we could access the trail system, right from our home.

Having access to ride the trails to and through Lindsay, to the Southern Trails would mean we'd have thorough access, when currently Fenelon Falls is far as we can go.

My wife and I have toured on many motorcycle trips across Canada. We have looked into touring by ATV and Side x Sides in other provinces that have trail systems; however, we would prefer to tour in our own area.

I had never owned an ATV until I purchase one to plow snow. I can say I didn't understand what trail riding was all about or have any interest. After my wife and I were invited on trail ride we soon understood what it was all about.

While there seems to be a stigma around them, the majority of ATV and Side x Side owners are responsible people riding with friends and family. These are also people who are willing to invest money in trail passes, and volunteer time if needed, to help maintain the trails.

What we have to offer here in this area could benefit the lives of so many, as a mental health outlet. It would promote getting outdoors, spending time in nature, and being active.

When we purchased our Side x Side at the beginning of this year, we were told by one dealer, that there was a waiting list of more than 30 people waiting for a Side x Side to become available. Getting out on the trails is a growing activity. Opening designated municipal roads (links) and allowing access to the other trail systems would bring more tourism to our smaller communities.

Thank you for advocating for such a great cause, we appreciate all of the work you are doing and look forward with anticipation, to hear about what's to come.

Jason Hancock

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On Feb 22, 2021, at 11:59 AM, Purdy < > wrote:

To whom it may concern

Four years ago my husband and I left our beautiful home in the country and came to Lindsay. We purchased a house that backs on to the Legacy trail so we could continue our walks and enjoy nature.

Although we continued to walk and bike ride nature was hard to enjoy because of ATV's. Not only is there no peace it's sometimes dangerous especially when riding with our small grandchildren. This is not what we expected and I implore you to stop allowing these vehicles on the trail.

Respectfully yours,  
Mrs. D Purdy

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On Feb 23, 2021, at 9:35 AM, Allen MacPherson < > wrote:

Dear Councilor Dunn and Task Force Committee

I am writing this email on behalf of my wife and I who object to ATVs driving on our Lindsay Streets and in particular the Legacy Trail.

Not sure how many of the committee members have walked the Legacy Trail. The trail has a high, year round (winter) use and almost at any time during the day, you will meet 5-8 walkers in the short 2.6km of trail. I walk the trail 3-4 times a week at different hours of the day and I can assure you the trail experiences high use of users especially, senior citizens.

My wife and I are in our seventies and live nearby the Legacy Trail. There are few places in Lindsay, we feel safe to walk (for our health), without the worry of motorized noise/traffic and allowing us to enjoy peace and tranquility like the Legacy Trail provides us. We move slowly, our balance is not the best and our ability to be able to react quickly to ATVs coming up behind us would definitely be a safety issue.

The trail gives us a sense of walking in the woods, fresh air, with its trees, shrubs and wildlife (variety of Birds) surrounding us. We know many of the seniors we meet and talk to on the trail feel the same and this would be a major loss affecting our quality of life. For example, one senior who uses the trail regularly walks backwards on the trail as she has had an operation that affects bending her knees. Because the task force is considering the trail for ATV use, it just adds to the anxiety seniors already feel in our community, with covid-19 and now potential loss of a safe trail. It just adds to our stress and just another aspect of how seniors are devalued as we grow old.

The committee must balance their desire to open municipal roads to social, health and environmental benefits, recognizing these values are the values the Legacy Trail provides us. If the committee is strictly looking at ATV access or even so called limited tourism benefits, you are the cause for a lot of unnecessary stress and confusion for many residents, especially seniors of Lindsay. There needs to be places like the Legacy Trail, not just parks, in our community to be protected from unnecessary intrusions such as ATVs.

Let the Legacy Trail be a legacy for the future generations, and remain a beautiful green active living corridor.

Allen and Barbara MacPherson

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**From:** Rhonda White <>  
**Sent:** Tuesday, February 23, 2021 11:48 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Re: Requesting an ATV/SXS Route Through Lindsay

Correction to my previous email.

We rode to the Ken Reid staging area when we had an ATV. We have to ride past Fenelon Falls now with our SXS - usually Superior Propane parking.

Sorry for the confusion.

On Tue, Feb 23, 2021 at 11:33 AM Rhonda White < > wrote:  
Good morning,

This email is to express my desire to see an atv and sxs friendly route through Lindsay, as well as the ability to access some points within the town of Lindsay.

We currently live in Lindsay on Colborne St W. We have to trailer our SXS to go to the Ken Reid staging area, where we have to unload and leave our truck and trailer for the day, hoping no ill fate comes to our truck and trailer while we are gone. What a nuisance!

While we are out, we get gas in Fenelon Falls and food in Kinmount or Haliburton. In fact, I never hear of any of my fellow riders getting gas or food, or other shopping in Lindsay, which I am sure the Lindsay businesses would like to receive our patronage.

If we want to go south of Lindsay, it's the same story. :(

Quite often through the summer we try to camp outside of Kawartha Lakes where we can access trails right from the campground, just because it is so nice to not have to trailer to a trailhead.

My father, who does not have email, lives in Nestleton. He will trailer to Fenelon Falls and avoid Lindsay altogether.

As I said, we live on [REDACTED]. If this were to be considered as a possible route through town, it would matter not to anyone on the street, noise-wise. The noisiest vehicles on Colborne St W are the bouncing empty trailers, gravel trucks and motorcycles by far. An atv or sxs does not even come close to that level of noise! I am sure this would be the same scenario on many other Lindsay streets that may be considered.

Thank you for your time,  
Rhonda White

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**From:** < >  
**Sent:** Tuesday, February 23, 2021 7:11 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** atv road access

We have 3 atv's, with hatva passes. We ride as a family. We love the thought of opening road access from area to area...  
We love to eat out and access to more gas stops or even motels would be awesome!  
We do have plates and insurance....

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On Feb 23, 2021, at 8:21 PM, Janice Skinner < > wrote:

Dear Mr. Dunn,

I am writing to advise of my opposition of the use of the Legacy Trail for ATV use. I also oppose the use of streets in Lindsay by ATV users.

Yours truly,  
Janice Jones-Skinner, Lindsay

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On Feb 24, 2021, at 12:55 PM, e.elliott e.elliott < > wrote:

Greetings Councilor Pat O'Reilly

I am writing to you to express my concerns and objections regarding motorized machines on City Roads and Trails.

I have attached a letter for your review and consideration.

I have been involved with off road machines compatibility on Trails and Roads and a keen advocate of Trail use for more than 30 plus years. As a trail builder and community college teacher of trail construction. operation and design I do not see how or why the members of Kawartha Lakes City Council would condone this activity on the streets or trails of the city. I have worked for the Ministry of Natural Resource and a consultant for the development of trails in the Northumberland County Forest and bring more than 30 years of Trail experience as a trail builder for compatible uses . The mix of off road motorized machines in a city environment does not make sense.

There are so many negative reasons restricting and preventing the mix of snow machines. vehicles and pedestrians including safety, health, property values and environmental impacts.

I respectfully ask that common sense prevails and controls to restrict and prevent the use off road machines be imposed on the streets and trails within the jurisdiction of the City of Kawartha Lakes.

Respectfully submitted,

Bill Elliott

ORV Task Force:

February 24, 2021

Follow up of our phone conversation to Councillor Dunn, regarding recommendations to this committee and the ORV bylaws within the CKL.

As an ATV enthusiast, multi user of the VRT and resident of Kawartha Lakes, we would make the following proposals to help address the safety of everyone and to support tourism in CKL.

1. Victoria Rail Trail – from the North to the South end of the trail...Bethany to Minden as one continuous route with the present enforced speed limit of 20 kilometers per hour through all residential zones.
2. In our area of [REDACTED] to Garnet Park in Fenelon Falls, the posted speed limit is 20 km/hr with no access to side by sides or ATV larger than 64 inches wide. This should remain with these restrictions and include: ATV must have at least one handlebar mirror. (rational: for the ATV to better see any vehicle intending to pass- gives safer viewing)
3. Loud exhausts: prohibit its use, no aftermarket exhausts (rational: the tree canopy along the trail creates increased noise pollution echo with these exhausts.)
4. Signage improvements at North Line and Garnet Park similar in size to the snowmobile poster at Garnet Park: Sign to include MAX SPEED in residential area, NO SXS, NO LOUD EXHAUST, EMERGENCY PHONE NO, COMPLAINTS PHONE NO. , POST FINES under the Highway Traffic Act. Identify Time to Travel within the speed limit and stop signs from area to area.
5. Within the town of Fenelon Falls most street speed limits are 50 km/hr. Any routes established by this committee should be posted with ATV accepted route sign and ATV speed limit of 20 km/hr.(Rational: several ATVers attempt to bypass the VRT from Garnet Park to Ripple St. Via Louisa St., and would appear they do not know the maximum speed limit for ATV on this road is 20 km/hr, as they are frequently observed at speed greater than 20km/hr..)
6. KATV this past year has seen a huge increase in membership from all across Ontario. The Facebook group for KATV is very active and from reading within that group, it is clear that there is a lack of knowledge of basic ORV laws, ATV Code of Conduct and common sense. We give credit to the club to work at informing individuals and further suggest: A mandatory education course (online or in person) should be part of riding within CKL. A CAP to the size of this club and /or numbers of persons using the CKL trails should be established to prevent overwhelming our community and help develop a quality sport, not a mere quantity of members.
7. For the residential area of CKL there should be a limit to the number of ATVers travelling together. There is noise and dust and restricted access for others on the trail and roads when a group larger than 4-5 ATVs are travelling in tandem.
8. As ATVers living close to VRT in the residential corridor between Garnet Park and North Line Rd., we have witnessed several incidents where ORVs have shown disregard for the privilege of using this trail. This is causing local residents and non ORVers to take the position of disallowing all ORVs in the community period. This committee needs to listen, support all concerned citizens to be part of committees and address their concerns and not just dismiss them as quoted by Councillor Dunn in the Lindsay Advocate on February 23<sup>rd</sup> 2021. Quoted "Speaking for myself, I didn't see value in having a committee member who would say "no" to everything proposed. Let the "no" people come forward at Council when this

is debated” “Those who oppose this are very “Lindsay-Centric, Not everyone is going to be happy when we are done”

There are solutions so that everyone can enjoy access to these trails and feel safe on the roads. They all come with responsibility, respect and enforcement. Unless these principals can be enacted there is no point in working to gain more road access.

Thanks you for accepting this submission.  
Shirley Hackett ()

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**From:** deborah pearson  
**Sent:** February 24, 2021 1:39 PM  
**To:** Tracy Richardson  
**Subject:** ORV Task force

Hi Tracy,  
I hope you are having a good winter. I see that you are on the ORV Task Force. I am writing at this point, not as a member of EAC, but as a concerned citizen. First of all, I am astonished at the blatantly biased make up of the task force. Wow. Thank goodness you are on it at least!  
I love our local roads and trails and am on them often throughout the seasons as a cyclist, and a walker. On numerous occasions we have had to get out of the way of the aggressive ATVer's whose machines rut up the roads and damage the environment wherever they travel. When cycling they sometimes pop out of nowhere and roar down the road in front of us, often driven by adolescents who might not even know the rules of the road.

I see no reason to give them a wider range that won't open the city to liability, and disrupt the enjoyment that many citizens seek in non-motorized , healthier, environmentally responsible recreation.

I hope the task force will be "open minded" in-spite of the embedded bias. The current laws in Kawartha Lakes don't need to become weaker.

Thanks for your consideration. and all the work you do.  
TC,  
Deborah Pearson

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On Feb 24, 2021, at 5:40 PM, Lorna Green < > wrote:

To the Mayor and Councillors:

I am writing to express my dismay upon hearing that our municipal leaders are considering ATV vehicles access to the Legacy Trail.

My husband and I bought our property on William Street North almost eleven years ago. A large part of the attraction was having the trail behind us. We could live in the town of Lindsay but still be a part

of a tranquil countryside setting. The trail has given us many years of enjoyment whether riding our bicycles or simply going for a walk.

ATVs have become quite popular for recreational use in the past years and I wish anyone whatever pleasure they may derive from owning and riding one. However, I vehemently object to their presence on a nature trail. These machines only add to noise and air pollution. They disturb bikers and walkers on the trail, are a hazard to children and families, and disturb birds and wildlife.

Please do not allow these vehicles on our trail. I am astonished that this issue has to be addressed again. Those who care about our natural surroundings have opposed this on previous occasions and common sense prevailed. I urge you to continue to listen to the citizens of the city of Kawartha Lakes and ban these vehicles from the trail. And it would be an even greater pleasure if a moratorium was placed on this issue. It is exhausting having to fight for a clean and safe environment every few years.

Sincerely,  
Lorna Green

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On Feb 24, 2021, at 6:27 PM, Mark G. < > wrote:

Good afternoon Councillor / Chair Pat Dunn.

It has become obvious that I, a resident of Lindsay that voices a passionate opinion about ATVs in Lindsay do not warrant a reply by council or the task force to their emails. Duly noted.

So I will take a step back from expressing my passionate opinion and ask that the task force take the time to look into some key areas before deciding for or against allowing access to ATVs in the town of Lindsay.

1) Enforcement of ATVs on the streets of Lindsay will be an important part of ensuring the safe movement of people, motor vehicles and ATVs on the roadways. If the task force would consider obtaining ATV enforcement statistics from previous years from Police and Bylaw to determine a baseline of available resources in place now. Determine what resources would be required to properly address additional accidents, enforcement, and complaints related to ATV access. Is the City willing to address the need for a potential increase in enforcement resources. Make this information available to the task force and the public prior to opening up submissions by the public.

2) Identify areas where ATVs will be travelling on soft shoulders or gravel based areas. It is well known that ATVs will accelerate and turn up dirt based areas when travelling; especially from a stopped position. Should areas like this exist, input by Public Works in relation the the increased amount of resources required to keep these areas graded and maintained.

3) ATV drivers wear helmets that restrict their line of sight behind them. ATVs are not required to have side mirrors to assist them in lane changes. When identifying a potential route for ATV access, please keep in mind that ATV drivers need to operate their machines as far right as possible on roadways. To turn left ATVs need to transition to the centre of the roadway; some roads being two lanes (like Russell St.). These lane changes involve ATVs travelling 20km/h and traffic travelling 50km/h.

4) ATV access through park lands like at the Iron Bridge. ATVs are off-road vehicles and operators like to drive their machines in areas that are exciting. While travelling through town parklands, ATV operators will be attracted to hills and irregular graded terrain. How will the city address issues where ATV operators leave the identified route to explore the parklands in town?

Thank you for your time and hope the Task Force will consider these points as a part of their assessment and decision.

Respectfully,  
Mark Groenke

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On Feb 24, 2021, at 12:55 PM, e. < > wrote:

Greetings Councilor Pat O'Reilly

I am writing to you to express my concerns and objections regarding motorized machines on City Roads and Trails.

I have attached a letter for your review and consideration.

I have been involved with off road machines compatibility on Trails and Roads and a keen advocate of Trail use for more than 30 plus years. As a trail builder and community college teacher of trail construction. operation and design I do not see how or why the members of Kawartha Lakes City Council would condone this activity on the streets or trails of the city. I have worked for the Ministry of Natural Resource and a consultant for the development of trails in the Northumberland County Forest and bring more than 30 years of Trail experience as a trail builder for compatible uses . The mix of off road motorized machines in a city environment does not make sense.

There are so many negative reasons restricting and preventing the mix of snow machines. vehicles and pedestrians including safety, health, property values and environmental impacts.

I respectfully ask that common sense prevails and controls to restrict and prevent the use off road machines be imposed on the streets and trails within the jurisdiction of the City of Kawartha Lakes.

Respectfully submitted,  
Bill Elliott

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On Feb 25, 2021, at 9:44 AM, Glen Wood < > wrote:

Good morning Pat, I have been just made aware that you are heading up a Task Force to determine a route to link the Legacy and Rotary trails. I am not opposed to the link but I have some concerns about utilizing the trail along the river from Dobson St. to Lock 33. Our residence overlooks the trail and since the onset of Covid this part of the trail has seen a tremendous increase in pedestrian traffic which is wonderful to see. I would be very curious if the city is aware of the number of people that walk the trail on a regular basis. Due to the width of the ORV's combined width and steep banks on the paved portion of the trail I have concerns that extra motorized traffic being a safety hazard to the pedestrians and individuals that are pushing strollers as well as the handicap that use their wheel chairs along the paved portion of the trail. The city has constantly been improving the surroundings along the river, so let's not go backwards. There has to be a better solution.

Regards, Glen Wood

**From:** Karter Hardy < >  
**Sent:** Thursday, February 25, 2021 4:11 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Opening More Roads In Kawartha Lakes  
Good Afternoon,  
I really hope I am not too late on sending this email.

I have only been riding the ATV trails now for 2 years, and in that time frame I have enjoyed it to the fullest, so much so that I purchased a separated ATV for my wife. There are a few issues that does bother me, and it is the point I have to load my atv's trailer them approximately 3.5 km's to unload them and start on to the rail trail at Ken Ried. If I was able to drive my atv's that distance it would save me time, afford and the possiblity of not having a place to park when I get there. My atv's are equipped with all the lights , signal lights and even a horn as a normal car would have. If I follow the rules of the road as implied when driving through Fenelon Falls or other towns, i feel it would not harm or endanger anyone for me to drive on the road. Other location I have been lucky enough to use road excess (Minden Hills, Haliburton) has been a great help and i am sure a benefit for the town, with the added people stopping for meals, fuel, etc when they are in that town. I under stand we are talking about the City of Kawartha Lakes, which has a bigger population then the towns I mentioned above, but I am sure it would help the City as well. Another point I have is the aspect not being able to drive through Lindsay, to join both trails together as one. This would be such an add feature, being able to drive a full run from one end of the trail system to the other in one go. Driving through Lindsay would have it challenges, but I am sure this could be worked out some how.  
Thank you  
Karter Hardy

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On Feb 25, 2021, at 3:54 PM, Peggy Brooks < > wrote:

Hello Pat. Just jumping onto Glens email. We are also opposed to allowing ATV's on the trail. Us being retired have had many walks on the trail as we live across from the iron bridge, and it would be a shame to have ATV's racing along there . The trail is an amazing place for some quiet and enjoy nature.  
Steve & Peggy Brooks

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On Feb 25, 2021, at 9:44 AM, Glen Wood < > wrote:

Good morning Pat, I have been just made aware that you are heading up a Task Force to determine a route to link the Legacy and Rotary trails. I am not opposed to the link but I have some concerns about utilizing the trail along the river from Dobson St. to Lock 33. Our residence overlooks the trail and since the onset of Covid this part of the trail has seen a tremendous increase in pedestrian traffic which is wonderful to see. I would be very curious if the city is aware of the number of people that walk the trail on a regular basis. Due to the width of the ORV's combined width and steep banks on the paved portion of the trail I have concerns that extra motorized traffic being a safety hazard to the pedestrians and individuals that are pushing strollers as well as the handicap that use their wheel

chairs along the paved portion of the trail. The city has constantly been improving the surroundings along the river, so let's not go backwards. There has to be a better solution.  
Regards, Glen Wood

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On Feb 25, 2021, at 10:41 AM, T. C. Black < > wrote:

Councillor Patrick:

Greetings from North Victoria - you know - the vast rural areas in the north end of this rural Metropolis that isn't "Lindsay."

Living up here in the hinterlands one finds the "news" doesn't permeate the invisible news blackout curtain situated across the north shore of Sturgeon Lake or north of the western portion on City of Kawartha Lakes Road 8 from Fenelon Falls over to the Durham Region line. Accordingly, I was intrigued to read the article entitled "**Fairness of new city task force questioned; use of off-road vehicles examined**" which was published February 23rd, 2021, in the "Lindsay Advocate."

I note you are Chairing this committee and some comments attributed to you in that regard, especially that you "discount" the concerns expressed by citizens named Bill Steffler, Peter Petrosoniak and Heather Stauble, all of whom have serious concerns about the volunteer makeup and balance of opinion present on the city-created, off-road vehicle task force - specifically - the current president of the Kawartha ATV Association Caroline Richards, past president of the Kawartha ATV Association Steve Lane, ATV enthusiast and Trent Hills fire chief Don Mitchell and Kawartha Lakes Police Service constable Jason Ramsay. Indeed, you have apparently stated that the volunteers as currently constituted represent "a blue ribbon committee made up of people trying to find solutions." To me, that depends on where you stand...

Back when the City decided to create a by-law (2009-116) to "regulate the operation of all-terrain vehicles on municipal highways in the City of Kawartha Lakes" it decreed that All Terrain Vehicles - commonly referred to as ATV's (as defined in Ontario Regulation 316/03) had 4 wheels; handlebar steering; a seat straddled by the operator; and designed to carry the operator and no passengers. These vehicles would be legally be found north of County Road 8 from Bobcaygeon to the Durham Region Boundary; they would be limited to 20 km/h in a posted 50 km/h zone and 50 km/h in an area having a posted speed limit above 50 km/h. Along with a litany of other caveats, it indicated the ATV would only be allowed on shoulders unless unsafe to do so.

A series of public meetings were held leading up to this decision. As a citizen having some interest and experience in traffic safety, I attended one held at Coboconk. I was intrigued to find a large number of vehicles present, many displaying dealer stickers or names from well outside the City of Kawartha Lakes. A long lineup occurred at the door, and many interesting conversations occurred prior to getting to the entrance - most in favour of allowing ATV's to roam at will. As I approached the door I could see our then Mayor and several City Councillors inside, all engaged in conversations. What really turned me off was being stopped at the door by some goon who asked me if I was a supporter or not. Imagine my reply. I was there to be enlightened, not intimidated by some [REDACTED]. It was obvious that this meeting was a fiasco.

In the years since, I have watched with interest as I witnessed all manner of stupid and often dangerous operation of ATV's, often running with two up, or at grossly excessive speeds on and off gravel - endangering not only themselves but every other person around them. Not once have I seen one stopped by the increasingly absent police nor any type of municipal law enforcement personnel.

Some time after the initial by-law came into effect single seat or side by sides with steering wheels and ordinary seats emerged. I spoke to several local dealers who stated to me, and anyone looking at or purchasing one, that these were acceptable on local trails and roads despite their failure to

comply with the original definitions and/or designations. I wrote to Caroline (Carolyn?) Richards, asking to clarify this, but never had a response. I think I know why...  
Long story short - ATV's were designated "off road vehicles" because they were meant to do just that - **be off road**. Their safety equipment falls far short of that of any vehicle designed to be on our highways - everything from tires; to braking systems to lighting and other standardized safety equipment. With the advent of wider versions such as the Mule and so on, they now take up much more space on a road or indeed on these narrow old railway beds frequently used as "trails" for both off road vehicles and snowmobiles. The lack of proper safety equipment on off road vehicles and the speed differential between regular motor vehicles and these off road vehicles can be substantial, and therefore increases the severity ratio in any collisions.  
I suspect that the Provincial government views the expansion of use for these off road vehicles from a broad perspective across a huge and geographically diverse Province, as well as for the benefit of off road vehicle manufacturers, dealers and many users. Locally, I trust that any suggestions that your Committee will make to Council will be directed toward usage across the entire City - including Lindsay.  
These decisions create complexities far beyond business interests or people "liking to ride..."  
Good Luck.  
Blackie

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On Feb 26, 2021, at 7:29 AM, Joe Boudreau < > wrote:

Dear Councillor O'Reilly,  
We would like to voice our objection to the proposal to allow ATV access over the Iron Bridge and through the town of Lindsay.  
My husband and I chose to purchase our home on [REDACTED] over ten years ago because the area appeared to be less congested and quieter than others in town. Access to the Trans Canada Trail was also a factor when we relocated back to Lindsay to retire. Our current neighbours, most of whom are new to Lindsay, also feel fortunate to have this wonderful walking trail so easily accessible. A large number of families in our area, many with small children and dogs, frequently use the trail as a safe place to exercise and enjoy nature without the worry of disruption by motorized vehicles. The beautiful redevelopment of the Lilac Gardens is also drawing a significant number of people to our area because of its family-friendly outdoor space. We are very proud of the revitalization that we have witnessed in the East end of town over the past few years and congratulate the City of Kawartha Lakes in their efforts to beautify our neighbourhood. As such, we feel that it is critical to keep these pathways free from the noise and congestion of ATV use so that it can continue to be enjoyed in a safe and accessible fashion.  
Respectfully,  
Linda and Joe Boudreau

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On Feb 27, 2021, at 9:27 AM, Ian White < > wrote:

Dear Sir, As a Frequent trail user, I for one would not like to see the ones in and around town being used by noisy machines, we already have them going up and down the road ( Denniston St.) and using our front yard as if it were their own, just to get from A to B.  
This is a nice rural town with pleasant walking areas for us older people to enjoy, don't mess it up just for a few, if they want to use their machines take them out into the country.  
Yours truly, Ian White

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On Feb 27, 2021, at 1:01 PM, Kathryn Frank < > wrote:

I understand Kawartha Lakes is reviewing the current bylaws around the use of Off Road Vehicles (ORV) on Lindsay's roads, streets and trails.

As a frequent walker on the trails in Lindsay, this is very upsetting to me to think that they would be allowed on the trails.

As ORV are already on the trails (when they are not supposed to be -- showing ORV operators to be disrespectful of the current rules), I can say from experience that the vehicles are noisy and smelly and take away from the enjoyment of a peaceful walk in nature.

Whenever you hear one coming in the distance you are constantly trying to gage how far over or off the trail you need to go in order to be safe. I do not enjoy having to leave the path and walk in the snow or grass in order to let one pass.

It is a safety concern for all, but especially children and seniors out on the trail.

We also need to be mindful of the impact on wildlife in the area. We are slowly pushing all the wildlife out of the area and the trails and nature corridors are one of the few areas left for them to live relatively undisturbed. ORV would just be one more negative impact on the flora and fauna along the trails.

Living near to the trails, I would not appreciate the increased noise that ORV create.

Kawartha Lakes seems to be making an effort to attract tourists to our area, advertising the abundant nature and it seems counterintuitive to allow the disruption of the peaceful beauty by allowing ORV on the few remaining trails where they are not allowed.

Everyone needs a little space to enjoy for a positive mental and physical state of health. ORV have hundreds of kilometers of trails and roads around Lindsay and hikers have some too. It is crucial to keep some trails free from ORV for those of us that wish to have a peaceful and undisturbed outing.

Thank you for your time and consideration in this matter,

Kathryn Frank  
Lindsay Resident

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On Feb 28, 2021, at 9:02 AM, gil GAUTHIER < > wrote:

I would like to express my concerns with allowing ATV's on our streets. I retired in Lindsay 8 years ago to enjoy a quiet and relaxing environment. Since the past 8 years Lindsay has grown and continues to grow because we are considered a place where people feels that it is a place they can remove themselves from the fast pace of the big cities.

We have walking path where we are encountering ATV's and dirt bikes. We do not need more ATV's to take our walking path away from us. Introducing ATV's on our streets would greatly impact this environment as well as introducing noise and traffic with our town.

We do not want to become a hillbilly town where it's a free for all. There are trails for ATV's to enjoy themselves, leave the town to the residents.

Gil Gauthier

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On Feb 28, 2021, at 10:20 AM, Arthur Hornibrook < > wrote:

Please note the attached letter from The Kawartha Cycling Club in reference to the ORV task force work.

Thank you for considering our input.

Art Hornibrook  
President, Kawartha Cycling Club

**To: City of Kawartha Lakes Mayor and Council**  
**From: The Kawartha Cycling Club (KCC).**  
**Re: The Off-Road Vehicle (ORV) Task Force Comment**

We appreciate the opportunity to input to the task force regarding ORV routes within the City of Kawartha Lakes.

### **Background**

As a local cycling club, with members residing primarily within the city, we do have a vested interest in safe cycling routes and trails in our area. One of the primary objectives of the Club (from our constitution) is to foster and promote the sport and pastime of cycling.

Over the past number of years, we have participated in several initiatives aimed at improving existing active transportation (AT) opportunities within our City for the benefit of all citizens.

Currently, we are participating with the planning department (Chris Marshall), on the development of an AT plan for the City that will guide existing and future development. We were pleased that the development cost was included in the 2020 budget.

Unfortunately, the COVID situation postponed the project. However, we believe Chris has completed the Request for Proposal for the Active Transportation Master Plan and is awaiting response from potential consultants. This is a significant step for our City as several communities close to us have completed their plans and the results are very encouraging.

### **ORV Task Force Input**

We have informed our members of the task force and encouraged them to comment if they are concerned or have input they wish to share with the task force.

The interest of the KCC is related to the AT plan. We believe it is appropriate to complete an approved AT plan prior to designating OCR routes within the city. Of particular concern would be any proposals that impact current and future AT only trails.

Please feel free to discuss our concerns directly by contacting me at [admin@kawarthacyclingclub.com](mailto:admin@kawarthacyclingclub.com). You can also find more information on our Club at [www.kawarthacyclingclub.com](http://www.kawarthacyclingclub.com)

Thank you  
Art Hornibrook, President, Kawartha Cycling Club

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**From:**  
**Sent:** February 28, 2021 12:05 PM  
**To:** [Tracy Richardson](#); [Kathleen Seymour-Fagan](#)  
**Cc:**  
**Subject:** ATV's on Legacy Trail

As a resident fortunate to have access to the Legacy Trail from my backyard, I am opposed to the use of ATV's, for the following reasons:

1. ATV users who will not follow speed limits
2. Children underage, unsupervised, unlicensed, allowed the use of an ATV
3. Noise
5. Pollution
6. Motorized congestion along the trail extensively used by walkers and non-motorized vehicles
7. Lack of policing

Al & Gayle McAndrews

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**From:** Joan Breault <>  
**Sent:** Sunday, February 28, 2021 2:42 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Support of opening road in COKL to ORV's

Members of the ORV Task Force,  
Thank you very much to all members of the ORV task force for taking the time to participate in this initiative.

My husband and I are retired and live in the Oakwood area. We have been members of KATVA for many years and enjoy the diversity of trails in the area. We do own four ATV's and have had the opportunity to introduce friends and relatives to the sport by taking them out on the trails.

It would be ideal to have additional roads open to ORV's to access food, fuel and local businesses, as well as the possibility to avoid trailering in some cases. Any steps in this direction would be greatly appreciated.  
Thank you all once again.

Joan & Dave Breault, Oakwood

On Feb 28, 2021, at 2:56 PM, Andersons < > wrote:

Dear Mr. Mayor and Members of Council:

I have been feeling some frustration this past week as I have heard more about the Off Road Vehicle Task Force. As pointed out in the article in The Lindsay Advocate, it appears that the task force is comprised of people who hold the same positive view regarding off road vehicles. I am disappointed that those with other points of view are not represented.

My partner and I use the trail system extensively within and around the town of Lindsay to walk, cycle, jog and ski depending on the season. Our ability to quickly access the trails and find ourselves away from noise and surrounded by nature is one of the real joys of living in Lindsay. Typically when it's not a pandemic year, friends and family from a distance join us as well.

We're concerned that our needs and opinions are not being sought by way of this Task Force. If we were present, we would be advocating for the safety of those who enjoy the trails for hiking, jogging and cycling and for an awareness of the noise and pollution that are intrinsic to the use of off road vehicles.

Our streets and trails are used by everyone - consequently, it is imperative that everyone is respectfully heard.

Sincerely,

Kathy Anderson  
Lindsay, On

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**From:** Ronda Kellington <>

**Date:** February 28, 2021 at 5:09:24 PM EST

**To:** [orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)

**Cc:** [delmslie@kawarthalakes.ca](mailto:delmslie@kawarthalakes.ca), [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca), [laurie.scottco@pc.ola.org](mailto:laurie.scottco@pc.ola.org)

**Subject:** Conflict of interest

Is it not a conflict of interest for the vice chair of the ORV task force to be from the Kawartha ATV Association? The association profits from the purchase of ATV permits so how can a representative of that association present an unbiased opinion of the issues?

Also, there is no useful information about task force activities online. Feb 5 meeting minutes are not available and the Feb 19 YouTube recording doesn't explain who the participants are. Who's Jason for example? Where is a list of all task force members and their positions in the community?

How can community members stay informed and engaged when the task force is not being transparent?

Thank you,  
Ronda

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On Feb 28, 2021, at 7:01 PM, Kevin Frank < > wrote:

To Whom it May Concern,

It has come to my attention that the COKL is looking into bylaws covering the use of Off Road Vehicles on the roads and trails in the town of Lindsay.

I live on [REDACTED] near the Rail Trail and Rotary Trail and I am opposed to the use of snowmobiles and other ORVs inside the city itself. Currently Logie street is listed as part of the Victoria Rail Trail, which already means that snowmobiles are ripping across homeowners lawns on both sides of the street at all hours of the day and night. This is a disruptive situation for those of us who live [REDACTED].

The Rotary Trail is especially since it was improved last summer, and I was grateful to see my tax dollars invested in renovating outdoor trails like this in town. So please do not allow ORVs to tear up this peaceful walking/biking space we all enjoy so much.

There are innumerable trails outside of the city limits, so those who enjoy ORVs have more than enough space to participate in their hobby. There is no reason for them to continue to speed across our lawns.

I hope you will take the wishes of homeowners and taxpayers ( and voters!) who live in town and would rather not have strangers drive their vehicles on their property.

Thank you for listening and for your support in this matter,

Kevin Frank

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**From:** Ron Ashmore < >  
**Sent:** Monday, March 1, 2021 7:40 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>; Pat Dunn  
**Cc:** Agenda Items  
**Subject:** Off Road Vehicle Use

TO: Kawartha Lakes Off Road Vehicle Use of City Roads Task Force  
Chair Councillor Dunn  
Vice-Chair Richards  
Councillor Seymour-Fagan  
Councillor Richardson  
Mr. Lane  
Mr. Ramsay  
Mr. Mitchell

Dear Members of the Task Force:

I would like to thank you for your participation and work on this task force. It is a very important task force and your recommendations will have a major impact on the many communities in Kawartha Lakes. I will not get into too much detail but just wanted to offer a few comments and suggestions please.

I feel that for too long Off Road Vehicle (ORV) owners have been unfairly targeted in many communities. ORV's are the norm these days with respect to transportation within these settlements. Many people use ORV's for mobility and accessibility within their community since this is the only form of transportation they have. This applies to ATV's, Side by Sides, Golf Carts and Scooters to name a few methods of transportation in communities like Thurstonia where there are multiple streets with steep slopes. Also, in the community of Victoria Place, the people there would appreciate that they are allowed the use of their golf carts for mobility to get to their club house and down to their harbour. Allowing electric golf carts would also be more beneficial to the environment.

Bill 107 gives us this once in a generation opportunity to make a difference for our communities. I am hopeful that we can open up our communities to ORV's to make our small rural communities even better places to live.

Thank You

Ron Ashmore Councillor Ward 6

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On Mar 1, 2021, at 12:03 PM, Jenn Ellis <> wrote:

Good Morning Mayor & Councillors,

I'm writing to you to express my opposition to the Task Force examining the use of municipal roads and trails in the City of Kawartha Lakes by ATVs. As a resident of the North Ward in Lindsay living within 100m of the trail, I know first hand the noise and traffic that snowmobilers bring to the trail during the winter months where there is significantly less foot traffic on the trail. Most are very respectful riders but some are not, failing to slow down to an acceptable speed for passing pedestrians. I walk the trail nearly every day with my dog and have had many encounters already, moving off the trail to allow the snowmobiles to go by. During the summer months the trail gets even more foot traffic and allowing ATVs to use this would ruin the peace the trail offers to residents utilizing the trail.

The town of Lindsay has very few areas that residents can go to get outside for a walk or some vitamin D. The addition of ATVs on these trails would reduce this even more so. The trails are not very wide and would require anyone walking along the trail to move off of it to allow the ATVs to go by.

Living so close to the trail, I also hear the noise of snowmobiles in winter months throughout the day and into the night. As someone who enjoys spending a large amount of time outside during the summer, the ATVs would bring significantly more noise to the area and would impact residents who are trying to enjoy the outdoors from their own property and while using the trail.

ATVs already have existing trails and roads for their use. If we were to increase their access it would mean decreasing resident activity and enjoyment from our limited trails.

I strongly oppose the increase of access by ATVs and hope you will take my thoughts into consideration.

Thank you,  
Jennifer Ellis Resident, Lindsay, Ontario

On Mar 1, 2021, at 3:16 PM, Susan Stoppa < > wrote:

I just received a flier with regards to the formation of an ORV Task Force. The Victoria Rail Trail runs behind my house. My concerns about more ORV traffic on our trail systems is primarily the increase in noise and air pollution. The loud noise is very disturbing to wild life, pets and people, while the horrible air pollution lingers for quite some time after ORVs have passed by. Because of this, my family and myself are really not looking forward to having more ORV traffic on our trails. Instead, we need to really become serious about taking care of our environment. None of us can have our cake and eat it too. Encourage the ORV drivers not to purchase those vehicles but to find other enjoyable ways to recreate that is not detrimental to our health and environment (eg. walking, cross country skiing, bicycle riding). Often times, I see 2 to 5 ORV's riding one after another. Are the 2nd to 5th riders honestly enjoying the poor air quality that they are breathing in from those who are ahead of them? I am not when I am walking even at quite a distance behind them.

I see that on the Trans Canada trail, many ORV drivers, with the goal of more amusement, drive off the trails and do not consider the livelihood of our natural vegetation or the erosion of the trail edges. A lot of garbage is also left everywhere by the way side.

I have not noticed that the speed limit or the type of lawfully allowable vehicle using our trails is enforced. Do we have the manpower and money set aside to cover and actually monitor that?

These are just a few of my concerns with regards to ORVs we already have on our trails.

Sincerely  
Susan Stoppa

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**From:** John Bush < >  
**Sent:** Tuesday, March 2, 2021 9:10 AM  
**To:** Andy Letham  
**Cc:** Chris Marshall < >; Kathleen Seymour-Fagan  
**Subject:** Off Road Vehicle Task Force

Dear Sir,

Please see the attached letters as they pertain to the Off-Road Vehicle Task Force recently created.

Richard Fedy and I thank you in advance for your early attention to this matter.

Regards,

John Bush  
Co-President  
Environmental Action Bobcaygeon

Mayor A. Letham  
City of Kawartha Lakes  
180 Kent St., West  
Lindsay, Ontario  
K9V 2Y6

**Re: Off Road Vehicle Task Force Study**

Dear Sir,

It has recently come to our attention that the City has appointed an Off-Road Vehicle Task Force to study the pros and cons of allowing Off Road Vehicles (ORV) on City streets in Lindsay and Bobcaygeon.

Environmental Action Bobcaygeon (EAB) is a Not-for-Profit organization in Bobcaygeon that completed an Active Transportation Plan in 2016, and the plan was endorsed by City Council in 2017. The purpose of this planning exercise was to develop safe walking and cycling routes/paths along City streets within the Village. Attached is a copy of a letter to City Council (October 25, 2019) that outlines the benefits of such a plan and our progress at that time in implementing the plan.

Recently City Council approved an initiative to develop an Active Transportation Plan for the larger City of Kawartha Lakes. We understand this will likely take a year or two to complete.

We appreciate the increase in ORV use for recreation in the Province but deciding whether or not to open some City streets to ORV's we feel is premature. We strongly recommend that the ATP study be completed **before** making any decision on whether or not to open City/Village streets in the City of Kawartha Lakes.

Furthermore, it does not appear that there are any representatives from the hiking or cycling community on the Task Force. Including them would provide a more balanced view during discussions.

The City also completed a Healthy Environment Plan in the last year or two and the idea of adding more gas-powered vehicles on City streets seems to be contrary to many of recommendations in that report.

The City of Kawartha Lakes has a large tourist population in the summer months, adding more gas-powered vehicles on the streets seems to be the wrong direction to be heading in making our communities more attractive and healthy places to spend time in the downtown cores in particular.

We ask that you circulate our comments to the appropriate staff and persons involved in the project.

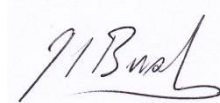
Thank you in advance for considering our viewpoint and suggestions.

Respectfully submitted,





Richard Fedy, Co-President  
Environmental Action Bobcaygeon



John C. Bush, Co-President  
Environmental Action Bobcaygeon

(Sent by email)

c.c. R. Taylor, CAO  
C. Marshall, Director of Development Services  
K. Seymour-Fagan, Councilor  
C. Shanks, Director of Community Services  
B. Steffler, Green Trails

October 26, 2019

City Council  
City of Kawartha Lakes  
180 Kent St., West  
Lindsay, Ontario  
K9V 2Y6

**Re: Plan of Action for Walking and Cycling (Active Transportation Plan)  
For the City of Kawartha Lakes**

Thank you for the opportunity to contribute, in advance of your upcoming special council meeting on November 13, 2019 in Fenelon Falls, to the preparation of an Active Transportation Plan for the City of Kawartha Lakes (CKL).

**Background**

During the summer of 2016, Environmental Action Bobcaygeon (EAB) hired Cambium Consulting, to prepare an active transportation planning study to support the goals and objectives of the Bobcaygeon Secondary Plan in co-operation with the City. It was anticipated that such a plan, while intended to improve the village experience, could also act as a template for the larger CKL. At a meeting of EAB on November 28, 2016, after a lengthy and comprehensive public and agency input process, EAB received and approved the study's final report entitled "Plan of Action for Walking and Cycling". Formal notice and submission of the study for City Staff review occurred shortly thereafter. City of Kawartha Lakes Council endorsed the plan in 2017. All of the appropriate City departments received a copy of the full report.

The “Plan of Action for Walking and Cycling” was intended to be a comprehensive tool for the community to identify opportunities and examine ideas to progress toward a more walking and cycling friendly community and as a guide to City Council. The study contains an exciting array of projects for the Community and City Council to consider, ranging from safe pedestrian/bicycle street crossings, signage, streetscape and cultural projects with short and long term funding and implementation strategies.

Also at its November 28, 2016 meeting, EAB passed a resolution to encourage the City of Kawartha Lakes to review and expand certain significant public works projects proceeding in 2017. The Plan also included pedestrian/cycling features and streetscape improvements [e.g. tree planting, traffic calming features, boulevard beautification]. It was recommended that efficiencies in timing, design and costs will be realized if the design features of the Action Plan are implemented as part of these public works projects.

### **Progress**

Since the ATP was endorsed, EAB has provided input to the following projects:

**Main Street: Storm Sewer Project to install storm sewers and complete complementary curbs, gutters, catch basins and sidewalks.**

Unfortunately, this project had been designed, budgeted, and was in the process of going to tender for construction as our ATP was being completed. Therefore, no improvements related to cycling lanes, street trees, or other related infrastructure improvements could be applied at that time. However, staff was supportive of our ideas and said they would consider them in the future.

**Canal Street: To upgrade water and wastewater services, storm water controls including complementary curbs, gutters and road surfacing improvements.**

EAB put considerable time into analyzing this project in 2017, including: walking audits, review of engineering drawings, suggestions for sidewalks, cycling lanes, street trees, road widening/reroutes, and street lighting. City staff was supportive of the ideas and have indeed included some of them in their final design to be reviewed once more at a public meeting this November.

### **New Cycling Hardware/Amenities**

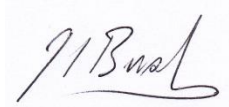
In 2018, EAB partnered with the City to apply for funding through Ontario Municipal Commuter Cycling (OMCC) to purchase new cycling hardware for the village. The City was successful in obtaining approximately \$24,000 for the project. The items include bike stands, corrals, and repair stations.

EAB then prepared a comprehensive report to the City on the various styles, manufacturers, and prices for the items desired. The hardware should be in place in the village in 2020.

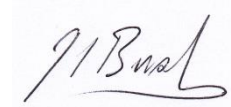
### **Summary**

EAB appreciates that a plan that suits all of the City of Kawartha Lakes requires a more in-depth analysis of the various communities however, it is hoped that the hard work that went into the plan carried out by EAB and endorsed by CKL Council will play an important role in preparation of both the city budget and the Active Transportation Master Plan.

Yours truly,



For:  
Richard Fedy, Co-President  
Environmental Action Bobcaygeon



John C. Bush, Co-President  
Environmental Action Bobcaygeon

Sent by email to: [agendaitems@kawarthalakes.ca](mailto:agendaitems@kawarthalakes.ca)

c.c. R. Taylor, CAO  
C. Marshall Director of Development Services  
K. Seymour-Fagan, Councilor

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On Mar 2, 2021, at 9:56 AM, Kathy Simpson < > wrote:

Pat Dunn, Councillor and Chair of Taskforce  
Andy Letham, Mayor

I am a regular active walker and cyclist on the Legacy Trail in Lindsay. I am writing to oppose the use of ATV's on the Legacy Trail of the Victoria Rail Trail.

This is an outdoor treasure for our residents and visitors.

The ATV's on this trail will :

Be a safety issue for individuals, families and seniors that use the trail for walking and cycling and experiencing nature

Force walkers to get off the paved trail and get into the poison ivy growing on the side of some portions of the trail

Create noise and exhaust fumes affecting users and birds and other wildlife and adjacent homes

Affect the trail surface creating ridges and unevenness and ruts for walkers and runners, cyclists

There are many other existing routes and roads for ATV users to travel around Lindsay to access the other trails.

Kathy Simpson

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On Mar 3, 2021, at 10:30 AM, Ellen Woodward < > wrote:

Councillor Dunn & Members of the ATV Task Force Committee

It is my understanding that the City has sent a request for an Active Transportation Plan this week. This Task Force is totally premature since you are lacking a report from the Active Transportation Plan.

Green Trails opposes the use of ATV's on the streets of Lindsay because of negative health, environmental issues, not the least of which is noise pollution, which infringe on rights of home owners close to the trail as well as hikers, bikers, etc. The pandemic has shown the importance of non motorized trails as a stress reducer.

I use a walker and have found the trail the only place where I feel stress free, safe and able to enjoy nature. I also belong to a biking group from out of town who use the trail on a regular basis and enjoy lunch and shopping. The trail is a large economic benefit which will continue to grow with improvement to the CKL Trail North. The Trans Canada Trail is now connected to Lindsay Trails and with proper signage and advertising this will prove to be a huge tourism attraction.

As a retired nurse, and founded Green Trail Alliance 20 years ago, to ensure these trails were non motorized. I have experience the benefit of tranquility and nature both personally and professionally.

ATV statistics show they are unsafe on paved surfaces and the injuries and even deaths from their use. The plans to have ATV's will add to these statistics.

Why would Council consider a plan to promote passage through Lindsay to ATV users who comprise a small percentage of residents and which will negatively affect the health and welfare of myself along with the majority of non ATV users?

Ellen Woodward, R.N.  
Director Green Trails Alliance

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**From:** Pat Mulholland < >  
**Sent:** Wednesday, March 3, 2021 6:42 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:**

To whom it may concern. In light of the current task force and possibility of opening roads to atv traffic, I was wondering if sturgeon point rd could be considered as an access road. There are a large number of families in this area that are current members of katva and utilize that road and continue onto Northline rd then access the rail trail. As avid atvers we contribute substantial amounts of money into the local economy. We buy fuel and and usually stop for lunch or supper in local restaurants in our area. I'm sure businesses in the kawartha lakes would benefit greatly from further opening of local roads. I realize there a few individuals who act inappropriately but as a member of the katva trail patrol 99% of the riders I have contact with are well behaved and thoroughly enjoy the ability to atv in this area.

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**From:** Mark Ranger < >  
**Sent:** Wednesday, March 3, 2021 6:53 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV/SXS Route through Lindsay

To whom it may concern,

I support open roads to offroad vehicles in Kawartha Lakes, and especially a route through Lindsay to get from the VRT north of Lindsay to south of Lindsay.

I live on [REDACTED] St in Lindsay and ride a SXS. My wife and I enjoy going for rides on the trails - we are members of KATVA - but it would be so much easier and enjoyable to simply be able to hit the trails without having to trailer. Many days the parking lot at Superior Propane is packed. This sport and Kawartha's trails bring riders from all over. It would be nice if the local riders could ride from their homes to the trails and leave more space for the out of area riders at the designated parking lots.

And there seems to be a misconception that if roads were to be opened that atvers would just run the roads without regard. I don't believe this to be the case. Most atvers I know respect rules and safety, and we all really just want to get to the trails. No one spends \$\$\$ to buy an off-road vehicle just so they can ride on the roads - we want the trails, we just need to be able to get to them. If we wanted to ride the roads, we could just use our cars for that.

Businesses could benefit from all the money that atvers would spend if they could get to the towns. Superior parking lot, for one, are full every weekend. Patrons would spend money but they just can't get to the businesses.

Motels and rentals would benefit as well. I see on Facebook all the time of families from out of the area wondering where they can stay and get to the trails. These are families that would stay for one night or one week and spend lots of money in the towns.

Thank you for your time  
Mark Ranger

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**From:** Pat Sloan <>  
**Sent:** Wednesday, March 3, 2021 7:03 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Open Roads in Kawartha Lakes

Hi there,

Please open the roads in Kawartha Lakes and let us get to and from the towns to buy food and gas or for visitors to get to hotels or camping. If we could ride on the road to get to the trails, it would make the trails more enjoyable and accessible. Atvers really just want to get to the trails except when getting gas or food and sometimes the only way to get to some trails is to connect by roads, unless we have to trailer and find suitable and safe parking.

We don't want to ride on roads just for the sake of riding on roads - we have cars for that. We just want to ride on roads to connect to the trails, or other properties (such as farmers) or food/gas.

If we could have a way to get through Lindsay it would be great. Businesses would really benefit and atvers deserve a way to get from the VRT north and south. We are no louder than many other vehicles, especially motorcycles or big trucks and diesels. And I think we are safer than motorcycles as we are more visible and travel slower. E-bikes travel the roads and don't require special licences or insurance, but atvs do.

Thanks for reading!  
Pat Sloan

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**From:** Warren Dodd < >  
**Sent:** Thursday, March 4, 2021 2:39 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Support for ATVs

Hello,

I would like to voice my support for opening all rural roads in Kawartha Lakes as well as routes that allow connectivity through and/or around Lindsay.

I live on [REDACTED] in Pontypool, and myself, and almost all of my neighbours own ATV's and support any road opening initiatives.

I have to done canvassing for support on two separate occasions in the last 10 years, as well as organized a public meeting in Pontypool in past initiatives, and found overwhelming support for ATV road use both with residents and businesses in our area with very few detractors. This an initiative that is long overdue.

Thanks for anything you can do to move this forward, as many of us moved here (as I did over 20 years ago) to enjoy the rural outdoor lifestyle, whatever form it takes.

Warren Dodd

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**From:** Peter Petrosoniak < >  
**Sent:** Thursday, March 4, 2021 12:38 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Cc:** Bryan Robinson < >; Andy Letham < >; Patrick O'Reilly < >; Andrew Veale < >; Emmett Yeo < >; Doug Elmslie < >; Ron Ashmore < >  
**Subject:** Open meetings of the ATV Task Force

Dear Councillor Dunn,

I was disappointed that your last working meeting of the Task Force 2 weeks ago was closed to public view.

May I remind you that the Municipal Act, section 239 requires that all municipal meetings, not just formal Council meetings, shall be open to the public save for certain conditions which clearly do not apply to any of your Task Force meetings. Furthermore, the Terms of Reference of your Task Force specifically states: "The Task Force shall not be permitted to hold Closed Meetings".

In accordance with the Municipal Act and the Terms of Reference and so that you are not in violation of these directives, I ask you to open and record all parts of your March 4 meeting of the ATV Task Force and any and all subsequent meetings, including the working meetings and the more formal

portions. Please also release the notes of the working meetings which are mandated to be taken under the Terms of Reference. I have not yet seen the notes from the last working meeting of February 19.

I am asking you also that, prior to release of any recommendations from the Task Force, you ask the Haliburton-Kawartha-Pine Ridge Health Unit for a report on the health impacts of All-Terrain Vehicles including the prevalence of injuries and deaths in Ontario and in our Health Unit and for its advice on ATV road use in the City of Kawartha Lakes. You may remember that, when this issue was before Council in 2011, Council had asked for and received such a report from the Director of Chronic Disease and Injury Prevention. You need to ask for an updated report. Without such an update, the Task Force is not doing its due diligence in obtaining all pertinent information and may be liable for any negative health consequences which may follow.

Thank you for considering my requests.

Peter Petroseniak  
Lindsay, Ontario

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**From:** Biz Agnew < >  
**Sent:** Thursday, March 4, 2021 3:24 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Fwd: Opposition to allowing Off Road Vehicles in Sturgeon Point

Dear Councillor P. Dunn,

I am forwarding to you my letter to Laurie Scott and Doug Elmslie regarding ORVs in the Village of Sturgeon Point.

I look forward to your response, and theirs.

Sincerely,  
E. Agnew

Dear Doug and Ms. Scott,

I am writing to you to express my strong opposition to allowing Off Road Vehicles on the small, narrow roads in and around Sturgeon Point.

The Village of Sturgeon Point is relatively quiet and packed with families especially in the warmer months, but increasingly all year round. We are already contending with speeding cars, golf carts, tourists drive-bys and an assortment of legal and illegal motor-driven vehicles on these small roads. We have two institutions that attract people, particularly children, to their locales - the Sturgeon Lake Sailing Club, which runs a sailing program for CoKL children and the Sturgeon Point Golf Club which also runs a junior golf program. Many of us get to these places on foot or on our bicycles from our cottages or houses. Others drive in from surrounding communities to participate in these programs. The inevitable addition of even more motorised vehicles in the Village is a recipe for disaster. Please do not allow this to happen.

While some may purport these vehicles and their drivers as being significant contributors to the local economy, I would love to see those "benefits" weighed against the unseen costs of environmental degradation, noise and air pollution, the overall carbon footprint of these ORVs and the stress that the noise and concern for safety, and the drain on police resources that these vehicles will bring to Sturgeon Point, never mind the broader CoKL.

I encourage you both to speak up on our behalf and do not open these small roads to ORVs. I encourage the CoKL and its elected representatives to lead other municipalities in providing safe and peaceful communities such as we find in Sturgeon Point.

I await your reply.

Elizabeth Agnew

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**From:** Bonnie Spier < >  
**Sent:** Friday, March 5, 2021 10:08 AM  
**To:** Brianne Harrison < >  
**Subject:** ATV/OVR Task Force

Good Morning Brianne

Would you please be sure that each member of the ATV/OVR Task Force receives a copy of this attached letter. I have sent a copy to Mayor Letham and all City of Kawartha Lakes Council via their email portal.

Thank you!

March 4, 2021

TO: Chair Councillor Dunn, Vice-Chair Richards, Councillor Seymour-Fagan, Councillor Richardson, Mr. Lane, Mr. Ramsay, Mr. Mitchell, Mayor Andy Letham, Emmett Yeo, Doug Elmslie, Andrew Veale, Ron Ashmore, Patrick O'Reilly

**Subject:** Off Road Vehicle Use

Dear Members:

First off, thank you for your participation on this task force!

I would like to give my consent in allowing ATV's/ORV's (Off Road Vehicles) permission to use the roads to access the ATV trail system. Many other areas in Ontario have adopted this practice. Vehicles using the trail system are licensed and insured, why would they not be considered another vehicle on the roadway? Bicycles, scooters, e bikes have access to the highway/road system, and they are not licensed nor insured, as they move from the road to sidewalk in-order to bypass traffic lights.



After this past year, I would think most of the local communities would welcome the extra business, once travel is safe of course. This would help boost their local economy and possibly enable some of the smaller businesses to survive and become better known - stopping for gas, having a coffee, lunch, etc.

I hope everyone on this committee can see that a positive outcome can happen from road to trail access, allowing families and friends to get together and enjoy a day trip or even overnight to some of the hidden treasures in the City of Kawartha Lakes.

Thank You

Terry and Bonnie Spier  
Residents of Omemee, Ontario

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On Mar 6, 2021, at 9:29 AM, < > wrote:

As a senior, active walker, cross country skier and cyclist along with my partner an active senior and runner, I am very concerned that opening the Legacy Trail to ATV use will put many users like us at risk. We already dodge skids and motor bikes who show little or no regard. The addition of ATV may actually render the trail unusable by many of us. A terrible loss for an active senior community.

We already feel that it is difficult to walk or cycle on our streets and sidewalks as traffic makes it too dangerous. We have no bike lanes and very few safe areas for those of us who wish to remain mobile and active.

Please take this into consideration.

Elaine Flook and Jari Sklenar

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**Sent:** Saturday, March 6, 2021 9:52:56 AM

**Please describe your question or comment for the Mayor and Council**

TO: Chair Councillor Dunn, Vice-Chair Richards, Councillor Seymour-Fagan, Councillor Richardson, Mr. Lane, Mr. Ramsay, Mr. Mitchell, Mayor Andy Lethem, Emmett Yeo, Doug Elmslie, Andrew Veale, Ron Ashmore, Patrick O'Reilly  
Subject: Off Road Vehicle Use

Dear Members:

First off, thank you for your participation on this task force!

I would like to give my consent in allowing ATV's/ORV's (Off Road Vehicles) permission to use the roads to access the ATV trail system. Many other areas in Ontario have adopted this practice.

Vehicles using the trail system are licensed and insured, why would they not be considered another vehicle on the roadway? Bicycles, scooters, e bikes have access to the highway/road system, and they are not licensed nor insured, as they move from the road to sidewalk in-order to bypass traffic lights.

After this past year, I would think most of the local communities would welcome the extra business, once travel is safe of course. This would help boost their local economy and possible enable some of the smaller businesses to survive and become better known - stopping for gas, having a coffee, lunch, etc.

I am finding with my self not riding as much due to having to trailer everywhere and not always having access to a trailer. Atving is my biggest passion. Having road allowance will make Atving that much more enjoyable. I can just jump on a trail ride through small towns along my adventure stop for something to eat, stop and small business I may not have noticed before and provide business to them. It will be a great opportunity for all the communities.

I hope everyone on this committee can see that a positive outcome can happen from road to trail access, allowing families and friend to get together and enjoy a day trip or even overnight to some of the hidden treasures in the City of Kawartha Lakes.

Thank You

Ashley Kendrick

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On Mar 7, 2021, at 1:20 PM, Harold McCrum < > wrote:

Pat, I am writing as a resident of Lindsay [REDACTED] and one who regularly uses the trail system. I would like to say positive things about the use of RV on the trail system but unfortunately I can't. They damage the trail . As one who pedals for exercise the ruts and damage done is considerable.

I expect most RV people are considerate but I have had situations when a RV speeds past stops, spin tires throwing gravel as they try doing a spin out move on a trail they were banned from using. I am sure you are familiar with the damage done to the sidewalk near the Logie park when a trail bike user raced down the freshly poured concrete.

My concern is safety for those walking along with concern regarding children when walking along the Trail. Sadly there is nil to none enforcement of existing rules.

I think the trail system works well now and is enjoyed by many individuals of all ages. Changes to include RV will not make it more safe or more enjoyable.

Thanks for your ear.

Harold Mccrum

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**From:**

**Sent:** Monday, March 8, 2021 10:28 AM

**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>

**Subject:** New Response Completed - Contact Mayor and Council

In regard to opening roads up for ATV use, I'm against it on the principle that they already use them illegally and there is little to zero policing done to correct the illegal use.

And I don't mean licensed drivers using them with their insured and plated vehicles, I specifically mean the unlicensed, usually under age drivers, with no plates and no insurance that drive past my

house every single day (literally, every single day of the year - in the summer it's their dirt bikes, in the winter it's their snowmobiles) to access the trails.

Do you think making it legal for ATV's to be on the road will make it more or less likely that people will abuse the law (laws people already don't respect)?

The problem for me is not the people who get their licenses, get their plates, and get their insurance. The problem is the people who don't. The people who come out to our communities, or live in our communities, who feel they're entitled to do what they want. I recall a specific conversation on this issue that occurred in our community discussions where one member actually said he moved out here specifically so he COULD let his kids go ride without police presence. And he's absolutely right - there is no police presence in our community, and their kids ride their ATV's, dirt bikes, and snowmobiles on the roads every day.

You want community support to allow ATV's on our roads? Police the people who already ignore the laws. Making it legal for more of them to be on the road just makes it easier for more of them to blatantly break the law and flout it in the community, and then it really isn't a matter of if one of these uninsured, unlicensed kids or adults has an accident it's just a matter of when.

Policing and enforcement needs to increase significantly before I'll support this, and I will continue to actively, loudly, and vehemently oppose it at every opportunity unless the City and law enforcement step up to ensure compliance with the current laws BEFORE allowing more access.

Tammy Moreau

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**From:**

**Sent:** Monday, March 8, 2021 12:02 PM

**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>

**Cc:** Christine Briggs <[cbriggs@kawarthalakes.ca](mailto:cbriggs@kawarthalakes.ca)>; Ron Taylor <[rtaylor@kawarthalakes.ca](mailto:rtaylor@kawarthalakes.ca)>

**Subject:** New Response Completed - Contact Mayor and Council

Good morning,

I am writing to convey my strong SUPPORT TO ALLOW ORV's to have access on roads in the Township. Here are some points I would like to address that are relevant to support this allowance. I believe these are a few worth noting.

In 2020 Kawartha ATV had reported its membership had almost doubled. This clearly shows an increased support for the recreational interest in the "sport" itself. Recreational users don't primarily use the roads as a means for touring, but more of a way to route between trails to link yrail to trail and allows them to get the fuel they need, support a local restaurant with a food/drink rest stop.

The year 2020 has been difficult mentally in a lot of ways for every age group and families. Covid-19 lockdowns have shown us that we need to start exploring the areas in which we live. We need to simplify our off time from work. Utilizing our hometowns and exploring locally has been the messaging...therefore, promoting the idea that getting outdoors is a way to do this. Giving road access and supporting outdoor recreation will give people of all ages a way to explore locally and bond. This encourages this lifestyle and messaging given in the past year. It brings a sense of pride for me to go out riding as a family with my children. We bond through these ATViing experiences. So much has been advanced technology wise and screen time is a problem. One of the greatest challenges with our future generation is to get our young ones outside and find passion

outside of electronics. We have such beautiful and unique surroundings in this area. I feel the ORV community appreciates the beauty of nature with NO intention in destroying it. Most are extremely respectful of the sport and the people living in this town. I view road access as a privilege not to be abused. I think most in the sport would agree wholeheartedly.

I appreciate you reading this and hope it's used for your consideration.

Thank you,  
April Chambers

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**From:**  
**Sent:** Monday, March 8, 2021 12:19 PM  
**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Cc:** Christine Briggs <[cbriggs@kawarthalakes.ca](mailto:cbriggs@kawarthalakes.ca)>; Ron Taylor <[rtaylor@kawarthalakes.ca](mailto:rtaylor@kawarthalakes.ca)>  
**Subject:** New Response Completed - Contact Mayor and Council

i am just writing to show my support for allowing atvs and side by sides access to the side of rural roads and trails in our area. the atv market and industry is very popular and growing everyday, which more and more people in our area are buying. we simply wish to be able to travel the side of our local roads to access trails and gas stations. the atv community is growing very fast and offers alot of opportunities to support local businesses and the economy. we spend alot of money on these units including full insurance and taxes. if the city was more open to this growing industry then it would see more business the area and more local revenue for everyone. thank you.

Peter Moniz

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On Mar 8, 2021, at 1:57 PM, bruce barrett < > wrote:

Hi Pat - just wanted to ask you to strongly oppose a move we understand is coming forward in March to allow ATVs direct trail access through the town streets of lindsay.

can't think of anything less attractive for our town than having ATVs on our local streets.

There has already been a marked increase in modified sports cars tearing around town spring, summer and fall at all hours, with little or no impact from policing agencies despite resident complaints.

Adding ATV noise pollution to the mix has us going in the wrong community direction.

Our neighbourhoods should celebrate the quaint beauty of small town Ontario with the ongoing downtown enhancements, the paths along the river, our farmer's market, and the beautification of our parks.

Let's keep lindsay on a trajectory that values children playing, families in their yards, and people walking along our streets able to enjoy pleasant conversation.

None of that involves ATVs on town streets - please ensure this gets an unqualified "no thank you" on behalf of the people who live here.

Many thanks, Bruce and Lesley Barrett

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**From:**

**Sent:** Monday, March 8, 2021 2:05 PM

**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>

**Cc:** Christine Briggs <[cbriggs@kawarthalakes.ca](mailto:cbriggs@kawarthalakes.ca)>; Ron Taylor <[rtaylor@kawarthalakes.ca](mailto:rtaylor@kawarthalakes.ca)>

**Subject:** New Response Completed - Contact Mayor and Council

I am in favor of opening up the road allowances for ORV  
Murray Blouard

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**Sent:** Monday, March 8, 2021 4:38:55 PM

I am in favour of having ATV's on our local roadways, I believe it would be much easier to police when people aren't trying to use routes to evade police and public.

Darren Rankin

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**From:** The McCuaigs < >

**Sent:** Monday, March 8, 2021 6:35 PM

**To:** Ron Ashmore

**Subject:** ATV Road Access

We are writing to show our support to allow road access for ATV's in Kawartha Lakes. As you are aware ATV's are required to be licensed and insured, unlike E-bikes, scooters and even bicycles that are allowed to use the roads currently. My wife and I along with family and friends have travelled Ontario and Quebec ATVing and have seen a lot of beautiful country that we would never have seen without the benefit of ATVing. We have dropped thousands of dollars over the years in ATV friendly communities, We buy gas, groceries, stop for meals, rent cottages, shop in local stores and these are just a few example's, It is a huge boost to the local economy and tourism in these communities. The Sad part is that Kawartha Lakes has a lot of beautiful country to be seen and is missing out on this type of economic and tourism dollars as it is very inaccessible without trailering ATV's to certain areas due to lack of road access. I think making ATVing more accessible in Kawartha Lakes would not only make Kawartha Lakes a destination for ATVers but it would also help all of our local businesses especially in light of the struggles they are facing as a result of Covid 19. We trust you will make the right decision and we thank you all for your hard work making Kawartha Lakes a great place to live and play.

Thanks Brian and Rhonda McCuaig

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First, Pat, I've corrected your email address for this message, as well as those for the "Friends" groups.

Second, I probably did not accurately express what I meant about snow machine operators vs ATV operators, and so I likely offended some people inadvertently; for that I sincerely apologize. I have no doubt that many snow machine operators are extremely considerate and attentive to safe operation of their vehicles. It appears to me that the population of snow machine operators is

considerably larger than that of ATV operators, so perhaps there is a wider range of behaviours in the larger population. I have many friends and acquaintances who are polite, considerate and safe snow machine operators. Again, I apologize for my poorly worded statements.  
Don

----- Forwarded Message -----

**From:** Margaret/Don Hughes <

**To:**

**Sent:** Monday, March 8, 2021, 4:32:19 p.m. EST

**Subject:** Input re Off Road Vehicle Task Force

Hello Pat

I welcome the opportunity to provide some input into extension of trail use (and connecting roads) by ORVs. I am generally in favour with multiple use trails, provided there is a balance that does not appreciably hamper the enjoyment of use by any particular party, and provided that safe use is assured above all. I use local trails for walking, biking, and X-C skiing, mainly the Victoria Rail Trail at the south end of Lindsay as well as the Rotary Trail, and nearby portions of the Trans-Canada Trail. I also visit other trails within the CKL during spring through fall. Before moving to Lindsay in 2013, I resided in Bancroft for 18 years, and in the Owen Sound area for 15 years, so I have experienced a range of recreational trail use.

First, I understand there has been some issue raised about the composition of the Task Force, specifically in that (reportedly) all members are also operators of ORVs. While I believe that the members can contribute fairly to this review, it is always important to not only avoid conflict of interest but also the **appearance** of conflict of interest. I think the inclusion of at least one trail user who is not an ORV operator would be a minimum standard to meet this condition.

As a trail walker, I appreciate the fact that the Victoria Rail Trail adjacent to my subdivision near the Lindsay Golf Course is groomed for snow machines. In winters with considerable snow accumulation, that grooming keeps the trail readily walkable. For the most part, I myself have not experienced much issue with snow machines being driven too fast for safe sharing of the trail, but I have heard that some of my neighbours have had such experiences. I would comment that perhaps the posted 50 km/hr speed limit is too high for a trail that attracts many walkers, many of whom are families with young ones in strollers as well as many dog walkers. I think once south of Golden Mile, the 50 km/hr speed limit would be appropriate.

Most of my use of the Rotary Trail takes place in the non-winter months, so i would look for input from those who do enjoy it in winter more than I do. Going through the heart of downtown Lindsay, It does not strike me as being as compatible with multiple use.

One comment I have about ATV operators is that they tend to pass walkers with greater care and lower speed than do many snow machine operators. I also recognize and appreciate that ATV club members do trail cleanup each spring.

I have heard comments about night-time use of trails (and connecting roads) by snow machines. There are noise concerns, as well as impressions that speeds are often reportedly high. Recently, our neighbourhood reported that snow machines were traversing the new Logie Street park, and possibly driving over newly planted shrubs and trees. The CKL responded by placing signs stating



NO MOTORIZED VEHICLES, but snow machines have continued to go through the park. I have noticed that the same problem exists at Memorial Park.

This raises the question of enforcement. I have observed much less than minimal enforcement activity on the trails and connecting roadways. Obviously, some users are disregarding clear signs of prohibited use, and quite likely there are speed violations as well. I recognize that it may be a small minority of operators who are not obeying restrictions, but if adequate enforcement cannot be afforded, then perhaps extended use should not be entertained at all. One additional enforcement-related issue I wish to raise concerns motorized dirt bikes. My understanding is that such vehicles are not permitted on any of the trails, yet we often see (and very much hear!) them during spring through fall. Those operators tend to be the least considerate of other trail users, and also frequently operate the bikes in ways that damage the trail's surface.

In conclusion, I would say that current ORV use of trails and connecting roads is causing some issues of conflict with other trail users and with residents generally. These issues will only increase with increased residential development. Before extending permitted ORV use on more trails and roads, I believe that the cost of adequate enforcement of both current and extended use needs to be determined and committed to.

Pat, I thank you for all the areas of your dedicated service to the CKL and its residents, and trust that your task force will conduct a comprehensive and fair review.

Sincerely,  
Don Hughes, Lindsay ON

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From: Ryan Newman <  
Sent: Tuesday, March 9, 2021 6:19 AM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Trail System Through Lindsay

Good morning

I have grew up in the kawartha's my hole life and remember when you were allowed to go through the town of Lindsay, it made the trail system more enjoyable. I currently live in courtice which is relatively close to the Bethany trails. My parents live in fenelon falls and my aunt lives in burnt river. My wife and myself enjoy riding from Lindsay and up north to see family and enjoy the views along the way. We make frequent stops for food, gas, any events that are taking place Ex: Kinmount has an outdoor flee market they set up right on the trails which is pretty neat. It would be nice to be able to come from bethany and ride straight through to fenelon stopping in Lindsay for fuel and lunch which helps boast economy with in the town. Also promotes other riders to enjoy the same benifits from riding through the town helping expand the trial system. Within bethany there's a little restaurant and fuel stop which sells excellent pizza and an amazing breakfast, I imagine a lot of riders part of our club haven't enjoyed it cause the trails from Lindsay to bethany arnt that worth getting the trailer loaded up hope there's parking and have to go around Lindsay to see the rest of the trails that kawartha has to offer. Parking at the superior propane and deciding to head south allows riders to stop at fenelon Lindsay and bethany which is all potential income for small businesses within the community, to me that's a big deal. Will there be issues with ones that don't respect the rules possibly but as a community , laws , bi law, and task forces this can narrow down the ones that give riding a bad name and get the situation back in order. I hope this email helps in showing a brighter picture for the members and people that enjoy this sport and help smaller

communities within these trail systems. I vote for the route through Lindsay I hope the council can look into this further.  
Thanks for taking the time to read.

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From: Sandy Scott <>  
Sent: Tuesday, March 9, 2021 8:58 AM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Off road will crest more trail traffic

If allowing off road vehicle is approved, this would create even more unwanted ATV traffic along the Victoria Rail Trail. Over the years, many attempts have been made to regulate and control the behaviour on the trail. These include large and small stop signs, large and small 20 km speed signs, Wardens (no authority), Bylaw officers (Limited authority), OPP officers (Limited availability), and education. With all the efforts that have been put forth for years, I has shown to have little to no effect. In March 2006, there was a comprehensive trail master plan created for the city. Their recommendation was to have all motorized vehicles removed immediately from Garnett Graham Park to North Line Rd. due to safety concerns. It was recommended to use the unopened road allowance which starts beyond the baseball diamond (which is connected to the town for their enjoyment). This was not always an ATV trail. The train would run through this Corredor twice a week, Tuesdays and Thursdays. This should have never been deemed an open trail for the atvs. People have ALWAYS walked this trail way before ATV's. People that walk along this Area are constantly having to hear noise pollution. When walking, cycling, jogging, taking grandkids out, elderly grandparents, the high school uses this trail for outdoor Education, walking/cycling groups, all are left in a cloud of fumes and dust to be inhaled. How is this ok? How is it that we lost our right to have the freedom to be safe on the trail. When we hear them coming, we have to gather our children, grandchildren, pets, to squeeze off to the side. Again, left to inhale dirty air of fumes and dust. Why is the bypass not considered when it was strongly recommended to be done immediately in 2006, now being 2021? You've had many years with signs, etc that does not work. Now it's time to consider the residents in a very heavily residential area to finally proceed with what was strongly recommended in 2006. Will this be done?

Sandra

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**Sent:** Monday, March 8, 2021 6:31 PM

I'm in support of allowing road access for ATVs, I believe this is a great opportunity for local restaurants and businesses especially as we go through these hard times with Covid. More families have taken to the great outdoors to spend time with their families, and allowing links through towns and small villages will greatly help the experience.

Thanks Martin Herlihey

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**Sent:** Monday, March 8, 2021 6:33 PM

I would like to express my support for expanding ATV access to local roads in our community. I believe this can be safely managed with the proper oversight in place. Thank you  
Dan Whalen



**Sent:** Monday, March 8, 2021 6:41 PM

Hello our comment/suggestion is as follows:

Please approve to allow licensed and insured ATV's legal access on the road ways in Pontypool, and other areas within a City of a Kawartha Lakes in order that ATV's can to get to trails in different areas, we fully support the Kawartha ATV club in all of their efforts in this.

The businesses in Pontypool would certainly benefit with more business especially during these Covid times.

Thank you

Ann and Glen Leeder

Home owners of 42 years in Pontypool.

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**Sent:** Monday, March 8, 2021 8:25 PM

I am definitely in favour of allowing road access for ATV's. This is an opportunity for even more people to visit and enjoy our City.

Ryan Bell

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**Sent:** Monday, March 8, 2021 8:39 PM

Good day,

I'm writing this note in support of ATV accessibility to roadways in the Pontypool and Bethany communities. This would benefit the businesses as well as the mental health of our neighbours and families looking hobbies in trying times.

Thanks for the consideration

David Landry

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**Sent:** Monday, March 8, 2021 10:56 PM

Let's make CKL accessible for all to be able to travel From Community to community

Kelly Mulligan

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**Sent:** Tuesday, March 9, 2021 6:50 AM

Good morning.

Can we please look at making ATV's legal on the shoulders or side of the road simply so we can get from one trail to the other legally? Bethany/Pontypool area.

Andrea McDonald

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**Sent:** Tuesday, March 9, 2021 7:00 AM

I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. It promotes tourism and supports local businesses wherever it is allowed. I think it would have a great economic impact in our area and would benefit all kinds of businesses especially since they are struggling after the fallout from Covid 19.

Brian Wannop

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**Sent:** Tuesday, March 9, 2021 8:01 AM  
Hello All,

I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. With the world wide COVID Pandemic and lock downs many many small businesses have had to close their doors. ATV UTV riding is growing and laws are changing. Allowing road access to ATV's and UTV's gets people out on rides and support local small businesses that need the support the most. To have the City Of Kawartha Lakes not support road access for ATV's UTV's is a direct impact to local small businesses - Gas, Food, Shopping, Overnight Accommodations, Repairs and parts. Riders will spend money where they can ride.

Thank You,  
Concerned Resident  
Bruce McMaster

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**Sent:** Tuesday, March 9, 2021 9:35 AM  
ATV's should be allowed to drive on roads!  
Caitlyn Riches

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**Sent:** Tuesday, March 9, 2021 10:08 AM  
This email is to show support for the law to be  
Passed regarding ATVs using roadways to get to designated trail systems. I've lived in pontypool for 5 years and have followed the laws but I believe it's time for change.  
Chris Gordon

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**Sent:** Tuesday, March 9, 2021 9:18 AM  
It would be a great idea to open up more trails for riders. It's just like snowmobile trails. If this is passed I'm sure riders will respect the rules so they aren't taken away from us. "Stay on designated trails, obey rules". Hope this happens. Nothing better then being outdoors with family and friends  
👍👏  
Derek Lalonde

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**Sent:** Tuesday, March 9, 2021 10:32 AM  
The city of Kawartha Lakes needs to modernize with the times. It is no longer a retirement town and its citizens will benefit from the revenue generated by off road enthusiasts. When some one is willing to invest in high priced activities they are not afraid to spend money locally to support our community. Thank you  
Nick Ruscitti

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**Sent:** Tuesday, March 9, 2021 10:33 AM  
This email is for I Mackenzie King am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

**Sent:** Tuesday, March 9, 2021 10:36 AM

This email is for I Dawn Brown am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

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**Sent:** Tuesday, March 9, 2021 10:37 AM

This email is for I Kevin R Brown am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

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**Sent:** Tuesday, March 9, 2021 10:39 AM

This email is for I Dan Carroll am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

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**Sent:** Tuesday, March 9, 2021 10:41 AM

This email is for I Kourtney King am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

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**Sent:** Tuesday, March 9, 2021 10:43 AM

This email is for I Darren James am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

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**Sent:** Tuesday, March 9, 2021 10:44 AM

I am for the allowing of ATV/UTV'S access to road in Kawartha Lakes as I believe it will help local businesses.

Stacy McMaster

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**Sent:** Tuesday, March 9, 2021 10:46 AM

This email is for I Pam McQuaid am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

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Phone call: Tuesday, March 9, 2021 11:16am

Resident concerned about the increased traffic in Lindsay, Bobcaygeon and Fenelon Falls if ATVs are permitted on the roads. ATVers tend to travel in large groups and she's worried about locals who already have to navigate through heavy tourist traffic on their way to work now also having to deal with lines of ATVs. She suggested prohibiting them on in town roads between 7:30 and 9:30am and between 4:00 and 6:00pm for those who work.

M. Davis

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**From:** findjanet < >

**Sent:** Tuesday, March 9, 2021 11:34 AM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:** ORV changes in the City of Kawartha Lakes

Hello,

I am a resident of the City of Kawartha Lakes, I live east of Pontypool on [REDACTED]. ORV drivers regularly illegally ride down the side of our road and on the road. When they ride down the side of the road a large quantity of dust is usually produced in the spring, summer and fall. The dust covers our vehicles, our home, our outdoor furniture and the meals we are trying to enjoy on our covered porch which serves as an outdoor living area from May to October. I am deeply disappointed that ORVs are being prioritized over land owner's enjoyment of their property.

I have a number of questions and concerns.

What are the planned routes to be approved in the Pontypool/Bethany area?

Will speed limits on roads approved be reduced to the speed capacity of ORVs?

Will the sides of roads be paved to allow safe transport for ORVs if speed limits are not reduced?

Roads in our area are not well maintained by the City, our road, Pontypool Road has been crumbling for years. Fixing roads should be a priority if ORVs are going to be allowed. We are regularly used as an emergency vehicle route, commonly have cycling clubs using the road, too often riding side by side or having to ride further out onto the road because of potholes and crumbling roadway, we are a route for motorcycles touring through the area as well. If ORVs are added to Pontypool Road, a hilly, well travelled road, especially in the summer, please consider paving the roadside for them or reducing the road speed to the speed ORVs travel to prevent accidents. ORVs travelling down unpaved roadsides ruins a homeowners experience of their property. For years we have dealt with irresponsible ORV riders raising gravel dust on the roadside and trespassing on the Buddhist Temple property we manage.

We continue to have people illegally riding ORVs down the roadside and on the road. This winter there were also challenges with snowmobiling in fields planted with winter wheat on the Buddhist and neighbouring property. Since contacting the OPP those trespassing on fields near us has been curtailed. A good deal of public awareness and monitoring will be needed to introduce ORVs to roadways.

I encourage you to consider property owners and the negative impacts we will suffer if you do not properly address the impact of your proposed road use for ORVs.

I would like to see full consultation with the OPP, Emergency Services, the CKL Roads Department, the cycling clubs that have used area roads and other interest groups such as Mennonites using buggies on the road sides throughout the City, as well as homeowner groups who will be impacted by the plans the task force is making.

Best regards,  
Janet Vanderveen

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**Sent:** Tuesday, March 9, 2021 12:08 PM

I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. I know how much it promotes tourism and supports local businesses wherever it is allowed. I think it would have a great economic impact in our area and would benefit all kinds of businesses especially since they are struggling after the fallout from Covid 19.  
Kim Finley

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**Sent:** Tuesday, March 9, 2021 12:17 PM

I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. I know how much it promotes tourism and supports local businesses wherever it is allowed. I think it would have a great economic impact in our area and would benefit all kinds of businesses especially since they are struggling after the fallout from Covid 19.  
Jim Finley

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**Sent:** Tuesday, March 9, 2021 1:20 PM

This email is for I Ryan McQuaid am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.  
Ryan McQuaid

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**Sent:** Tuesday, March 9, 2021 1:22 PM

This email is for I Donna Sque am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.  
Donna Sque

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**Sent:** Tuesday, March 9, 2021 1:23 PM

This email is for I Clifton Skuce am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.  
Clifton Skuce

**Sent:** Tuesday, March 9, 2021 1:26 PM

This email is for I Kylie McQuaid am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

Kylie McQuaid

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**Sent:** Tuesday, March 9, 2021 1:27 PM

This email is for I Tegan McQuaid am in favor of atv's being permitted on all road ways of the Kawartha Lakes and surrounding city's. The city of Kawartha Lakes is home to many beautiful trails to explore by atv which are accessed by many roadways, taking this away would mean less tourists filled trails that help support local businesses from gas stations to small restaurants.

Tegan McQuaid

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**Sent:** Tuesday, March 9, 2021 2:46 PM

Good day.

I'm written to agree that off-road vehicles should have available access to some roads to travel from town to town.

Thanks for all the hard work you are putting in to expand our off-road community.

Jordan Bell

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**Sent:** Wednesday, March 10, 2021 1:28 AM

Hello Mayor & Council.

I have a couple of questions in regards to ATV's and riding them.

1. Are the recommended roads in Lindsay to allow riders to get from one trail point to the other while on there ATV, or is it more of a way for hauling your trailered ATV from one point to the other?

2. For the ATV riders that live along HWY 35 South near Pontypool, are they allowed to use the old 35 that is now a trail and Porter Road to connect to other trails?

There so many nice places for local riders to enjoy when they want to go out for a ride and to have the ability to stop at a local gas station to fuel up or to get something to drink, like a bottle of water, or a quick snack to grab to eat.

I also understand there's also gripe from people that don't like ATV's because of the disrespect they cause, however, it's a real shame to punish all riders because the bad apples that just ruin it all for the good ones.

You can reply back by my email address for the questions I asked.

Thank you in advance for your time to read this and to answer back.

Emily Kasperski

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On Mar 10, 2021, at 9:15 AM, Andersons < > wrote:

Dear Mr Dunn:

Thank you for your response to my recent email. I am relieved to hear that the Task Force recommendations "do not include the use of any trails in Lindsay that are not already approved for use by ATVs".

Further to this issue, however, I now need to express my shock at learning that the Task Force will make recommendations regarding use of ATVs on roads. Without reiterating the arguments outlined by Dr Peter Petrosoniak in his recent Letter to the Editor in the Lindsay Advocate, let me just say that I wholeheartedly echo his concerns. <https://lindsayadvocate.ca/citys-atv-task-force-must-put-health-of-citizens-ahead-of-all-else/>

The health and safety issues he raises are deeply troubling as is the lack of attention to environmental issues.

In addition, Council's lack of focus on active transportation is indeed short sighted.

Sincerely

Kathy Anderson

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**From:** audress LaPorte

**Sent:** Wednesday, March 10, 2021 11:45 AM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:** opening roads for atv

To who it concerns it would be wonderful if Town of Lindsay could  
could loosen up a bit and open rural roads for atv to be able to connect to the trails

I know safety first with thanks Audress LaPorte

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**From:** Howard Reeds < >

**Sent:** Wednesday, March 10, 2021 2:34 PM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:**

I am in favor of atving on roads in the kawartha lakes.I would like to acknowledge that most people who purchase passes ride respectfully and safely. Thanks

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**Sent:** Wednesday, March 10, 2021 2:22 PM

Please allow off-road vehicles to use the road ways to go from one trail to another. This is what CKL is all about!

Thank you

Diana Heacock

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**Date:** March 11, 2021 at 7:50:51 AM EST

I am in favour of allowing road access to ATVs in the CKL. We live in a unique area filled with many trails for everyone to use. I walk the trails and have no problems making way for the snowmobiles/ATVS. Always plenty of room to pass safely.

There are also many trails that motorized vehicles cannot access giving solitude to those that prefer the total nature experience.

All vehicles should be licensed and insured and abide by all Government laws.

Thank you for your time and I'm confident you will see both sides of this debate and realize there is room for us all to share the roads/trails.

Maureen Crawford

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**Sent:** Thursday, March 11, 2021 9:20 A

I support the use of ATV's and side by side's to be used safely on our roads which will also have a beneficial impact on our struggling local business's. The model for Fenelon Falls allowance of this has clearly proven that this is a successful venture.

Jeff McLean

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**Sent:** Thursday, March 11, 2021 10:01 AM

I am sending my support for atvs to be allowed on all roadways within the community and surrounding area.

Jamie Bullock

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**Sent:** Thursday, March 11, 2021 10:02 AM

We feel that it is very important to us when we visit our location in the Kawartha's to have the ability to use out ATV's and side by sides. it has been a great way to keep our kids and our grand children involved and excited to visit with us at the family cottage. I'm sure it is a very big impact on the economical well being of the area as well. I know whent here is a bunch of us out for a tour, we definalty try to give the county an economical boost. Thank you for your time.. Dave and Teri Vincent

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**Sent:** Thursday, March 11, 2021 10:03 AM

I fully support atvs, side by sides and other all terrain vehicles on our roadways. With all of our trail systems and beautiful countryside I feel being able to get to these trails and enjoy them the best we can.

Jeremy Stone

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**Sent:** Thursday, March 11, 2021 10:03 AM

I support the use of ATV's and Side by Side's on public roads.

Taera McLean

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**Sent:** Thursday, March 11, 2021 10:06 AM

Allow the use of ATV/side by side on roads

Bryan Armour

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**Sent:** Thursday, March 11, 2021 10:07 AM



I strongly support the use of ATV's & side by sides on our tax payer roads especially at a time where activities are at a low, mental health needs to be seriously considered during these times and allow people to get out and enjoy our beautiful landscapes.

Adina Blondin

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**Sent:** Thursday, March 11, 2021 10:15 AM

The use of ATV's on roadways has been proven many times over to increase tourism in the area and provide locally owned stores with increased business.

If laws are enacted correctly, there are many benefits to be shared amongst the community.

Adam Gardner

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**Sent:** Thursday, March 11, 2021 10:19 AM

Good Morning Mr. Mayor; I wanted to take this opportunity to voice my support to allow ATV's to use our public roads to gain access to our vast network of trails in Kawartha Lakes. Our area is currently struggling economically, and the influx of much needed tourism dollars that could be realized by this venture would go a long way to building sustainable economic growth for our area. Thank You.

Tom Hickey

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**Sent:** Thursday, March 11, 2021 10:43 AM

Good morning. I am sending council this message this morning in regards to my desire to have the City of Kawartha lakes consider allowing atv's and side by sides the opportunity to use the county roads. As an avid outdoors family we would love the opportunity to have access certain roads when we ride in the future.

Thank you for your consideration, Chris Fisher

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**Sent:** Thursday, March 11, 2021 10:51 AM

My comment to the Mayor and Council is to show my support to allow ATV's and Side-by-Sides to use public roads to gain access to the network of trails in the Kawartha Lakes area. The sport is enjoyed by many families and individuals and has the potential to have a positive impact on the community by attracting tourism dollars for local businesses. Communities throughout Ontario have granted similar access to use public roads and those areas are benefiting from it. In addition, as people look to move to more rural areas, this type of access can have the ability to attract more homeowners and therefore more tax dollars in the community. Thank you.

Bryan Kingdon

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**Sent:** Thursday, March 11, 2021 11:00 AM

Good Morning Mr. Mayor & Council,

I support allowing ATV's to use our public roads to gain access to our vast network of trails in the Kawartha Lakes.

Thank you. Kimberly E. Dowhanick, B.A. and Terrance M. Dowhanick, B.Sc., Ph.D.

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**Sent:** Thursday, March 11, 2021 11:10 AM

We need ATVs to be road legal. Please

Phil Hodgson

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**Sent:** Thursday, March 11, 2021 11:21 AM  
I support allowing ATVs to be ridden on CKL roads.  
Percy Sonegra

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**Sent:** Thursday, March 11, 2021 11:39 AM  
I agree that four wheelers and side by sides should be allowed to use side roads for access to trails and towns.  
Fred Oliver

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**Sent:** Thursday, March 11, 2021 12:00 PM  
Writing to you sending our support for ATV & Side x Side vehicles ability to access designated road use. Great for tourism and bring more more people to the area supporting small business. Have ridden in many areas with this policy in place and would be great for the area giving locals and tourists more access to enjoy the region.  
Thank you  
Liam Hiland

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**Sent:** Thursday, March 11, 2021 12:17 PM  
Hello Mayor and Council  
I wanted to take this opportunity to voice my support to allow ATV's to use our public roads to gain access to our vast network of trails in Kawartha Lakes.  
We have been so progressive in many ways, but keeping ATVS off public roads makes no sense. Most of the ATV owners are home owners who are responsible citizens and take the rules of the road very serious.  
Spending tax dollars ticketing or preventing the ATV owners from using the roads is not an affective use of our tax dollars.  
Thank you  
Mario Mazziotti

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From: John Render <>  
Sent: Thursday, March 11, 2021 1:17 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: ORV access through Lindsay  
I'm going to keep this short and sweet....by providing access to ORV's through Lindsay allowing the trails to connect, you would be bringing a lot of money into your area.  
As you are aware, many of your amenities will benefit from this.  
ORV's are gaining popularity, and you don't need to look very far to see how a community can benefit from allowing access.  
It's time!  
Thank you., John Render

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From: Jay Kennedy <  
Sent: Thursday, March 11, 2021 2:10 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: ORV meeting

Hi Brianne, I won't be able to attend the upcoming meeting on March 19 th as I'll be away, but as a family that loves atving and spending more time outdoors than inside, we just wanted to vote/inform whomever that we are all for opening roads in the CKL to atvs.

Kind regards,  
Jason Kennedy and family

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**Sent:** Thursday, March 11, 2021 2:22 PM  
I support the use of ATV's and Side by Side's on public roads. My whole family uses the public roads to get to trails. I can't imagine this being taken away from us.  
Shannon Linton

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**From:** Mike Fielding  
**Sent:** Thursday, March 11, 2021 3:29 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Atv task force.

Good afternoon,  
As a resident of Kawartha lakes I fully support the ATV and side by side open roads initiative if you need to contact me [REDACTED]  
Best regards Mike Fielding.

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**Sent:** Thursday, March 11, 2021 3:28:57 PM  
I like to see the atv a loud for the road  
Chris Harris

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**From:** John Marianne Beardmore <  
**Sent:** Thursday, March 11, 2021 4:42 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORV on Rural Roads

We live on a small dead end gravel road, so it has limited traffic. Most summer weekends for the past 10 years we would see an average of 2-5 ATV riders come down our road. Last summer was an anomaly, probably due to the pandemic wherein we had 40-50 on one weekend. The number was alarming to us and the noise was frightening to our horses who did spook and became injured. Working with KATVA and our local Councillor we ascertained that it was illegal for these vehicles to be on the road, they had to be licensed and abide by the speed limit.

We can verify that these conditions were not followed as we observed ATVs without licenses, people who appeared underage, people without helmets and they were most definitely not going the speed limit. It was the high rate of speed and the loud mufflers and backfiring and blaring music which spooked the horses – if people drive by at a normal rate of speed, they do not lift their heads. In fact, I could hear them from inside the house when I cannot usually hear cars. A fair number of the ATVs did have visible KATVA decals on them, so should know the rules – the most important being our road was illegal to ride on at that time.

This was not a onetime occurrence last summer as another weekend also saw a huge number of riders, with more riders than usual most weekends all summer. By the end of the summer, we were tired of hearing them speeding down our road and the horses never went to that part of the pasture. We know that people like to get out and enjoy the roads and trails and in theory we are in support of that as we hope others are in support of our pastime. However, after a summer of being unable to ride ourselves due to lameness from other people not following any of their rules, and having to hear them buzz past all summer we are no longer in support of allowing ORVs on rural roads.

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**From:** Ian Wilkie  
**Sent:** Thursday, March 11, 2021 4:48 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Access to Rural and Village roads for ATV

To whom it may concern,

I am a new ATV rider living in Peterborough. I am looking forward to exploring the local trails and municipalities within the Kawartha Lakes area. Having reasonable access to the Lindsay area will be a convenience for myself and fellow ATV riders. It will also have a good financial impact on local business'. We would certainly be in need of fuel, food, perhaps an overnight stay. The many people I have spoken to from various ATV clubs have stressed the importance of being responsible, follow all rules and understand the importance of making a trial period successful. Please consider access for ATV access to the amenities that Lindsay has to offer. Thank you.

Kind Regards, Ian Wilkie

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**From:** Neil Price  
**Sent:** Thursday, March 11, 2021 5:04 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** In support

I'd like to email to support the opening of roads in our towns.  
Thanks Neil Price

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**From:** John Richardson <  
**Sent:** Thursday, March 11, 2021 5:22 PM  
**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Cc:** Pat Dunn <[pdunn@kawarthalakes.ca](mailto:pdunn@kawarthalakes.ca)>; ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV study

Mayor Letham,

I would just like to add my support for the City's path forward with coming up with a solution to allow ATV's and ORV to travel through the City of Kawartha Lakes. I read in the article in the Lindsay Advocate and quite frankly I believe it to be just fear mongering. There is plenty of room to share routes in the City of Kawartha Lakes so that all can enjoy our great region.

Stay Safe  
John Richardson

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**Sent:** Thursday, March 11, 2021 5:48:56 PM  
I support Jeff McLean's attached ATV usage letter to you.  
Les McLean

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On Mar 11, 2021, at 5:01 PM, Catherine Widjedal >> wrote:  
Anders and I are not at all in favor of allowing any form of ATV on our roads, walkways, or bike paths. We do not envision this as a positive or respectful move or direction forward for our community. We live in a beautiful area where our environment is by far our most precious asset. In fact, we should move in the very opposite direction, setting up trails for non-motorized activities where ever and whenever possible. The untapped economy of this market is huge, despite the push the ATV community will rationalize and justify as their group being pro-economic development in this area. In fact, their view is not a progressive one, not an environmentally productive one. Instead, we must embrace the next generation in both action and deed. Please be mindful of our feelings and thoughts should you be in a position to NOT support this venture and help many of us work to resist it.  
Thank you so much for your time and consideration.  
Anders and Catherine Widjedal

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**Sent:** Thursday, March 11, 2021 6:49:58 PM  
Yes I would like to see ATVs legal to operate on roads in all of Kawartha Lakes.  
Glenn Reynolds

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From: Adam Lightfoot  
Sent: Thursday, March 11, 2021 7:37 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Dedicated Atv trail on Lindsay roads

Good evening  
I am inquiring on when there will be road trail thru Lindsay. I am a resident here in town and have had a few different atv's and a side by side. All to which if we had a trail thru town I wouldn't have to trailer to one side of the town to the other or vis-à-vis. Being able to go from town to a trail or to get gas when passing thru. This would also bring more tourism thru the town of Lindsay as well the surrounding area. How many has this gone on for I am thinking at least 10 or so. It happened in Fenelon falls years ago and has been a great thing for the riders and the tourism. Let's take into

consideration how much boat traffic we get once the locks open, the same would happen with a trail thru town.

Thank you for reading. This is an important concern that needs to be addressed. Having a trail system thru town would be a wonderful thing.

Thanks Adam Lightfoot

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**From:** Randal Short <  
**Sent:** Thursday, March 11, 2021 9:13 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV Trails

I currently ride in the bobcaygeon area and would like to see access granted through the town for fuel and restaurants. Also when traveling south we are not able to visit lindsay or go past lindsay. I live in the oshawa area so starting south of Lindsay would be a benefit to us and would allow us to visit Lindsay and possibly stay in the Lindsay area on weekends.

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**From:** john <  
**Sent:** Thursday, March 11, 2021 11:21 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Open Lindsay to ORV's

To whom it may concern,  
I have a cottage in the City of Kawartha Lakes and my son and his family live in Lindsay on [REDACTED] St. We both are members of Kawartha ATV club and looking forward to riding the trails in and around Lindsay. To be able to access the trails directly from his home via streets of Lindsay be a great opportunity. I believe membership in a recognized ATV organization and displaying a current membership sticker on the machine should be a requirement of using Lindsay Streets for accessing trails or food or fuel.

Regards,  
John Wyld

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**Sent:** Thursday, March 11, 2021 11:58:55 PM  
It would be nothing less then a benefit to these trying times right now other than allow atvs on public roadways.  
Paul McGregor

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**From:** Dale Spicer <  
**Sent:** Friday, March 12, 2021 7:06 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Connecting of ATV trails

I'm a dedicated ATV volunteer for the Kawartha ATV Association and also a member of the EOTA. I have enjoyed this sport for over 40 years and promote the respectful and safe use of ATV's. I would like to see the ATV trail networks expand by opening up all rural and village roads as well as routes through Lindsay to connect the trails.

I will respectfully continue to ensure I do my part as an active trail patroller to ensure everyone that accesses these trails do so in a safe and respectful manner.

Regards;  
Dale Spicer

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**From:** Rob Ferguson  
**Sent:** Friday, March 12, 2021 7:09:32 AM  
**Subject:** ATVs are co2 polluting machines

Recreational vehicles like ATVs that pollute the air with inefficient gas polluting engines should not be allowed on any public transportation networks when we are trying to move away from such streams of pollution. The focus should be on non polluting forms of mobility. Regulations need to be in place for speed and noise. We need to shift our emphasis to supporting other forms of recreation that do not require us to relax standards already in place. Making room for non fossil fueled motorized methods including electric propulsion with speed limits on secondary roads would be a better time of your time establishing active transportation laws.

Rob Ferguson  
Seagrave, Ontario

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**From:** Ross Hewkin  
**Sent:** Friday, March 12, 2021 7:57 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORV approval

Greetings Mr. Dunn  
I'm a resident in Pontypool and would like to cast my vote for a Yea to allow ORV use within city limits

Thank You  
Ross Hewkin

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**Sent:** Friday, March 12, 2021 8:29 AM  
I would like to see the atv's have access to the roads  
Joe Williams

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**Sent:** Friday, March 12, 2021 10:59 AM  
I would like to express my support for ATV'S and side by side all terrain vehicles be permitted to utilize roadways to access the abundance of trails  
Patrick Hickey

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**From:** Dwayne Kish  
**Sent:** Friday, March 12, 2021 12:06 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Opening the roads

The economic benefit to businesses in the CKL will increase substantially by allowing trail riders to access restaurants and gas bars, as well as shopping areas. For the local people, it reduces the need to trailer to staging areas and will decrease their carbon footprint by leaving their vehicle at home. The article written by the Green Alliance on deaths and injuries on ATV's and SxS's in CKL should be compared to the same for other vehicles operated in said community to get a true picture  
Thankyou Dwayne Kish

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**Sent:** Friday, March 12, 2021 12:11 PM  
I would like to know if council is going to pass a by law to ride atv's on the side of the road and trails in Omemee and area. I hope we can get it done shortly to at least help some business in the village. James Caton

---

**From:** Don Chapman  
**Sent:** Friday, March 12, 2021 12:43 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Opening Roads

Hello

I am in support of opening roads in the City of Kawartha Lakes. I am currently a member of the Trail Patrol Team that helps to monitor the Victoria Rail Trail and Summerville Forest. Most of the patrolling I do is on the south portion of the Victoria Rail Trail from Bethany to Logie St. Lindsay. Due to roads being closed I am unable to go any further. Most days I patrol I would be in Lindsay close to lunch time but I am unable to access either food or gas in the area I can ride. If I could get to food and gas I would be buying lunch a minimum of once a month during the riding season and gas also. I do buy some meals back in Bethany on my return there to load up at the end of my patrol but by then I am closer to home and usually just go there to eat. I also camp at Log Chateau Park 4 to 5 weekends per season and go to both Fenelon Falls and Kinmount for some meals and grocery shopping. This could add up to \$1,000-\$1,500 per season. If the roads were to open it would be easier for me to ride to some areas and this could lead to more investment in the community. I frequently see walkers, cyclists and horse back riders and in 19 years of riding ATV's I have had no issue with anyone, in fact I have had a lot of people thank me for my efforts to keep the trails safe and clear. I realize there will always be people that don't want ATV's on trails but in most cases this is just not wanting to share, their complaints usually don't have actual fact. I have used a decibal meter to test various motorized machines and with 3 different ORV's compared to a lawnmower, an almost new F150, a tractor and a newer car and there was not a large difference in decibal levels. Smell is not a concern anymore as the ORV's have to meet standards. Although some people do not follow the rules of the road properly, you see the same actions from people driving cars and trucks on the roads and that is where enforcement comes in. Overall OTV's could be a benefit to local businesses in areas were they are currently being used on roads there has not been any really big issues.

Thank you.

Don Chapman



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**From:** Terry Robinson <  
**Sent:** Friday, March 12, 2021 12:47 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Roads

Would be nice to get the roads open in Lindsay for ORV, to connect with north and south trails, also for going to stores, gas bars, and restaurants, I volunteer for KATVA, hopefully we can get a chance to try it.  
Thanks Terry.

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**From:** Jennell West <  
**Sent:** Friday, March 12, 2021 12:57 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Atv trails

Hello, as a resident of (North) Clarington we are always looking for ways to get out and enjoy the trails. We are in support of making things easier for people with ATV's to be able to access the trails. Please consider opening things up a little more to help get people involved in something they love. I have a family with children and the more we can get out and enjoy the better.  
WE SUPPORT.  
Jennell

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**From:**  
**Sent:** Friday, March 12, 2021 1:02 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Roads open to atv

Good morning,  
Thank you for this opportunity to express our opinion on opening roads to ORV's in the Kawartha Lakes.  
My husband and I live in Cavan Monaghan and have been members of KATVA for over ten years. We liked this club so much that we volunteer our time to this club. My husband and I are trail wardens and since we live at the south end of the township we warden the VRT south from Bethany to Logie Road. I have often thought that it would be so nice to be able to have lunch or a break in Lindsay before we began our trip back to Bethany. At Bethany we usually go to Coach's but have to leave our atvs at the staging area and walk. Leaving our atv there is not something we like to do but since roads are not open we don't have a choice.  
Thru KATVA we were introduced to Log Chateau where we camp at least once a month from May to September and sometimes October. We usually book 3 nights but often longer. We pick up our groceries either in Fenelon Falls or Lindsay. If we are going to Fenelon Falls we can take the trail until we get to town. We have at least one dinner out and lunch at Kinmount most days. The fish and chip place is a must.  
If roads were open I know that my husband and I would become tourist on a more frequent basis as we could ride the VRT from Bethany north.

As trail wardens we often see others, (walkers, bikers), on the trails and they tend to be smiling and friendly and appreciative of the the wardens on the trail and the work that they do.

Sincerely  
Trish Chapman

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**From:**  
**Sent:** Friday, March 12, 2021 1:06 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** road allowance  
I support. Thank you for all your hard work  
Brian Mcphillips

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**From:** Linda McLean  
**Sent:** Friday, March 12, 2021 1:25 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Support

This email is in support of the opening all rural and village roads as we'll as routes through the town of Lindsay to connect the trails.

Thank you  
Linda McLean

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**Sent:** Friday, March 12, 2021 1:19:55 PM  
As a resident of the Omemee area I support the use of ATV's and side by sides operating on local roads to gain access to local trail systems.  
Lucas Hickey

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Phone Call: Fri March 12<sup>th</sup> 2021 at 2:20 pm  
I've had a call from Ronald Flewell. They have no issue with ATV's on the road, just so long as they stay out of the ditches.

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**From:** Andy Johnston < >  
**Sent:** Friday, March 12, 2021 3:52 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Town of Lindsay off-road vehicles

I live in the town of Lindsay. I am an ATV and snowmobile rider. I DO NOT support allowing the riding of ATV and other ORV within the town of Lindsay. We have become the launch point for far far too many ATV and snowmobile riders from GTA. The Victoria Rail Trail is great but it attracts far too many riders to launch from Lindsay and head north. There are far too many irresponsible and dangerous drivers amongst them to allow them to ride within town limits.

I stopped snowmobiling and ATV riding on weekends for this reason. The Victoria Rail Trail is currently like the 401 , with far too many speeding and reckless riders. Bringing this reckless behaviour to the streets is just senseless.

If business owners think they are losing tourism dollars they are mistaken. ATV and snowmobile riders trailer to Kawartha Lakes and head north via the recreational 401 also known as the VRT. They live within 1-1.5 hrs of Lindsay and merely use us as a launching point. They won't have any need to buy food or lodging or anything else as they might when they get farther north to Haliburton or Muskoka.

Andrew Johnston  
Lindsay Ont

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From: Carmine Gallo <  
Sent: Friday, March 12, 2021 3:54 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: ATV access rural roads

Hi, I have a family cottage in Norland Ontario and ride some trails near by. My cottage is on [REDACTED] road and I find it very frustrating that I can't ride from Goverment Dock road 100m north on Hwy 35 to Monk Road to reach the closest trail. Would be nice to see some restrictions eased to allow easier access.

Thank You  
Carmine Gallo

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**From:** Lee <  
**Sent:** Friday, March 12, 2021 4:01 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Fwd: Opportunities to improve a growing area of public interest

Hello;

I sent the below forwarded email back in the end of 2020. I meant every word about the people, the trails, and surrounding towns alike. Since that time my family and I have purchased our next home directly beside the VRT, and just last week sold our home in Beaverton. We look forward to moving this summer and becoming an active participant in the safe fun and excitement that the KATVA and Haliburton trails association works diligently to maintain. At that time I will be reaching out to see where I can volunteer to help keep the experience growing.

Thank you,

Lee wright

Begin forwarded message:

**From:** Lee <  
**Date:** November 16, 2020 at 7:34:04 PM EST

To: ""

**Subject: Opportunities to improve a growing area of public interest**

Hello Diana;

I am writing you in regards to ATV/UTV access on county roads 36, 49, 10, and 21. I've been an advocate and participant in the sport for over two decades and the growth in popularity amongst the public is great to see. In years past I've held trail passes province wide, but for the last couple years, the KATVA trail system has become mine and my families trail system of choice, and for good reason. The administrators and participants alike are considerate, responsible members of the community and never cease to amaze the three of us with the year over year improvements to community events, contributions to local towns, and lets face it, unbeatable trail quality. With the onset of Covid 19 and all the "big city" restrictions that have come with, my family and I have enjoyed getting out on the trails and enjoying the best parts of our beautiful province, more than ever. We've also noticed an increased amount of participants and a growing respect and appreciation for nature. With all the new great people getting involved I'm certain the sport will remain exponentially more popular long after Covid is behind us. I currently live North East of Beaverton but this spring we will be relocating to the Kawartha Lakes, Bobcaygeon, Buckhorn area largely because of our love for the trails, the sport, and the great community. I personally know two other families doing the same for the same reasons. The addition of access to Bobcaygeon and Buckhorn for some of the kindest most considerate group of people around, would bring more revenue to small/large businesses alike and integrate these towns into a growing area of public interest. Its no secret the SXS industry is exploding and the safety aspect of these machines brings an all new dynamic to the sport. These machines can carry up to five people per machine all of which would be looking for a warm meal, Gas, Souvenir's, and a friendly chat.

Please allow ATV/UTV access to county roads 36, 49, 10, and 21 so that these communities and towns can share in the growth, prosperity, good times, and great company that this amazing sport brings with it.

Thank you for your sincere consideration, I'm confident the decision to allow access to these county roads will bring with it a positive out come for everyone involved.

Take care,

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From: Brian Burke  
Sent: Friday, March 12, 2021 4:05 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: ATV use in the C of KL

Dear Members

I am a retired resident living in the former Ops Township, on x Rd. I own an ATV, and enjoy riding the trails locally. One hindrance I face is access to the trails north of Lindsay. I'd like to be able to ride from home and have a way of either getting around or through Lindsay to be able to head north. Most of the trails are that way. I very much hope a way can be found to accommodate this.

Thanks for your consideration.

Brian Burke

From: Todd Bryant <  
Sent: Friday, March 12, 2021 4:08 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: ORV support

Task Force;

I fully support the opening of all Roads, other than arterial route , to off road vehicles. This would be beneficial to all the residents of Kawartha lakes, enthusiast, and the general public as this will allow greater access to all the downtown's. As a city, we need to support the businesses, and all sportsman and women who want to responsibly operate their off-road vehicles.

Todd Bryant

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**From:** barry.musson <  
**Sent:** Friday, March 12, 2021 4:14 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** use of roads for Orv

I am a retired Lindsay resident, a member and trail patrol member KATV,  
It is time we established a path from the south trail to the north trail available to ORV licensed users.

A friendly town for ORV will bring in more tourists, that love the outdoors, I have met a lot of people during patrolling who ask how to get from one area to another area, and all we can say is sorry it is not possible without a trailor. Acting is not for JUST the young I have met all ages

Yes I support this initiative as it us long over due  
Barry Musson

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**From:** John Fraser <  
**Sent:** Friday, March 12, 2021 4:15 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Cc:** John Fraser < >  
**Subject:** Opening Roads to ATV's

Dear ORV Task Force;

As a part-time resident for 8 years now of a four-seasons cottage in Kawartha Lakes (on Four Mile Lake) and as an active member of KATVA, I am in favour of the proposals to open up road access. This will aid access for isolated members & it will build tourism in places like Lindsay & Bobcaygeon (especially with a north-south link on the old Victoria Rail system).

Prior to pandemic lock down, my friends & I stop for lunch in Fenelon Falls restaurants. But we would also consider Lindsay as a destination, except we can't get there from here. This represents many missed business opportunities.

Thank you for your review process & for your consideration of KATVA's proposals!

Sincerely; John Fraser

**From:**  
**Sent:** Friday, March 12, 2021 4:15 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:**

I support the north /south link connevtion of the VRT.  
I am a senior citizen and live near the VRT. I atv these trails as a means of excercise and out being active in the small towns i visit.  
Please consider the link up, and due to covid,people dont need more restrictions,or lockouts.  
This is a way of letting people get out and enjoy the countryside. Thank you for listening to the atv-ing community for this is an important link to the trail system.  
David Graham

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**From:** Tim Thompson <  
**Sent:** Friday, March 12, 2021 4:19 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Opening Roads in the City of Kawartha Lakes to ATVs and SxS

My name is Tim Thompson

I am an active user of the KATVA trails

I own a property on [REDACTED] on the Burnt River just north of Fenelon Falls.

I live in southwestern Ontario approximately a 3 hour drive from Kawartha Lakes

I bought the property on [REDACTED] 7 years ago with the primary reason being access to the rail trail for snowmobiling and ATViing.

Annually I bring numerous groups of friends and family to my cottage to enjoy the area.

This would include;  
an annual ATV weekend in May and September of 5 to 10 people each time  
we are also considering starting an annual SxS trip  
as well as numerous family and couple ATV trips during the spring summer and fall  
at least 4 or 5 snowmobile groups or anywhere from 4 to 10 people at a time

Each weekend we would buy gas eat at local restaurants a couple of times a weekend and buy numerous supplies such as food, alcohol and other supplies.

I would be shocked if my groups didn't spend \$1,000 per weekend locally at least 10 times a year on the various activities.

I am a chartered accountant who intends on retiring in 10 to 15 years and splitting my time half and half at home and at my cottage

If there was no access to ATV trails including side by sides I would consider looking in another area to buy another property.

I have read the rules and recommendations and are prepared to follow them in exchange for the privilege of being able to ride your ATV or SxS on municipal roads

**Tim Thompson**

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**From:** Visconti, Nick <  
**Sent:** Friday, March 12, 2021 4:20 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV North & South Lindsay Trail.

Hello,

I am an avid ATV rider who lives in Lindsay. I will be retiring in a few years and eagerly anticipate being able to ride more often with more accessibility to all the trails. Currently I am a weekend rider with frequent out of town visitors.

I live right beside the south Victoria rail trail, but I cannot connect to the north side of the Lindsay trail. It would be much better to be able to use a connected trail or have use of designated municipal roads to go from one end of town to the other in order to fully enjoy and take advantage of all the trails in the Kawartha Lakes Region. In order to access the North side trails I have to put my ATV on a trailer, which considering the very short distance is an inconvenience and deterrent to full use of the trails.

I believe there are many roads on the outskirts of town that could be used that would not impact the city proper or local residential properties.

While using the trails we stop for lunch, dinners, gas, and snacks along the way.

Fenelon Falls allows ATV's on certain marked streets, & everyone abides by the rules.

They are spending quite a bit of money at the Tim Hortons or the pubs & gas in town! Wouldn't that be great for Lindsay to benefit from some of that Revenue!

PS: I also snowmobile in the winter, but as well, I have to put my skidoo on a trailer.

Regards  
Nick Visconti

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**From:** Strotmann, Rob C <  
**Sent:** Friday, March 12, 2021 4:28 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Cc:** KATVA <>  
**Subject:** opening roads to ATV in the Kawartha's  
**Importance:** High

Hi,

My wife and I are avid ATV riders in the Minden and Haliburton area. We live in Oshawa, but are up every weekend from May 24<sup>th</sup> up until Thanksgiving.

ATVing in your area is fantastic, the people, the outdoors, the trails; the best! We have a trailer at Wessels Adult Trailer park just north of Norland. I also realize that we do use the resources from your area to relax and refresh from the hectic city life. That being said; we make sure we buy everything we need from vendors in your area. On average, we spend at least \$ 225.00 per weekend, on gas, groceries, any maintenance on our ATV is done at Harpers in Minden. We make a special effort to make sure we patronize as many vendor in the area as possible. ( we have not even touched on Canadian Tire in Minden )

I have also discussed this with other ATV riders that we have met along the way and they also have made a conscious effort to do the very same and all feel strongly about looking after and keeping the local vendors happy.

Opening up access for more trails for us to use only helps to compliment the already great system you have in place. All of the ATVers that I have met over the past four years being a member of the KATVA have been extremely respectful of all trailers, where to ride, where not to ride, and of the people that live there. This partnership brings a lot of money into the economy for your area, and the riders give back to the community. KATVA has a strict list of rules they want you to follow and patrollers out on the trailer to make sure you follow the rules. There are lot of fellow riders that will stop and point out if you do break a rule so it doesn't happen again and cause conflict with property owners.

I am retiring in three years, and my wife and I are planning to retire in the Minden or Haliburton area. I really hope you vote in favor of our continuing to ATV in your area for now and our area very shortly.

With this in mind, I really hope you do vote to expand our riding area and allow access to other trailer.

Thanks very much , Rob and Christine Strotmann

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**From:**  
**Sent:** Friday, March 12, 2021 4:32 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV proposals

I am a resident on Four Mile Lake. Our family built our cottage here in 1987 and my wife Irene and I moved here full time in 2013. We own two ATV's and are fairly active whether it's enjoying the trails, or quite often I use mine for accessing or snowplowing job sites in the winter where the roads are not ploughed.

OTV's are getting more popular each year and we need to promote safe driving habits and accessibility, especially in the smaller rural communities. Having access through Lindsay and Bobcaygeon would certainly be beneficial as proposed.



In 2015, I and 15 others spent a week crossing Newfoundland via their trails (no fees) and it was a fantastic way to see the country and contribute to the local economies with renting rooms, visiting restaurants, etc. The official trail is 800+ km, and we did approx. 1100 km by exploring established side routes, villages, etc. The only rule there is you cannot use the Trans Canada Highway.

We need to encourage more of that here, especially now that people are travel restricted and need places to go more locally.

Email or call me with any questions or concerns that you may have.

Thank You, *Joe M. McCool*

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**From:** Walt Verleysen <  
**Sent:** Friday, March 12, 2021 4:33 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Re. Access thru.Lindsay on VRT. North to south.

I live in Fenelon Falls and a member of KATVA for several years. It would be nice to be able to ride to Lindsay, pick up my grandson and ride to Bethany for lunch. It would also provide out of town people with accommodation, restaurants, fuel, shopping, and miles and miles of trails in the city of Kawartha Lakes and beyond.

Walt Verleysen.

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**From:** Mark Trudel <  
**Sent:** Friday, March 12, 2021 5:01 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** OPEN ACCESS FOR ALL

I spend time and money in the Kawarthas area and would appreciate the link in Lindsay open for ATV/ SXS use please. Everywhere else my group and myself travel we spend \$ on fuel, meals and even shopping. Please don't count us out.

Best Regards Mark Trudel

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**From:** Bob <  
**Sent:** Friday, March 12, 2021 5:54 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Roads for ATV use

I'm a member of the Kawartha ATV Club. My family and friends use the roads and trails in the Kawartha area. We support opening more roads for ATV/ side by side use. We don't live in the area but use the trails often, supporting many businesses in the area. We love exploring the wonderful scenery and nature found in the Kawarthas.

Best regards, Bob McColl

**From:** JAN PAISLEY <  
**Sent:** Friday, March 12, 2021 6:21 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Please consider any additional access as a positive for atvs

My wife and I have had a cottage in the Hickory beach area for over a decade and have raised our 3 girls, on holidays and practically every weekend in the area.

Access to the ATV trails have allowed us to lengthen our cottage season from just boating well into the fall and in the spring with the ATV's.

We maintain a fleet of two to four machines for this purpose.

Any time we use these machines we contribute to the local economy as we enjoy time outdoors as a family.

We buy gas, permits, meals, parts etc. not to mention the purchase of the machines themselves .

As our cottage is below the boundary above which road travel has been allowed we have had to trailer the 6 or seven miles to the trailhead for years.

Extending this boundary south down to the lake would certainly make things easier for all of us ATV users who have cottages on the north shore of Sturgeon lake.

(And eliminate the temptation to just ride illegally to the trail).

Any way to access through Lindsay would also be fantastic as it would allow us access to all the great trails south of Lindsay so that would be a great improvement , especially since one of our girls and her husband have recently settled in Lindsay , we could ride down and join them or other friends we have in town for lunch . This is something we do often with the boat on the Trent but have been unable to do with the ATV.

Again this kind of toUring can only benefit the local economy.

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**From:** Paul Psaila <  
**Sent:** Friday, March 12, 2021 6:32 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV's. SxS.

Dear task force members.

We moved to Fenelon Falls after I retired five years ago from Toronto and really enjoy the slower pace of life and general good nature of everyone we've met during this time.

After moving I noticed the popularity of ORV's during the season and thought that they must be an asset to the area as you always see off road vehicles lined up for gas or parked in numbers at Timmys or any of the local restaurants.

After doing some research I bought myself an ATV and joined the KATV association a decision that I've never regretted due to the wonderful people I've met and what I've learned while participating on some of the many rides organized by the KATV association.

Our two sons who live in Branford and Acton rode my machine and it wasn't long before they each bought ATV's for themselves and regularly travel up to ride the extensive and challenging trails we have in the district.

The number one thing taught and stressed is respect and adherence to the rules governing ORV's whether on the trail or on the limited allowable road access we have at the moment.

If some or all of the recommendations are adopted in my opinion it can only help the community's that will welcome ORV traffic .

Please be open minded if a trial period is adopted I think you will see all of the expected problems from concerned citizens just won't materialize.

Thank you .

Paul Psaila.

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From: Brandon Terry <  
Sent: Friday, March 12, 2021 6:48 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Road Access through Lindsay

To whom it may concern,

As a life-long resident of the Lindsay area, I must start by saying how exciting it is to hear the idea of our sport being accepted and possibly advancing more.

Opening up Lindsay to allow passage would help grow our sport, bring volunteer cleanup annually, on-going trail maintenance, and added funding brought in from trail pass purchases. Many small businesses would also benefit from ATV traffic. Towns like Fenelon Falls, Kinmount, Bethany and Haliburton along the VRT have enjoyed and appreciated extra business for years from respectful visitors who plan their adventures based on these positive experiences and a feeling of being welcomed.

ATVers move over for other trail users, shut off their machines for horseback riders, we take our garbage with us, respect the landowners, obey signage, clear downed trees and report unsafe conditions. We notify our club of concerns we find along the way and have wonderful volunteers who pour their hearts into making the trail system better for EVERYONE who uses it. We fight to make it safe and do everything possible to not lose the privilege of riding in and around the COKL.

Thank you for reading my thoughts on opening roadways within Lindsay and taking it into consideration. This means a lot to many of us as it connects us with what we love most, exploring the City of Kawartha Lakes and enjoying the beautiful sights we are all entitled to appreciate.

Regards, Brandon Terry

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From: David Jones <  
Sent: Friday, March 12, 2021 7:08 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Open the roads in Kawartha Lakes!  
Dave Jones

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**From:** Stephen Scott <  
**Sent:** Friday, March 12, 2021 7:59 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV use on Kawartha Lakes Roads

First I want to let you know that I own a cottage in Kawartha Lakes and my family stays there all summer. I volunteer for the KATV association. In my travels on my ATV in all the communities I have been welcomed and always willing to spend locally buying food, drinks or supporting local markets. I know there is always 2 sides of the debate on which path is better. I feel that there is a huge benefit in allowing ATV's on Kawartha Lakes roads. In the last 5 years I have seen a tremendous increase in ATV's on the trails. Most every rider I have met is respectful and follows the rules. But to be honest there are those few who do not follow the rules, but that is true of all modes of transportation. I feel that the benefits far out way the costs. I hope that you will consider opening up the roads to ATV's. If required I willing to further discuss this issue more.

Regards, Stephen Scott

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**From:** James black <  
**Sent:** Friday, March 12, 2021 7:59 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Kawartha lakes opening roads to atv/side by side

I'm all in on opening the roads/routes through lindsay. This will bring lots more ppl into the town and much more money to the businesses to keep them open. ATV and side by side owners are u huge contribution to the community jus as the snowmobilers are in the winter.

Thanx for your time

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From: CHRIS PELLOW <  
Sent: Friday, March 12, 2021 8:05 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Please open roads

To whom it may concern

I would like to voice my vote to open the roads in and around the Kawarthas to allow atv and SXS to have access.

This plan would benefit a number of people whom do NOT have access to a trailer or truck to transport to the trails.

This plan would also benefit businesses to allow more people to enjoy their services, whether it's for fuel, shopping, and restaurants.

This would also be more convenient for those of us whom live within minutes of a trail not to have to load and unload machines from truck and trailers to go to and return from trail heads or parking areas that are 15-25 minutes away.

So I VOTE TO OPEN the roads

Thank you. Chris Pellow

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On Mar 12, 2021, at 8:22 PM, Cathy Pool < > wrote:

Dear Mr. Dunn

I live on [REDACTED] just above [REDACTED] I am in favour of allowing ATV's on Angeline and other roads. It is not an issue at all as far as I am concerned.

Sincerely

Catharine Pool

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**From:** ROB <

**Sent:** Friday, March 12, 2021 8:44 PM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:** Open the North south route.

As a local rider I must say we need the route open through Lindsay. ATV and snowmobile . Lindsay is one of the only large centers in the Kawarthas that you can't pass through. If they are going to promote Lindsay as a tourist destination then it must be opened up.

Trail rider

Land owner

Rob Munro

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**From:** Grant and Marg <

**Sent:** Friday, March 12, 2021 8:47 PM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:** Open the roads for better access.

I have a cottage/home on cameron lake. And support opening the roads for better access to trails. Specially through Lindsay.

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**From:** Rick <

**Date:** March 12, 2021 at 9:31:12 PM EST

**To:** Tracy Richardson <[trichardson@kawarthalakes.ca](mailto:trichardson@kawarthalakes.ca)>

**Subject:** **ATV SUPPORT**

Our family supports the legal and safe use of ATV's on the proposed city streets to access the amazing trail system in the Kawartha Lakes and surrounding area.

During our kids teen years we spent a lot of time ATViing in Elliott lake ont.  
We stayed at lodges up there bought fuel,food,and other necessities while on our adventures.  
You get the point we spent a lot of \$\$\$\$.  
That will happen here. People will spend money here.  
Now retired in bobcaygeon we are still part of the ATV community.  
Thank you. Richard Hill

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**From:** Brian Super <  
**Sent:** Friday, March 12, 2021 9:39 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Road opening in Lindsay

I am sending this email in support of opening roads in the Lindsay area. My wife and I come a couple times a year to the area to atv on the area trails. We stay somewhere different each time. 2 or 3 nights at a time. Typically in a hotel. We have a great time when we come. We typically try to stay in the Minden or Fenelon Falls area when we can because we can ride our atvs to the trails directly which is preferred. But sometimes accommodations are tough to find so we stay at a hotel that is trailer friendly in Lindsay. We tend to buy groceries at the local stores instead of bringing our own as well as visit the local restaurants. We always buy passes for the trail networks and often spend money at hardware stores or automotive part supply stores as we always seem to break something on an atv or trailer. It is very appealing to us to be able to ride from Lindsay to the trails and would consider staying there more often if riding on toads was an option. We typically spend at least \$1000 each time we come and often invite friends to join us and always tell our friends that it is our favorite place to ride. We live in Stratford which is also very much reliant on tourism dollars. I hope you will be able to get this pushed through. Can't wait for the upcoming riding season.  
Brian Super

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On Mar 12, 2021, at 9:00 PM, Denyse Peever < > wrote:

Good evening Pat  
I am all for atv's aloud on the street's in Lindsay.  
I think it will bring a lot of ppl into Lindsay businesses .  
Thanks for your time  
Jeff

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**From:** Jane Kuipers <  
**Sent:** Saturday, March 13, 2021 6:52 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV TRAIL ACCESS

Hi,  
My husband, daughter, her boyfriend and I have been using the ATV rail trail out of Lindsay for around 5 years now. We usually meet up with our friends from Fenelon Falls to head north as there is no access to head in or around Lindsay. When we go out on our ATVs we make a day of it. We stop for lunch and gas. Sometimes we stop in Fenelon to use the car wash when we get really muddy. My husband and I keep our trailer at Sandaraska Park which is just past PontyPool. We

would love to be able to ATV to it but without access through Lindsay it is very difficult as we would have to trailer them somewhere and then leave our vehicle and trailer parked. We are just past middle aged. We respect the trails and landowners. We are responsible, insure our ATVs and obtain trail passes as required. We are just residents who enjoy nature and exploring the beautiful land where we reside. We would be most great full if we could be given the opportunity to prove that we would not become a nuisance to the residents of Lindsay.

Thankyou for your time,  
Jane Kuipers

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**From:** William Jackson <  
**Sent:** Saturday, March 13, 2021 7:09 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** I Support KATVA Recommendation of the New Trails

Hi, I'm a property owner resident of Fenelon Falls living at [REDACTED] living minute's from the rail trail.

Me and my wife in are young age of 60 plus own Can Am side by side and enjoy the rides we can take on the rail trail to all the different forest system that KATVA maintain we look forward to traveling to the towns of Fenelon Falls, Kinmount, Coboconk, Norland and Haliburton for lunches or dinners and doing some small town shopping, it would be nice if we could head south to enjoy the towns that way

It's important to my family and friends riding are ATVs and SxS into nature and at times seeing the wild life and beauty that Kawartha Lakes have to offer

We have read the rules and obey them and recommendations and are prepared to follow them in exchange for the privilege of being able to ride are side by side along with friends and family spending are hard earn money in the Kawartha Lakes

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**From:** Brent Barton <  
**Sent:** Saturday, March 13, 2021 7:23 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Task force.

I'm just voicing my opinion in which the local KTV club is trying to make riding safer for all involved by linking railway lines to existing trails already in place. Lindsay has always been a dead end for snowmobiling and ATV riders.

Not sure why they make it a rouge town where riders have to go off the so called beaten path to gain access to already proven trails?

I put my full support behind the club and it's efforts!

Regards

Brent Barton

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**From:** Joel Bocknek <  
**Sent:** Saturday, March 13, 2021 7:38 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Rail Trail into Lindsey

To whom it may concern,  
I wanted to confirm my support for the proposed recommendations permitting the use of SxS/ATV (ORV) on the rail trail south into Lindsey including the identified roadways. My family have been riding ATV's for many years and enjoy taking day trips that enable us to ride the scenic trails including being able to travel into many of the towns for fuel, meals and accomodations. There are several towns/cities in the province that permit the use of ORV to travel on roadways enabling riding enthusiasts to enjoy all of the offerings that the cities/towns have to offer while providing much needed financial support to local businesses. This should be no different for the City of Kawartha Lakes.  
Regards,  
Joel B.

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**From:**  
**Sent:** Saturday, March 13, 2021 8:26 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORV Support

Task Force:  
We would like to pronounce our support for opening most roadways to off road vehicles. Having lived in the City for many years, and being 50+, we believe that there is much to benefit from allowing this to happen.  
Businesses, residents and visitors will benefit and we should all support this initiative.  
Keep up the good work.  
T&C Bryant

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**From:** Marc Gravel <  
**Sent:** Saturday, March 13, 2021 9:13 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORV Road use in Lindsay

My wife and I are respectable members of KATVA and would be thrilled if we could ride through Lindsay to enjoy the entire VRT system. We ride every weekend and always stop to buy lunch and gas. We have a trailer at a seasonal park nearby.

Thank you for your consideration,

Marc and Sharon Gravel

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**From:**

**Sent:** Saturday, March 13, 2021 9:42 AM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:** Opening Roads in the City of Kawartha Lakes to ATVs and SxS

Hi....My name is Al Metcalf, a millwright for 37 years from the Clarington area and an avid ATV rider who frequents the Lindsay area on a regular basis. For years, my friends and I have been wanting a connection through Lindsay to link the southern trail system to the northern trail system. Without this connection, we must trailer our ATVs which is both time-consuming and not always possible for those without access to a trailer.

As with any town near trails, stopping at local restaurants, gas stations and sometimes overnight accommodations are all a part of the outdoors experience while bringing much needed funds to local communities; especially given the events of this past year with the pandemic. It would not be unexpected to spend in excess of \$100 per day just for food and fuel.

I have read the rules and recommendations and am prepared to follow them in exchange for the privilege of being able to ride my ATV on municipal roads in a safe and responsible manner.

I look forward to this trial project and would be an avid supporter and participant.

Respectfully,  
Al Metcalf

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On Mar 13, 2021, at 9:33 AM, wrote:

Good Moring,

I am writing to you all to express my excitement with the proposed plan of the ORV Task force to allow access of off terrain vehicles in more of the Karartha's. My husband and myself moved to Pontypool two years and would love to be able have the option to have access to all of the Kawartha atv trails right from our driveway.

With the current situation and the need to stay home and not travel I truly feel that the Kawartha's with safe and proper access route could really benefit from creating access to trails and connecting more routes could generate huge revenues.

Atving is a great sport and it is so easy to maintain social distancing and with Gas station tap at the pump, drive thru/takeout only restaurants and store curb side pick up options we could very easily encourage visitors and not chance any type of exposure.

We snowmobiled all winter and so did a lot of other people we had access to all of the Kawartha's. I felt safe and I felt that riders were great at following social distancing regulations.

We really feel that we could be the best in Ontario off road trail systems.  
Our communities could benefit greatly from this with little exposure to the actual community members.

And when things are more back to normal our community could benefit from the tourism we would gain from the visitors that would access our trail systems.

Imagine being able to drop your all terrain vehicle at the at the 35/ 115 exit then driving to Race Track Gas station on 35 to fill up and maybe grab some delishes chips from our chip truck or stop in Pontypool for our amazing Chinese food, then off you go to Lindsay for the day to shop eat explore, and maybe stay the night then next day continue on to Felon Falls or Bobcaygeon. Wow what an amazing trip and think about all the revenue our communities could generated from the riders!

Thank for you for time,

Nicole Gilliland and James Brown

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**From:** Kelly Martindale <  
**Sent:** Saturday, March 13, 2021 10:09 AM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Connecting South & North Trails & The Benefits To The Community As A Whole!

To whom this may concern

I am sending this email to council and anyone that may have concerns about allowing us to have access to trails connecting the north and south rail trail through the town of Lindsay and to keep all trails as multi use trails.

I am a realtor who conducts business not only in The Kawarthas but also in The Durham, Northumberland, Quinte Area. I have a lot of buyers that are purchasing in Lindsay and 90% of my buyers ask the question; where are the nearest ATV, Snowmobile trails, the reason for this is to spend quality time with family and friends go riding, explore, connect with nature, go to restaurants, stay overnight at different hotels, motels, B&B.

As for us riders being irresponsible there may be a handful of riders who do not follow the rules but the majority of us are older, responsible, and we do follow the rules. As for my own interest on this subject I ride the south trail to Lindsay than I have to stop and turn around go back to my home load my ATV or Snowmobile on my trailer drive up to the north trail to unload so that I may continue up to Fenelon Falls and beyond I find this absolutely ridiculous as do other riders.

I believe working together to achieve a mutual agreement on connecting the trails would be extremely beneficial to the communities as a whole.

Thank You

Kelly Martindale Resident of Janetville and a member of KATV AND OFSC

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From: Christine S <  
Sent: Saturday, March 13, 2021 10:18 AM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

Subject: Support - KATVA

I ride the trails every year with my husband and we want to be able to have more road access open for easier access and able to stop in town(s) to get gas, food, souvenirs etc...  
Christine Schiarizza

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From: Steve C  
Sent: Saturday, March 13, 2021 10:22 AM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Atv - open roads support

Hi, my name is Steve Calestani  
I am in support of the roads being opened up for more atv access.  
I volunteer as trail patrol and enjoy seeing the many people and riders that enjoy our trails.  
Having more road access would increase tourism and welcome people to our beautiful area.  
Thank you. Steve Calestani

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**From:** on behalf of Murray G Howe  
**Sent:** Saturday, March 13, 2021 10:26:14 AM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** Off RoadVehicles

Mr. Letham; I am contacting you to voice my thoughts on the ATVs on Lindsay streets. My wife and I are totally against this. There are enough vehicles on the streets now. Cars, trucks, commercial trucks, scooters, e-bikes and bicycles. The ATVs are slow, un-protected and usually travel in groups. They offer no benefits for Lindsay and have done well without the option of travelling through town. Please do not proceed with this change.

Regards; Murray Howe

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**From:** Caroline Lane <  
**Sent:** Saturday, March 13, 2021 12:16 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATVs in Lindsay

Good afternoon!

I am writing to ask you to give favourable consideration to the proposal that ATVs should be allowed to go through Lindsay to access the trails on either side.

My husband and I (aged 64 and 57) are keen ATV riders and, as we live within easy reach of Bethany, we would love to be able to start our Victoria Rail Trail trips there rather than having to trailer the ATV to Ken Reid Park. I do understand the reservations that some local people may have about this - I actually held many of their preconceived views myself prior to joining the ATV community. However, since becoming a member of KATVA (this will be our 5th year) and riding the trails on a regular basis, I have been pleasantly surprised to find that the vast majority of riders are

polite, respectful and very mindful of the rules, and definitely on the older end of the age spectrum and a long way from my expectation of teenagers and young adults riding like maniacs and tearing up the trails.

I hope you will give careful consideration to opening routes through Lindsay on a trial basis, and to the likely boon this will be to the area's economy when the Covid situation eases and allows us to shop out of our own area.

Thank you for your attention.

Regards,  
Caroline Lane  
Blackstock, On

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From: Dave Thoms <  
Sent: Saturday, March 13, 2021 12:38 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Road access for ATV

Good day

We travel all over Ontario to enjoy trail riding on our RZR. We have never caused a problem and we pump thousands of dollars into the local economies where ever we go buy eating in restaurants. Buying gas and supplies. Staying at hotels etc.  
The one thing that keeps us out of Kawartha lakes is the inability to move freely between trails and a quick ride into town for food etc.

It's time to move forward and tap into this economic boost to the region.  
Pass a bylaw that would allow the road use of ATV/SXS on roads in kawartha lakes.

Yours Sincerely  
David Thoms  
Member of many ATV and SXS clubs in Ontario

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From: Clayton York <  
Sent: Saturday, March 13, 2021 12:50 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Re opening roads to ATV

I think this is a great idea and my 13 yr old daughter and I would enjoy visiting the area and exploring trails and supporting local businesses.

The reality is we buy these , we license them and pay for insurance as well as must have a drivers license so I don't see the issue. If someone is going to break the law on an ATV they are probably doing it in their car.

I hope you decide to do this.

Clayton York

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**From:** Debbie Roy <  
**Sent:** Saturday, March 13, 2021 1:26 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Road Access for ATV'S and SXS in City of Kawartha Lakes

To Whom it May Concern,

As an older couple wanting to get out and explore the beauty this region has to offer we purchased a sxs to do just that. We bought a 4 seater to take our friends, children or grandchildren out to explore areas unseen by vehicles. We need to be able to drive to gas stations where we can safely refuel our sxs , just like you as a counsellor do your car. We have seat belts and protective equipment on our machine making it safe, if not safer than a car and our fully insured. The money we have invested in this machine, we are not reckless or careless, but exercise extreme caution to protect it, ourselves, and landowner who allow us to use the trails so we can enjoy our beautiful region.

We would love nothing more, than to be able to drive into towns and share a meal with our loved ones, and introduce them to the unique restaurants and shops the towns/villages have to offer in the City of Kawartha Lakes, with the hopes they will go home and share with their friends the beautiful area we live in, and come back to drive money into our economy.

Thus region is supposed to be welcoming and inviting to tourism. Allowing members of the KATVA association to connect between towns, visit restaurants and shops and purchase gas before heading back off road, will drive tourism will link our communities together.

As a person with mobility issues, I am limited to physically getting out of doors to explore. This activity allows me the opportunity to get out of the house, have fresh air, have fun and explore our beautiful province. Please allow us to expand our riding capabilities. Just like all other activities, a few bad apples have given us a bad name. In order to afford these machines we have to be hard working, law abiding citizens and do not want to drive recklessly to destroy our investments. This is not a cheap sport to partake in. We also purchase our machines , parts and maintenance in the area as well supporting our local businesses.

Regards, Debbie Roy

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**From:** Bell  
**Sent:** Saturday, March 13, 2021 1:48 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ORV riding on municipal roads

Hello - I am writing in support of being able to ride my ORV's on municipal roads in the City of Kawartha Lakes. I am a retired City of Kawartha Lakes employee and was born and raised in this beautiful area. I enjoy exploring the different trails available to me in this area. Last year I became a part of a small group of ORV riders that went out weekly to explores the trails. We tried several different trails in each direction. On our weekly riders we often filled our gas tanks and stopped for a

bite to eat. We have all read the rules and regulations for riding our ORV's on municipal roads and are prepared to follow them if we are allowed to ride on our municipal roads. My family also went on several family riders last summer as well and are looking forward to several more this year. I speak in support of allowing our ORV's on municipal roads. Thank you

Robert Webster

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**From:** Edward Lee <  
**Sent:** Saturday, March 13, 2021 1:57 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Road Access for Side x Sides and ATV's in the City of Kawartha Lakes

Hello

I consider myself and my fiancé responsible SxS riders. We enjoy traveling the trails, enjoying nature, and excursions. We would like to, as we do in the winter, to travel into town on our sleds and stop for a meal, fill our machine with fuel and enjoy our community.

We are an older couple, we spent the money on a 4 seat unit to have friends and family to come on our travels.

Having them with us, to see our city we are proud to live in, shop and help with tourism.

Our SxS is expensive, we take care of it as you would your car and truck. It's insured, has seat belts (if not used the speed is reduced to a crawl), which your vehicle doesn't.

We obey the laws, pay our yearly passes for trails. Unfortunately there are sections of our trails in the city we cannot access without road access or certain streets in towns.

I am not here saying there isn't the odd person that makes us as ATV riders look bad, but that happens every day on the road with cars.

We enjoy our community, proud of it and believe the vast majority of ATV and SxS owners just want to get out and access the beauty of these Kawartha Lakes.

Closing road access for us reduces, income, tourism, taxes for our community, as well as, our enjoyment to see all that the City of Kawartha Lakes has to offer.

Thank you,

Edward Lee

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**From:** Sean Crawford <  
**Sent:** Saturday, March 13, 2021 2:14 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** I support opening all rural and village roads as well as routes through the town of Lindsay

Good day,

I am in full support of opening up an ATV/SxS route through the town of Lindsay to connect the north and south VRTC as well as opening more rural roads to allow residents to access the trails from their homes or access gas and restaurants while on the trails.

As visitors, our family spends significant time and money in the Kawartha Lakes region to safely and responsibly enjoy the off-road trails, beautiful landscapes and meeting great people. When riding we

often stop for lunch, gas or dinner and it feels good knowing we are supporting local restaurants, family businesses, etc.. especially in these times.

Opening up more accessibility and accommodation in the subject area will expand my families options to safely enjoy and support more of that region.

Sincerely,  
Sean Crawford, Ajax, ON

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From: Chris Harris < >  
Sent: Saturday, March 13, 2021 2:37 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: I like to see atv a loud for the roads Chris Harris  
Omeme Ont

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On Mar 13, 2021, at 1:00 PM, MAXINE Phair < > wrote:

**PLEASE....DO NOT LET ATV'S OR ANYTHING LIKE IT BE ALLOWED ON OUR ROADWAYS!!!!** they are meant for off road only.....even the manufacturers say this!!! it's bad enough to have to deal with them when they are NOT!!! allowed!

thank you Maxine Phair

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**From:** Heather Ahrens <  
**Sent:** Saturday, March 13, 2021 2:42 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Open roads in the City Of Kawartha Lakes

To Whom It May Concern:

Let's consider opening up these roadways to ATV's.

I am a professional Realtor in the area of Fenelon Falls and Kawartha Lakes, lifelong resident and entrepreneur. The opportunities we have in our beautiful region to learn and safely explore nature and extensive trail systems, lakes, etc is a rare and precious thing. There are some riders who would never get a chance to explore nature without an ATV or SxS. There are MANY folks who ride responsibly to areas within our communities, and contribute to the local businesses and restaurants including gas, accommodations, etc..It is very important to have this opportunity for my community, myself, family and friends. I/We have read the rules and recommendations and are prepared to follow them in exchange for the privilege of being able to ride our ATV or SxS on municipal roads. Respectfully,

Best Regards, Heather

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From: Alan Crook <  
Date: 2021-03-11 5:39 p.m. (GMT-05:00)  
To: Ron Ashmore <[rashmore@kawarthalakes.ca](mailto:rashmore@kawarthalakes.ca)>

Subject: ORV Task Force Recommendations

Hey Ron, Hope you're doing ok as covid hopefully ramps down and not up.

It has come to my attention that the recommendations being put forward by this task force vastly expands the ability of these 'off road' vehicles to use not only secondary roads all through the City, but essentially any town road as they travel to and from proposed routes through town. To me, this is pretty appalling. This is a safety hazard, as there's plenty of evidence that increased road use leads to even more accidents involving these vehicles. There are noise issues, and in the long run, we need to ramp down internal-combustion use, not ramp it up. This seems to be at odds with any hiking/biking trails or lanes as well.

For all these reasons, I urge you to turn down the recommendations put forward.

Thanks for considering these points.

Alan

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From: Harry Andrews <  
Sent: Saturday, March 13, 2021 4:48 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Opening the roads for atvs

Good day to all, I am a retired auto worker from the Niagara area and have been an off- roader most of my life. I was lucky to be brought up with a family that enjoyed dirt motorsports. At age 5, I had a mini bike, later a dirt go-cart, motocross dirt bikes. My family farmed, we owned some land, but we were able to use the other farm land around us for our vw dune buggies as we became older. We asked for permission first and got it in most cases, and where we didn't, we stayed off their property, We realized there would be penalties from my father and the land owner if not obeyed. Many years later, we now have expensive toys, SXS, toy haulers, trucks, and spending money to enjoy this lifestyle. I have been to Kentucky on the Hatfield and McCoy trail system, and on the roads joining them. There you can go in town for lunch, dinner, gas, shopping, it is very nice and convenient. We will go back there because it is so laid back and enjoyable. We spoke to many Americans who travel there for the same reasons.

It's not uncommon to have \$100k invested in equipment for this lifestyle, we are an adventurous group who like to seek out new travels. Opening the roads would make that much easier to seek out new destinations. I am not looking to cause trouble travelling through towns, just the opportunity to show my respect for the opportunity.

Regards, Harry Andrews

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**From:** Linda Anderson  
**Sent:** Saturday, March 13, 2021 4:04:37 PM



**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** ATVs on all roads

Absolutely not a good idea. First ATVs are not designed for paved roads. Apparently they can roll over making a sharp turn on pavement setting motorists up for collision. The machines have no turn signals, sounding device and some apparently have no brakes as they are very reluctant to use the brakes, whether on the road or the trail system. They are very noisy and disturbing in the urban setting. For the most the riders are mature and ride responsibly. In Fenelon there are very young riders, some not of age driving ATVs on the streets as they don't have trail permits. I see adults with toddlers on their laps. Yes, this is bad parenting but there is no policing. You say this action is about tourism in our beautiful area. Yes, their tourism dollars are spent on gas, liquor and Tims. They don't go shopping in our stores. Another issue I want to address on ATVs is the lack of knowledge riders have accessing the trail system at Fenelon beach. More and more riders are driving on the pedestrian walkway which is close to the playground equipment and the splash pad. This is Not a safe environment for playing children, seniors with mobility issues etc. The ATVs move the cement curbs in the parking lot to have a smooth ride into the park. Some move the cement planters that limit thru traffic in beach parking lot so vehicles can pass through... a hazard for families of beach goers. ATVs and people on foot just don't mix. Install a fence on the edge of the parking lot to separate the parking lot and grass park. Leave an entrance only wide enough to allow baby strollers and a locked gate for maintenance vehicles. At the beach end of Bond St. where the trail resumes, block off the paved walk way so the ATVs cannot access the beach park. According to the local ATV association the ATVs are to jump the curb to gain entrance to the rail trail. Local members know this. The tourists don't care and drive and park their machines on the grass in the park where families are playing. Why don't you follow Barrie and Orillia's lead and charge non KCL residents for beach parking. Tax payers are issued a parking card with their annual tax bill to display on dashboard. They charge \$ 50 a day. The pay and display could extend on Bond and Francis Streets up to the corner of John st. The investment for a ticket kiosk and a student attendant could earn big revenue. Last summer unfortunately our beach remained open to hundreds of Tourists every week when Toronto beaches were closed due to covid. They arrive early to set up sun tents and BBQs. They stay all day without spending a dime in town. Revenue from parking could offset their garbage cleanup. Lastly, maybe your chosen task force should contain both pro and anti ATV folk in regards to change in the existing bylaw.

Linda Anderson

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From: Richard Deborah Nokes  
Sent: Saturday, March 13, 2021 7:13 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Support

Hi there,  
This email is sent to show our support of the opening of all rural and village roads as well as all routes through the town of Lindsay so that we can be able to ride on all the trails.

Thank you  
Richard and Deborah Nokes

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**From:** Frank Brenda C  
**Sent:** Saturday, March 13, 2021 7:40 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Open Roads in the City of Kawartha Lakes

I am a resident of the City of Kawartha Lakes 4th Generation.  
I support the opening of roads to ORVs.  
I live in a farming area and use atvs on a daily bases to get from one property to another.  
I also use my atv for going on rides in the COKLs with my family and friends.  
I carry insurance and a licence for my atv and feel that the use of roads and road links through Lindsay would enhance my enjoyment of my right to use my atv on roads.  
Please vote in favour of the ORV Task Force recommendations allowing ORVS on roads.

Frank Carlin

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**From:** Derek Handy <  
**Sent:** Saturday, March 13, 2021 7:53 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening roads in the city of kawartha lakes

Hi my name is Derek Handy I live in Toronto and have a trailer at alpine resort in the north end of Lindsay I own a two-up TRV at the moment we are only allowed to go north into Fenelon Falls please allow road access so we can stop in the town of Lindsay for essentials on the way to the next trail system thanks so much have a great day.

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**From:** Paul Clement <  
**Sent:** Saturday, March 13, 2021 7:58 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Roads opening

Just a quick note to express my support of further opening of roads and trails to connect our existing trail systems. The benefits are huge and in reality, ATV/UTV usage and tourism is rising exponentially. There are no downsides to this.  
Thanks for providing a platform for public commentary.  
Paul Clement, Irondale On. KATVA member.

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**From:** Peter Petrosoniak < >  
**Sent:** Saturday, March 13, 2021 9:05 PM  
**To:**  
**Subject:** ATV use on roads in CKL

Dear Members of the ATV Task Force,

These is to offer you my opinion about your recent recommendations regarding allowing ATV use on essentially all roads in CKL.

What is troubling is the fact that you have not consulted the Health Unit for an opinion on what effects such a move would have on the health and safety of CKL residents. Public Health Ontario released a report on the epidemiology of ATV-related injuries in Ontario in 2019 and found that the Haliburton-Kawartha Pine-Ridge Health Unit (to which CKL belongs) had the 5th highest rate of Emergency Room (ER) visits and hospitalizations of the 34 Health Units in the province. Already there is widespread ATV use on roads in our Health Unit mostly in the north part of the City. Of note is the fact that these rates are approximately double the Peterborough Health Unit ER and hospitalization rates and more than triple those of Durham, both jurisdictions in which ATV road use is not allowed or is very limited. We can expect nothing less than a substantial rise in these rates if the recommendations to open up road use virtually everywhere are formally adopted by the Task Force and enacted by Council. Why? Because when we look at the Health Units with the 4 highest ER visits and hospitalization rates, they are:

1. Porcupine Health Unit which allows road use in Kapuskasing and Iroquois Falls and other roads
2. Haldimand-Norfolk which allows road use in Campbellford and elsewhere
3. Huron Health Unit which had many roads open to ATV use
4. Grey Bruce which also allows road use on many if not most roads.

We are in line to join those jurisdictions if we allow road use as much as they do.

The present recommendations are to open up all rural roads in the CKL. Although you specify certain roads for ATV use in Lindsay and Bobcaygeon, you are also in favour of allowing travel from any home to a trail or allowed road which, in effect, says all roads in the City are open for ATV use. You also admit that it would be difficult to police this. I am sure the Police Services have much more to do than follow ATVs around the City.

Importantly, the Peterborough Health Unit has recommended to Council to not allow ATV road use in their jurisdiction. Also, when this was dealt with at the CKL in 2011, our Health Unit made the same recommendation. Why would you go against such wise advice now?

Furthermore, the manufacturers of these vehicles clearly state that they are made for off-road use and should not be used on roads. Similarly, the Specialty Vehicle Institute of America (SVIA), which promotes the safe and responsible use of ATVs and represents ATV manufacturers and distributors, says the following: "ATVs are not designed, manufactured, or in any way intended for use on public streets, roads or highways." It says this because: "Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet such standards. Many ATVs are equipped with a solid rear axle that turns both rear wheels at the same speed", which means that "turning an ATV on high traction surfaces, such as paved roads, can be difficult when compared to turning in the off-road environment". They end with the recommendation that, "Permitting street use of ATVs ... would be in conflict with manufacturers' intentions on their proper use, and would be contrary to federal safety requirements."

One US Consumer Product Safety Commission (CPSC) study showed that 40% of ATV fatalities involved operation on paved roads, despite the fact that vehicle labels and owner's manuals clearly warn against such use. Another CPSC study found that, of 3,200 ATV-related deaths, the most frequently reported hazard pattern involved collisions and 35% of these involved collision with motorized vehicles. This Commission on its web-site states: "Do not drive ATVs on paved roads."

The Ontario Road Safety Annual Report, in the last complete annual report of 2017 found that, between 2013 and 2017

- Of 1103 ORV drivers injured, 518 occurred on-road (47%)
- Of 550 ORV passengers injured, 299 occurred on-road (54%)
- Of 100 ORV drivers killed, 54 occurred on-road (54%)
- Of 5 ORV passengers killed, 2 occurred on road (40%)

None of the above should be a surprise. ATVs on public roads introduces the possibility of ATV collisions with cars, trucks or pedestrians (especially in urban areas). This is obviously a dangerous situation by any stretch of the imagination.

Insurance companies also have much to say on this issue. Frank Cowan Company which specializes in municipal risk management advice and insurance recently circulated a notice entitled: "Risk Management Considerations for Off Road Vehicles on Municipal Roads" which noted that "Adding another moving object hazard (ORVs) to areas with high pedestrian movement, high volume of on-street parking turnover, transit stops, dedicated bicycle lanes, etc may increase potential conflicts between motor vehicle, cyclists, pedestrians and ORVs." The increased municipal liability needs to be considered.

Particularly troubling for me is that this Task Force was struck by Council in December 2020 with a mandate to complete a report by the end of March 2021. Interestingly, Council had budgeted for an Active Transportation Plan (planning of trails and paths for hiker, walkers and cyclists) in late 2019. The Request For Proposals for a consultant is just being finalized, over a year later. It is disturbing, from a public health point of view, that the healthier recreational activity has been not yet been studied before ATV road use promotion is being hurried through a Task Force (the constitution of which is questionable given that it is composed only of ATV users or those sympathetic to their lobbying efforts).

Juxtaposed to what I have said about the consideration of ATV road use in CKL, is the lack of promotion of bike paths in Lindsay. Of note, Council had contemplated bike lanes for Kent Street prior to reconstruction but then removed them for consideration for the Colborne Street reconstruction project from which they were eventually removed as well. So now we have 2 reconstructed arterial roads in Lindsay with no bike paths but a push for ATV use on all roads in Lindsay. This is absolutely retrograde thinking. I predict that, as we have seen in many cities in Canada, the US and Europe, bike paths will need to be retrofitted as we value more the ecologically and environmentally better activities of walking and cycling. Having ATVs in conflict with pedestrians, walkers and hikers is not good and definitely not forward thinking.

The main driver for bringing ATVs into urban areas purportedly is the benefit to business and tourism. Ironically, the benefit to business is minimal at best (perhaps Tim Horton's, DQ, Mac's Milk, gas stations may be beneficiaries) and never proved nor studied by this Task Force. Notably, you have not asked for an economic assessment from staff. I submit that, if this Council really had the interest of business and tourism in mind, it would market our trails for hiking and biking. We are so fortunate to be on the crossroads of 2 important trails, the Great Trail (formerly the Trans-Canada Trail) and the Ganaraska Trail (from Port Hope to the Bruce Trail). With the will of Council and proper marketing, the economic and health benefits derived from the use of these 2 trails, would be tremendous with no environmental degradation which is always a concern with ATV use.

To summarize, this Task Force has not done its due diligence in assessing all the costs (health costs, municipal liability costs, insurance costs, impact on environment and climate, among others) of ATV road use. One of the duties that leaders such as Mayors and Councillors have is to protect

the health and safety of its citizens. The proposed recommendations would do the opposite and must not be adopted. Consideration of the health implications of ATV use needs to happen.

Peter Petrosniak Lindsay, Ontario

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**From:** Tyrone <  
**Sent:** Saturday, March 13, 2021 11:38 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:**

I am a person that lives in Oshawa and I would love to have the roads opened up in the kawartha area that way I would not have to drive two and three hours away just to go four wheeling I'd like to be able to explore all of my kawartha area, supporting local gas stations, and restaurants where I stop to eat I hope we can all see this as a step in the right direction and forward for responsible ATV riding ownership and most importantly setting the example for people that ATVs and side by sides can be safe and responsible and it also adhere to the rules of the road because they have to pay insurance as well.

I would also like to be able to invite friends to my local riding area so I could show them around like they show me when I go and visit them in their local riding area and it would make it very nice and convenient and easy if we could all just unload in one spot and then just ride together making stops along the way supporting local businesses.

I thank you for your time and appreciate you for reading my email have yourself a good day.

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**From:** Lmeisner <  
**Sent:** Saturday, March 13, 2021 11:41 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Zoom meeting

Hi Brianne,  
I am unable to make the zoom meeting on March 19 and I would like to support the atv initiative to connect trails!  
Thank you Linda Meisner

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**Sent:** Saturday, March 13, 2021 8:01:55 PM  
To whom it may concern. I would like to be able to ride my four wheeler on back roads in Kawartha lakes.  
Shea Comer,

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**From:** Laura <  
**Sent:** Sunday, March 14, 2021 9:53 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:**

Kawartha Lakes Council

To whom it may concern,

I am writing you today to ask you to please consider opening roads for ATVs. I understand that recently there was argument that ATVers will roam the roads like bikers looking for fights. That is the most uneducated, insulting comment I have heard about this situation. I personally am a Provincial Constable in southern Ontario. My husband and I enjoy ATVing in Kawartha lakes because it's the closest trail system to travel to for a weekend. It is certainly much more convenient to be able to drive into the local towns to get fuel, food and snacks. I know there are many law abiding professionals that are of the same opinion. Thank you again for your consideration.

Respectfully,  
Laura Matthews Thamesville Ontario

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**From:** donlucas <  
**Sent:** Sunday, March 14, 2021 10:23 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening trial access

Hello, I have a cottage on Cameron lake and would like to support the motion to open more trail access. I am currently a member of Katva and allowing SxS South down thru Lindsay to the Ganaraska would be amazing. In this time with lock downs and businesses hurting financially I beleive that the patronage from this group would really help. Not to mention the family time that would be enjoyed out in in nature after this past year. The city of Kawartha lakes could be the leader to show other municipalities what could be achieved when we all work together to reach a common goal.

Thank you, Don Lucas

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**From:** Gary Guthrie <  
**Sent:** Sunday, March 14, 2021 10:27 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** hooking up North and South trail through Lindsay

I am in favor of the proposal to open roads through Lindsay I realize there will be those riders that will not follow the rules but hope there will be more good than bad. Also this should bring more business to some in the Kawartha Lakes.  
Rider Gary Guthrie

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**From:** alisha hancock <  
**Sent:** Sunday, March 14, 2021 10:36 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening atv and sxs trails

As a resident of Lindsay. I support the opening of the trails in Lindsay to connect the north and south trails that are already open. Most if not all the people I have met that own and ride atvs and sxs are very respectful they're not out just riding up and down the streets and not only that but they all do a large amount of cleanup on the trails they are on picking up garbage and things that hikers and bicycles throw on the grounds. Most atv and sxs people constantly bring bags and pick up everytime they go out. So not only would this initiative be good for those people not to have to travel and spend money stopping at restaurants outside of town. It would also bring more revenue into Lindsay but it would also benefit the environment.

I fully support the opening of these trails Thank you

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**From:** Ryan <  
**Sent:** Sunday, March 14, 2021 10:42 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Support to open the roads to connect north and south rail trails.

As a resident of Lindsay. I support the opening of the roads in Lindsay to connect the north and south trails that are already open. I'm very dedicated to the sport and travel great lengths to enjoy our trails in a safe and thoughtful manner. Most if not all the people I have met that own and ride atvs and sxs are very respectful they're not out just riding up and down the streets and not only that but they all do a large amount of cleanup on the trails they are out picking up garbage and things that hikers and bicycles throw on the grounds. Most atv and sxs people constantly bring bags and pick up everytime they go out. So not only would this initiative be good for those people not to have to travel and spend money stopping at restaurants outside of town. It would also bring more revenue into Lindsay and it would also benefit the environment.

I fully support the opening of these road links in Lindsay

Thank you for taking the time to listen,  
Ryan Storey

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**From:** john k <  
**Sent:** Sunday, March 14, 2021 11:18 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** In favor

Thank you for the opportunity to voice my interest.  
I have a cottage in the Kawarthas and own a SxS.  
I am in favor of the proposal for use of these vehicles in this region.  
Thanks John

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**From:** Steve Wright  
**Sent:** Sunday, March 14, 2021 1:24 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Kawartha lakes trails

Hello All

My name is Steve Wright & I live in Lakefield & wanted to voice my thoughts regarding the extension of the trail/street system that could join the north/south trails through Lindsay .

I believe that this is a great idea that would benefit everyone that uses the trail system .The KATV members I ride with are responsible young & old members of the community & we trailer to various locations on the trail system & purchase food , fuel & lodging when needed , this has an economic benefit to business . We also pick up trash that is left behind by others that use the trail system & that benefits everyone . We also see other trail users when we are out & we are always courteous & usually wave or chat , that again benefits everyone as the conversations usually touch on what each of us enjoys most about the trails/outdoors & allows us to understand other views better .

From reading the proposed guidelines I feel that you have covered most things that may concern both users & property owners .

Please feel free to contact me if questions arise .

Thanks Steve Wright

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**From:** Ginny Colling <

**Sent:** Sunday, March 14, 2021 2:09:55 PM

**To:**

**Subject:** Off Road Vehicle issue

Hello,

I would like to register my grave concern about the proposal of the ORV Task Force to in effect allow the use of off road vehicles on virtually all streets and roads in the City of the Kawartha Lakes. In reading the well-researched letter on this issue by Green Trails Alliance director Peter Petrosioniak in the Lindsay Advocate (<https://lindsayadvocate.ca/citys-atv-task-force-must-put-health-of-citizens-ahead-of-all-else/>), I see that there are solid reasons to reject this proposal from a health and safety standpoint. The communities highest on the list of ER visits and hospitalizations due to ORV accidents are those that allowed these vehicles on their roads. Peterborough Health Unit has recommended against it, as did our own health unit, in 2011.

The composition of the task force is certainly questionable. Where are the walkers, hikers and cyclists with input into this type of issue? Your council has adopted a Healthy Environment Plan with a goal to reduce emissions, in part by encouraging active transportation (non-motorized - hiking, walking, cycling). This proposal if adopted would take us in the opposite direction, to the detriment of both the health of local citizens and the environment.

And the big rush to get this task force report submitted by the end of this month is also troubling, in light of the comparative foot-dragging when it comes to completion of the Active Transportation Plan.

Much of the rest of the world is concerned about the state of the environment and people everywhere are waking up to the urgent need to clean up our act. CKL can show it is forward thinking and concerned about these issues too, or it can show we're a back-water that doesn't seem to be aware or concerned about the climate and biodiversity crisis all around us.

The choice is yours.

I look forward to seeing what council does with this proposal.



Sincerely,  
Ginny Colling

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**From:** Cathy Kirkpatrick <  
**Sent:** Sunday, March 14, 2021 2:23:46 PM  
**To:**  
**Subject:** Off Road Vehicle Task Force

I am writing to express my opposition to the city's proposal to allow 'Off Road' vehicles to access routes within Lindsay. In particular, I wish to express my concern over routes that include Logie Street.

As a resident of the East Ward for the past 36 years, I am well aware that this part of Lindsay was neglected for many years. Raising my children on [REDACTED] Court, we were always aware of the safety risks that existed beyond our court – no street lights, no sidewalks, a small poorly maintained neighbourhood park, a walking bridge that had no access except an overgrown steep, and often dangerous, hill and speeding vehicles on this 'bypass' route.

My children are grown and have left this community. So, I am now speaking for the many new families that occupy this part of the town. Finally .....FINALLY.... the city is paying attention to our neighbourhood! FINALLY, we have safe sidewalks and streetlights and roads that don't destroy our cars! But most importantly, you have just this year recognized the need for a safe and engaging place for families and young children to gather. The Logie Street park is truly a beautiful park and, as I walk by it daily, I am so excited to see and hear the joy that this park has brought to our community. After watching the politicians involved applaud themselves on the city videos introducing the park, I assume that you are also proud of this park.

My question to you is how can it possibly make sense to invest millions of dollars into this child centred facility and then create an unsafe situation for the children using it? How can you possibly think that it is a good idea to put the lives of the young children biking, walking, running or riding scooters to this park, by allowing this to now be a route used by ATVs and other off road vehicles? This is a recipe for disaster! There is no crosswalk or traffic light to allow for safe crossing from a family filled neighbourhood to the park. They already deal with a large volume of traffic and excessive speed and now they will also dodge ATVs.

After watching the many, many snowmobiles that cut through the park over this winter and regularly ride along the boulevards on Logie street, I can only assume that by directing these ATVs past the park, there will inevitably be many that choose to cut through this park as well. This will not only destroy the new park but will be putting the lives of children at risk. Are you planning on stationing a bylaw officer at this park on a permanent basis to prevent this or what is the plan to monitor the situation you will be creating?

I truly hope that council can be forward thinking and realize that part of your responsibility is to make this community a healthy, safe place to live. I invite you to actually come to this neighbourhood sometime. Park your car along Logie Street and actually see this area in action. See the numerous seniors who walk this street all day long. See the families out walking together. See the numerous cyclists, joggers and dog walkers that use this route. Watch the many kids rushing to the park on this street. See the healthy, active living that is going on here!

Once you have actually paid attention to this, consider if the safety of these people, trying to enjoy their childhood and live a healthy life, are less important than people just passing through the town on their vehicles. And if a child is injured trying to enter or exit this new and much celebrated park, are you willing to have that on your conscience?

While I certainly DO NOT want to deal with ATVs going north on Logie Street, it terrifies me to think you will send them past the park. We already are regularly run off the Rotary Trail and all other trails in this area by snowmobiles, dirt bikes and ATVs. Giving them license to use our neighbourhood as a designated route cannot help the situation.

Why not explore creating a trail that is designated for these vehicles that goes along Highway 36 and averts the danger presented by bringing them into our neighbourhood? There must be a safer solution.

Finally, I would like to thank the Kawartha Lakes Green Trails Alliance for bringing this important information to our attention. I feel like the CKL should have brought this to the attention of the neighbourhoods involved as well. I'm sure there are many responsible ATVers, but those who are not put others at risk. I DO NOT support putting my neighbours and their children at risk by allowing this route to be authorized by council.

Cathy Kirkpatrick

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**From:** Larry Taylor <  
**Sent:** Sunday, March 14, 2021 4:02 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** open up trails for ATV's

It's time to open trails for ATV's in Kawartha through Lindsay ATVering is a safe and growing sport supported by many in the area especially needed to get through town to the trails leading north.  
Larry Taylor

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**From:** Kristy Coons <  
**Sent:** Sunday, March 14, 2021 4:28 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** re: road allowance routes

To Whom It May Concern:

I am writing to you today, to let you know how we feel about the possibility of opening some road passages to connect the trails in Lindsay, Ontario. We are all for this opportunity of having a way to get from one trail to the next.

My family has recently developed a passion for utilizing the VRT for leisure. We live close to the proposed road route in Lindsay.

We have two children, 11 years and 21 years. Our 21 year old has severe low functioning autism. We have two legal two up machines and have noticed in the past two years our sons have

both opened up at large and laugh constantly when we are traveling down the trails. Unfortunately one of the things that keeps us from going on the VRT at times is that our current trailer can only handle one of these oversized ATV's, therefore causing us to have to make two trips just to reach a staging area. With having to make two trips that takes up nearly two hours of time to load, travel, unload, and repeat the process, and then again on return home. For our family it is important that we are able to access the trails regularly. We are not a typical family that can go to a hotel downtown in Niagara Falls, or go to Toronto to a blue jays game, our family is hit really hard with autism and going to said places, is very difficult for our young adult child with Autism. However, when he is on the ATV, he is at one of his happiest places.

Opening the routes through town, would also allow much more local businesses being able to provide meals and gas for those passing through.

When we are able to take a full day and head out on the ATV's we typically stop in almost every community along the way and purchase stuff. We likely spend around 60\$ on gas, we typically would purchase lunch and dinner while out on the trails, which for a growing family of four we spend around 40-50\$ on meals. On top of those expenses we often stop in Fenelon Falls and shop around.

Not everyone can afford the large 10.000\$ trailers to be able to travel with two oversized ATV's. Please consider all the families that would benefit from having this route implemented. Thank you for your time.

Sincerely,

Kristy & Sean Coons

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**From:**  
**Sent:** March 14, 2021 12:16 PM  
**To:** [Tracy Richardson](#)  
**Subject:** Concerning atv legislation for use on roads.

I'm not sure where to send this, but I know you are on the task force pushing for getting more access for atvs and ORVs on the roads.

My biggest concern is actually policing. How will there be enforcement and policing put into place to address the problems with atv and ORV 'bad apples' creating hazardous conditions for other users of the roadways?

I ask, for there are a set of rules and regulations governing snowmobiles, and the club comprising of volunteers can't even enforce the speed limits etc...but must instead are forced to try and contact the OPP to step in.

Yes, Responsible users adhere to speed limits, carry a trail permit and insurance, keep to the trails and not across farmland etc. But as I watch more than one irresponsible rider after another through this winter alone nearly lose it skipping up the embankments and falling to the bottom towards the highway....or having near misses with other riders...or speeding down the road with a buddy on the trail....

This summer, I've gone running to rescue a young lad who got run off the trail by two there and they left him there for dead. This isn't funny any more.

I've posted my concerns (I wanted to post something today, as a side by side and atv doing wheelies down the snowmobile trail are out 'enjoying' themselves...on a closed illegal space....) we have had in the past, irresponsible parents putting their young children on adult atvs...or holding a child in their laps no helmets etc....

But of course the bullies jump onto those posts, feel it's none of our business to comment on their drinking and driving, speeding, trespassing and carelessness. I've been called every name under the sun, told to move if we don't like it etc. Lots of fun.

Sorry you are being irresponsible and causing problems in front of our place. Sorry I have had to rescue someone's child when you have decided to catch air time in a 50km or less area and run him into the ditch....

So how are the atv clubs going to do the enforcement of our laws and policing?

There are so many undocumented incidents that we as communities get to witness, but are threatened and bullied when we report them or voice our concerns.

We have a machine too. We have a plate, insurance, and are responsible riders.

If we decided to use trails etc, we would expect to pay something to maintain the trails, and have a fund created to promote safety programs.

The racers that come down our trail have a place to do what they want to do. The mods have places to play. The mudders have places to play. There is a fee involved and a trailer ride to these places...but the mud tracks and derby tracks are where these machines are appropriate...not on our highways and byways, not on the closed snowmobile trail.

Why? The tracks have EMS on standby when these enthusiasts make a mistake. The tracks are closed to other traffic to create a safe space for them to practice cool moves and high rates of speed. Listen to the number of folks even in Pontypool who watch some riders fly through the intersection at John Street not even bothering to stop at the stop sign. This isn't just at night. Or the incident I watched yesterday on the way home from Bethany, where a side by side nearly became a semi's hood ornament because they thought they could make it from one side of grey road to the other across 35. I felt so bad for the trucker, he leaned on the horn, and it was a near miss!

I know you will take this in the spirit in which it was written. It is not meant to be a 'just another complaining letter' but rather a letter of concern.

I know you are probably finding it challenging balancing what people want, vs what they need. I don't envy your position at all. Hard to keep everyone happy.

Sincerely,

Laura Boyle. Pontypool .

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From: HOP LAU <  
Sent: Sunday, March 14, 2021 5:01 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Opening Roads in the City of Kawartha Lakes to ATVs and SxS

I support opening road  
Lau Family

**From:** Joel Smith <  
**Sent:** Sunday, March 14, 2021 6:18 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening Roads in the City of Kawartha Lakes to ATVs and SxS

I just wanted to pass along my opinion on allowing atvs to operate through Kawartha Lakes.  
I am in favour.

I am not a resident but much of my family lives in the city.  
The vast majority of Atv riders are respectful of the rules of the road and are mindful of safety and noise considerations, just as the majority of motorists are.  
There will be economic benifits as well, with riders filling up on gas and taking advantage of local restaurants.  
Joel Smith

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**From:**  
**Sent:** Sunday, March 14, 2021 6:19 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** roads

I'm an atver and it would be great to go to Lindsay for gas and restaurants, this would also benefit the economy. Also other roads to other towns would also be greatly appreciated.

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On Mar 14, 2021, at 7:31 PM, Susan Stephenson < wrote:

Hi Pat.I want to express my opposition to ATV traffic in the town of Lindsay.Any of the suggested routes present problems with traffic safety,noise levels ,and interference with the peaceful atmosphere.Many citizens will suffer for the benefit of a few.  
Thank you for your careful consideration of this matter.  
Susan Stephenson

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**From:** Ron Sladky <  
**Sent:** Sunday, March 14, 2021 7:47 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Roads through towns

As a retired man who loves to ride ATVS and SxS , I enjoy spending days riding around Ontario and it's very cool to be able to stop in different towns for lunch, fuel, and occasional shopping for a souvenir with my wife. We have been all over and it would be very nice to have Lindsay allow us to connect the trails through town. We have done this in many towns, meet wonderful people and support their businesses. Dedicated routes with Atv signs will be sufficient to keep travel to certain areas. Riders are respectful and appreciate the trail connections. Thank you for your time  
Ron Sladky Ennismore , Ontario

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From: Neal Pringle <  
Sent: Sunday, March 14, 2021 8:07 PM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Opening up roads

My name is Neal Pringle. I am retired and have lived in the City of Kawartha Lakes for 37 years. I have been an ATVer for 15 years, belonging to the Kawartha ATV club. We do a lot of good spending money fixing up the trails for all users. We do cleanups of the trails also for everyone to use. So I do support opening up roads in City of Kawartha Lakes and through Lindsay.

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**From:** Jan Mikkelsen <  
**Sent:** Sunday, March 14, 2021 8:27 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Please provide a way of getting thru Lindsay!  
It can only help our small local businesses that surely need the support. Jan

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**From:** Susan Stephenson <  
**Sent:** Sunday, March 14, 2021 7:37:33 PM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** ATV TRAFFIC IN LINDSAY

Hi Andy  
I wish to express my opposition to any ATV traffic in Lindsay. It will present problems with traffic safety, noise pollution, and interference with the peaceful atmosphere in town. Many citizens of Lindsay will suffer for the benefit of a few.  
Thank you for your careful consideration of this matter  
Susan Stephenson

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**From:** Ray McQuaid <  
**Sent:** Sunday, March 14, 2021 8:42 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Please make it happen

Hello kawartha Atv

My name is Ray. I live here in Lindsay. I spend a lot of money every year in this town. From a new atv to a new sxs. Trail permits insurance gas, parts, food clothing and much more. I always left my house on [REDACTED] and went to Bancroft, Lake St Peter, Haliburton and a lot more. Then the town sold the rail line. So now I have had to trailer to ride. I live [REDACTED] houses from the Trans Canada Trail and I can't go anywhere north on the old rail line. I just spent another 10,000 this year on a new sxs and accessories. 120.00 on a trail pass plus, plus, and wish that all the roads and the rail line and the new proposed access to the north end of town, get opened back up. So responsible people like me can ride. Instead of our trail money be used by the Green Trail Alliance and the other residents who enjoy the trails that we pay for and are TOLD !! WE CAN'T USE.. it's about time things around this area get into the 21st century and stop jerking the honest people who support the area and businesses in the Kawartha Lake area around !!! I'm 62 and I respect the trails and rules and deserve some respect too. Thank you for your time.

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**From:** Nicole Langendock <  
**Sent:** Sunday, March 14, 2021 8:58 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** I vote yes

Hello,  
My name is Nicole Langendock and I live in Lindsay, my family and I support the atvs being aloud on roads. it would be amazing if we could leave from our home to head to the trails, also We know lots of people that would love to be able to ride in get gas and keep going.  
We support you and Thank-you,  
Nicole

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**From:** James Yeaman <  
**Sent:** Sunday, March 14, 2021 11:32 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** We support ATV & UTV on roads

Good Evening

As a homeowner in the town of Pontypool I would like to voice my support for the opening up of all rural and village roads throughout the City of Kawartha Lakes as well as a link connecting the south and north rail trail through Lindsay for ATV/UTV use.

My wife and I both enjoy ATVing and it was one of the reasons we decided to live in the area but the trail network is very fractured and requires trailering between trails. If we were able to ride on roads we could access the south rail trail near Bethany and ride all the way into the Northern Kawartha lakes from our doorstep. This would allow us to spend more of our money locally on things like gas, services and food, which in a post covid world is very important to us personally and our local economy in general.

I feel that opening of roads would also create an incredible tourism opportunity for the area. The CKL could become a go to destination for ATV enthusiasts.

Also as a person who has a physical disability and uses a wheelchair for mobility, an ATV allows me to explore areas and environments I could never dream of in my wheelchair. The hardest part of the sport for a person with mobility issues is loading and unloading a trailer. Riding from home would eliminate this barrier 100% and would open the sport to even more people.

I would like to thank you for this opportunity to show my support for opening up roads for ATV & UTV in use the City of Kawartha Lakes.

James & Sarah Yeaman

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On Mar 15, 2021, at 5:34 AM, Hermine < > wrote:

Please NO ATVs I the town of Lindsay .Too noisy and too slow

From: Michael Shields <  
Sent: Monday, March 15, 2021 6:55 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ATV and S X S Support

As a resident of Kawartha Lakes I am respectfully asking for your support on the issue of ATV and Side by Side vehicle use in our community.  
Mike Shields

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**From:** Terry Mattiussi  
**Sent:** Monday, March 15, 2021 8:40 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** open roads

I live north of Omemee i believe the roads should open so people can get from south to north trails also get into town for gas and food . and maybe people that live in town could ride to the trails thanks

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**From:** Rachel Lotton  
**Sent:** Monday, March 15, 2021 8:48 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** In support of off road vehicles

Good Morning Brianne

I would like to register for the support of using off road vehicles on public roads.

I cannot attend the zoom meeting, but I am in support!

Thank you  
Rachel Lotton

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On Mar 15, 2021, at 9:12 AM, elver wilders <> wrote:

Hi, Mr. Dunn,  
I am sending this e-mail in strong support of the idea/motion to allow access of a.t.v.s in Lindsay. Allowing atv's in Lindsay in a controlled manner would bring business into town (people would stop for meals, gas and shop in the various stores) it would in fact be not that dis-similar as to the boat parking arrangement we have just below the locks in town on the [REDACTED] R., (which was also opposed at one time) and look how this has benefitted the town.... added patronage for stores and it makes the area look cleaner and adds to the tourism. The benefits of atv's in town can be successful, we need just look to the north at Fenelon Falls and see how the town has benefitted and the fact that ATVers are responsible and the added revenue is helping business there be successful



especially during these harsh times recovering from COVID. Please share this with any and all members of the town council.  
Take Care, Elver Wilders.

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From: mark oliver <  
Sent: Monday, March 15, 2021 9:48 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ORV use

To whom it may concern I'm writing this letter in support of the enhanced ORV use of roads for accessing trails.

I myself being a long term resident of Fenelon Falls and living directly on the rail trail for most of my life I've seen in transition from a Once a day train travelling to Haliburton to sitting stagnant for years. It was wonderful to see it open up for all to enjoy. I've used the trails as well as my family for years and seen so much growth prosperity and community involvement. It would be wonderful to continue the enhancement of these trails linking the North and South.

Unfortunately as in every aspect of Vehicle use whether it's a ATV ,Cars, Motorcycles, boats ,snowmobiles etc etc there will always be the 1% who disregard the rules and act irresponsible. These people should be fined and not go without consequences for there actions.

Some people are dead against change or something different this has been proven through history transitioning from Horses to Cars then Motorcycles all were faced with fierce opposition. ORV use is also facing these obstacles but I believe it will flourish and bring added prosperity for all.

To Sum this up it is my humble opinion the enhancement should be embraced for what it is a wonderful opportunity to make Kawartha Lakes even more attractive place to live and visit from far and Wide

Mark Oliver

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**From:**  
**Sent:** Monday, March 15, 2021 9:53 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** orv use

I would like to thank the task force and the city of kawartha lakes for taking an active role in furthering the operation of orvs' in Ontario. I am a resident and property owner in the city of Kawartha Lakes. we have vacationed here for 30 years and our daughter moved to Bobcaygeon to raise her family and we had our retirement home built here. We are big atv riders and have enjoyed the numerous trails here, we like to go on long rides and stop for lunch, to this end it would be nice to go to the Lindsay area and further south for this purpose. From a tourist respective it would be beneficial for all to be known as an orv friendly area to be maybe comparable to the Hatfield and McCoy trails in West Virginia.  
Thank You Pat Latour

---

From: Hayden's <  
Sent: Monday, March 15, 2021 10:10 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Open Roads for Katva

Good Morning,  
I am a resident here in Fenelon falls. I am in support of more openings for ATV's and SXS's. One it is a great family activity. As well it is a huge boost to our economy and is more and more making the Kawartha's a tourist destination. I know others in Ontario that wish their area's were as good and open and outdoors driven as the Kawartha's.

Sincerely, Matt Hayden

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**From:** William Lee <  
**Sent:** Monday, March 15, 2021 10:11 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Expanding the trails for ATV's

As an ATV rider it would be worthwhile to extend the trails so that you can enjoy a meal or get gas in Lindsay. Also it would allow more exploration of the trails south of Lindsay and make the experience that much more enjoyable for all.

Bill Lee

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**From:** carrlw carrlw <  
**Sent:** Monday, March 15, 2021 10:19 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** atv road use

i am a retired senior that had owned my own auto repair and auto sales in lindsay for 35 years when i retired in 2007 a needed something to fill my time a friend had a atv and wanted someone to ride with , so i purchased a 2008 yamaha kodaik 350 after two rides i was hooked, have had about 6 different units sinse that, yes i would like to see the city to alowe atv,s in town, do not under stand why snowmoble,s are able to ride in town but not atv,s, atv,s are are much more driveable than snowmoble,s , i ride with a group of 4 to 10 that go out 1 day a week until covid. we would arrange our ride to go somewhere for lunch, so atv,s do spend money,, hoping council and city will open to atvs, should have been useing ORV,S LORNE CARR

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From: Jay Blizz <  
Sent: Monday, March 15, 2021 10:44 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Lindsay

I wanted to write this email to show support for opening up an off-road passage through Lindsay. I come up there to ride the KATVA trails and am always forced to trailer through Lindsay

**From:** Donald Gilchrist <  
**Sent:** Monday, March 15, 2021 10:44 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Fwd: Off Road Vehicles and Sturgeon Point

I am forwarding to your task force the submission I made to Doug Elmslie and Laurie Scott.

----- Forwarded message -----

From: **Donald Gilchrist** <  
Date: Sun, Mar 14, 2021 at 3:36 PM  
Subject: Off Road Vehicles and Sturgeon Point  
To: <>,  
Dear Mr. Elmslie and Ms. Scott:

I am writing to you to express my opposition to allowing Off Road Vehicles on the roads in and immediately surrounding Sturgeon Point. I am a cottager at Sturgeon Point, currently residing at a cottage that has been in my wife's family for over a hundred years. Each of our four children, the eldest of whom is now 25, as well as nine of their cousins, spent all off their summers at Sturgeon Point until the age of 18, so I am very familiar with issues of child safety at Sturgeon Point. As you are probably aware, there is a year round population at Sturgeon Point of approximately 100, which swells to around 300-400 in summer. There are always lots of children in Sturgeon Point, whether they be children or grandchildren of residents or cottagers. Safety is a big concern in Sturgeon Point. I attach a link to the Sturgeon Point Association's website.

<https://www.sturgeonpoint.com/community/safety-at-the-point/>

SPA's concern over child safety was not prepared for use in any submission regarding ORVs. It is a constant worry for any parent or grandparent in Sturgeon Point. In 1985 when the village started paving roads n Sturgeon Point, there was significant opposition, as some of the residents felt that paved roads "would only cause drivers to speed even more". Sturgeon Point is also very residential, starting off as an incorporated village before amalgamation was forced on the village. This is not off-road country.

Apart from the parallel streets (1st through 6th) that run between Irene and the Lake Road, there are only 3 real streets in the heart of Sturgeon Point, Irene, which goes through the centre of Sturgeon Point, the Lake Road and the Forest Road, which joins with the Lake Road to form Henry Street. The Lake Road in particular is not appropriate for OVRs. The Lake Road is extremely narrow - you can get an idea from the link. As it passes by many cottages, it is often no more than 10 feet wide, and sometimes as little as 8 feet or less. Visibility is often poor, due to overgrowth of adjoining vegetation, as well as curves in the road and in one or two spots, a drop in elevation. Many children cross the Lake Road to get to the water. It runs right through our property. There is relatively little vehicular traffic on the Lake Road by residents, as almost all have access to a cottage through Irene, 1st through 6th, Forest Road or Henry Street. For a large part of it, Lake Road runs two ways, while still being very narrow.

Residents already feel threatened by vehicular traffic and speed. If you come into Sturgeon Point, you will see many signs asking for people to slow down, in particular on Irene, where there is a

children's park, normally frequented by those under the age of 10, and on the Lake Road. I expect if a poll were taken, I expect the vast majority of Sturgeon Point residents would be in favour of closing the Lake Road past Irene to all vehicular traffic, other than bicycles. Bringing in more motorized vehicles is moving in absolutely the wrong direction, not only because use of fossil fuels.

I would note a number of other factors strongly militate against allowing ORVs in Sturgeon Point. One is enforcement. Sturgeon Point is a long way from any police detachment. Personally, over a period of 32 plus years coming to Sturgeon Point, I have seen a police car here once. Last summer, there were two children screaming around Sturgeon Point in an ORV, making a very loud noise, leaving a trail of foul smelling air and going the wrong way on a one way portion of the Lake Road/Henry Street, including right through our property. I understand a complaint was made by one or more others in the community last summer, and a police car was dispatched, and spent a considerable amount of time here, only to find that the kids took the day off. Yesterday the children were back, going past our property the wrong way down a one way street at relatively high speed given that parts of the road were glare ice. They could have killed themselves or someone walking along the road if they had gone into a skid by braking too hard on the glare ice. The fact is that bad behaviour cannot be effectively policed here. The police services already have plenty to do, and they should not get dragged into trying to enforce safety in Sturgeon Point.

Another factor is what happens when there is an injury. By car Sturgeon Point is at least 25 minutes to the nearest hospital in Lindsay. If a child is injured, quick medical attention may not be obtainable. I would also note that many children bicycle the wrong way on the one way portion of the Lake Road. They do this as they feel the Forest Road is less safe due to the regular presence of bears each summer, about which nothing is ever done by the public authorities. This does not usually pose a risk with cars, as the cars tend to go very slowly given the narrowness of the Lake Road. With ORVs, which are much narrower than cars, fear of hitting the trees, branches and shrubs which adjoin the road will not be an issue and will not prevent aggressive driving on the Lake Road, endangering children.

If you are considering allowing ORVs in Sturgeon Point, you and your colleagues that are deciding where ORVs are appropriate for introduction should consider first running a pilot program in the areas that you and your fellow decision makers work and live so you can assess first hand how much you and your neighbours consider it worthwhile to allow ORVs to be going through your residential neighbourhoods. I would submit that prior to any introduction of legal ORVs in Sturgeon Point, a vote of the Sturgeon Point community should first be obtained, with a required 75% approval.

I would be happy to discuss this further or provide further evidence, such as photographs, if that would be of assistance.

Donald Gilchrist

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**From:** Christine Eliopoulos <  
**Sent:** Monday, March 15, 2021 11:47 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV Task Force public meeting on March 19, 2021

Good Morning Brianne,

My name is Christine Eliopoulos, owner and operator of Eggsmart in Bobcaygeon. One of your colleagues stopped in today to discuss an ORV task force meeting happening this week. I would love to join this forum but due to my business I will not be able to attend. I will like to add that I am a big supporter of allowing people to come into town with their ATVs and other motorized vehicles. If you would like to contact me please don't hesitate to.

Christine Eliopoulos

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**From:** Peoples, Brian <  
**Sent:** Monday, March 15, 2021 12:09 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening Roads In Kawartha Lakes

Hello . My name is Brian Peoples and with my wife Mary we own the Foodland in Bobcaygeon. As we are dependent on tourist dollars to keep our business open and our staff employed it would be in our best interest if we could also have roads opened to ATV's . This group of recreational enthusiasts would be a tremendous boost to our local economy coming into town to fuel , dine and of course get groceries . They could also stay as we have several motels and could really enjoy what Bobcaygeon has to offer . Our town has the potential to be a centralized hub as the ATV owners could plan trips to join up with all the trail systems in the Kawarthas and Trent Lakes . The pandemic has changed the way people will vacation for the foreseeable future and if this group has the ability to use our roads they may just spend their entire vacation budget in our area . We cannot ignore this as the pandemic has taken a horrific toll on our town business's and if we could do anything to help offset this by increasing tourism it is the right thing to do . Both Mary and I and our friends are ATV'rs as well and we wish we could come into town like we do in Fenlon Falls to spend our money there after enjoying the trail system . Respectfully  
Brian and Mary Peoples

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**From:**  
**Sent:** Monday, March 15, 2021 12:18 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Snowmobiling

Hello  
Daylight diner on Bolton Street, Bobcaygeon, supports the opening of streets to snowmobiles. The downtown businesses would benefit, throughout the winter months, with the potential for extra customers in our slow season.

Thanks Cathy Alton

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**From:** Scott Carleton <  
**Sent:** Monday, March 15, 2021 12:25 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Kawartha ORV Task Force Support

Hello,

We are writing in support of the ORV Task Force recommendations listed on the [https://jumpinkawarthalakes.ca/orv/news\\_feed/task-force-recommendations](https://jumpinkawarthalakes.ca/orv/news_feed/task-force-recommendations) web site.

My wife and I have been property owners on Cameron Lake since 2014 and have operated ATVs with annual KATVA passes since then. Our daughter has been a property owner since 2019 and she also enjoys using the ATVs and trails.

I work in the advertising industry and spend about half of my time in Fenelon Falls. I am a few years from retiring and plan to live permanently to Kawartha Lakes once I can walk away from my business.

In the 7 years we have been living in the area and utilizing the trails, we have found the other riders to be courteous and respectful of the trails and other users.

One of our favorite times of the year is to head out in the fall and take in all the changing colors. I have business partners in Los Angeles, NY, London and Tokyo, all of whom have either visited the area (or will once the pandemic is over). They too have found the trails to be one of the highlight of their trips. They get to see parts of the countryside that they have never been exposed to.

We feel the recommendations listed by the ORV Task Force are reasonable and will help open up the trails to even more users.

We hope the Council sees the merits in adopting the ORV Task Force recommendations, with the understanding that all riders will be expected to abide by the rules and regulations.

Sincerely, Scott & Pamela Carleton

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**From:** Ange Snoddon <  
**Sent:** Monday, March 15, 2021 12:37 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Trail Approval through Lindsay

I want to state that my family is in support for adding roads through Lindsay to get from the south trail to the north trail. I believe it would benefit the town in a big way and that it would help some of the locale restaurants and other businesses.

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**From:** Justin Snoddon <  
**Sent:** Monday, March 15, 2021 12:49 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Trail Approval

My Family and I are in support of opening up the roads to ATVer's to get from one trail system to the next. We are atver's and enjoy the sport. I think it would be a great benefit to our community

**From:** MJ Kokeshi <  
**Sent:** Monday, March 15, 2021 12:51 PM  
**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** ATVs and Side by Sides in City of Kawartha Lakes from Marilas McInnis

Dear Mayor Letham

ATVs and Side by Sides in City of Kawartha Lakes -

Due to the current on-going COVID-19 community lockdowns, more and more ACTIVE USERS ( walkers, hikers, cross-country skiers, cyclists ) are observed on our sidewalks, side roads and trails. These town networks , merely streets or side roads away from our home residences, remove us from the anxious hyper-vigilance and stresses imposed on us by daily interaction with busy street, road and highway TRAFFIC!

These shared citizen networks are the escape local citizens of ALL ages NEED and USE. We do not need health experts to inform us that All our citizens benefit from being physically active right here in our local community, surrounded by the natural elements that are readily accessible and available.

It is worth noting that our emotional and mental well-being are significantly nurtured during these frequent physical outdoor interactions.

**It is unthinkable that these safe, noise-reduced, outdoor opportunities to achieve better health be diminished in any way.**

NOISE AND SPEED have no place in this equation of our collective well-being!  
It is therefore essential that access to our trails, our streets, our sidewalks, and our roads be Immediate and as safe and stress-free as possible.

**Vehicles designed for OFF ROAD pleasure and enjoyment DO NOT BELONG ON the streets, roads, sidewalks, in-town trails, nor highways of The City of Kawartha Lakes.**

Respectfully submitted by Marilas McInnis

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**From:** Monica Bertrand-Jardine <  
**Sent:** Monday, March 15, 2021 1:16 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Support of KATVA

Hello. My name is Monica Bertrand-Jardine and I support KATVA and the use of ATV and SxS in finding a suitable route to connect south Lindsay to north Lindsay.

Respectfully,  
Monica Bertrand-Jardine

On Mar 15, 2021, at 12:11 PM, Susanne Atkins < > wrote:

Councillor Pat,

While initially reading this Route Proposal with horror and questions of mental health, I also admit I don't know enough to decide how I feel about this possible plan. Is there a list of pros & cons on the ORV side already prepared that you can direct me to?

There are Q and A on the Kawartha Lakes ORV site. I'll leave Carolyn to jump in and answer some of your questions.

Living on [REDACTED] St, I can only guess at the impacts beyond increased traffic. Some of my questions are:

- Are these vehicles under legislation like cars & trucks? (Licensed, maintenance, noise levels, safety equipment, etc)

Yes. They are under many of the same regulations as other motor vehicles and additional ones specific to ORVs. They require Drivers Licences, Vehicle Licences, Safety Equipment, Insurance, Mufflers. They are allowed to travel no faster than 20km/h in areas with speed limits less than 50km/h and 50km/h in areas with speed limits greater than 50km/h. They are not allowed passengers less than 8 years of age.

- Do they follow same driving regulations? (Both for vehicle and driver)

Yes. Experience has shown good compliance of operators in areas they are permitted.

- How much increased traffic do you anticipate?

I don't know. I'll ask Carolyn to try and make an educated guess.

- Do you expect wear & tear on road surfaces to increase? (We just got our lovely new asphalt and street construction mostly finished)

Public Works advises there is no appreciable damage to City infrastructure that can be attributed to the operation of ORVs.

- How to police and fine those not following rules and driving aggressively, etc?

Police operate under tight budget. They can and will respond to any issue depending on available staffing. Experience shows that they will focus on a problem until it ceases to be a problem.

Colborne is already problematic with the school zone and drivers with interesting ideas of speed and what a yellow light means.



Bad actors are bad actors and they need to be dealt with. Recently, Council reduced speed in all urban areas to 40/km/h. This new speed limit comes into effect when the signs are posted. Lindsay is scheduled to receive new signage in 2022.

I have full confidence the Police will enforce the law

So I also have concerns FOR the off road vehicles and how cars & trucks will respect them.

Experience has shown that cars, trucks and ORVs can co-exist and have successfully done so in Fenelon Falls since 2007.

I'm all for allowing enjoyment of toys safely and obviously the Town would like to encourage visitors with these ORV's to support business and reputation; it's smart to think out of the box nowadays.

Thank you, Susanne Atkins

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**From:** Kozak Sold <  
**Sent:** Monday, March 15, 2021 1:35 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Please Support the Municipal Road Openings and Route through Lindsay

My wife and I are in our mid 40's, almost empty nesters and we have lived in Lindsay just 2 blocks from the rail trail for the last 26 years. We enjoy our time together on the trails, sometimes its a ride to Fenelon for ice cream, the Farmer's Market or lunch in Kinmount but it always starts and finishes by loading up and driving to or from Ken Reid. My brothers live in Fenelon Falls and we ride together often but never in the southern end of the Kawartha's it is just impossible to navigate. So our lunch and dinners are always in Fenelon or Kinmount (in the north) because they are ATV friendly. We have read the rules and recommendations and are over the moon excited at the possibility of having the privilege of using municipal roads and a route through Lindsay. It would mean much greater access for us as residents and the ability to spend our longer trips riding here at home instead of out of the area. This past season because of covid we missed out on two week long trail adventures (Thessalon Ontario and one along the Gaspé Coast). Most couples would budget about \$3000 a week for hotels, food and gas on a trip like this. I have never understood why we have to leave our beautiful area to spend our dollars in other towns. By opening us up more money can stay right here and we can fully enjoy all that The Kawartha Lakes has to offer. We are very proud of our community, it would be wonderful to share more of it with our ATV friends and support our local business too.

We sincerely hope that they open and we have a route through Lindsay.  
John and Kathy Kozak

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On Mar 15, 2021, at 1:22 PM, Todd Teel <> wrote:

I (Todd Teel) was speaking to Mr. Dunn this afternoon , Monday March 15th. It was about the proposals to allow ATVs and Side x Sides to travel through town to the VRTC. I agree whole heartedly. As an ATV owner and enthusiast it would be nice to travel from my house to Logie Street and continue either way to the trail (VRTC) . I do recommend access to Kent Street as well as this

would lead to an increase in tourist dollars being spent here. Many shops and restaurants downtown and uptown could benefit. Even the Country Market could see an uptick in business.

COVID has hit us all hard !! Lets get together and do everything we can to enhance and speed up our recovery.

That You

Todd

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**From:**  
**Sent:** Monday, March 15, 2021 1:49 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Lindsay routes

Hi  
My name is Carol. I am in my 70's, a retired Educational Assistant. I go riding with a friend that is in her 50's. We try to go out at least a couple of times a week, when she is not working, or on the weekends. We really enjoy the trails, seeing turtles and other wild life. The people we meet along the way always say hi or have a good ride and we are always respectful of others on the trails. I happen to live south of Lindsay and when we meet the trails end at Logie St. that is it. We turn around and come back. If we could connect up with other trails north of the city I would stay out all day. I have had the opportunity to go from Ken Reid Park up to Fenelon Falls where we stopped for gas and had lunch. We spent close to \$50 each. Which is great considering the sites you get to see and the people you meet. I don't own a trailer, so my friend trailered her ATV up first then mine which is time consuming.  
We are vey aware of the rules of the road and want to be safe when we are out there. We are riding a licensed vehicle and respect those rules set out for all drivers, be it a car, bicycle or ATV.  
I hope you will consider opening more roads so we can connect and enjoy the more Northern parts of this wonderful area.  
Thank you  
Carol

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From: Craig Sutton <  
Sent: Monday, March 15, 2021 1:53 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Atv's able to use roads in CKL

This needs to happen, open the roads to atvs....  
Craig Sutton

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**From:** KAREN LONG <  
**Sent:** Monday, March 15, 2021 2:16 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Open roads to SxS

Hello I am writing to say my wife and I  
Would like to see the roads open for SxS use we are retired and it is a great safe way for us to move  
around the area

Darin karen long Little Britain

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From: David Poyner <  
Sent: Monday, March 15, 2021 2:19 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Road access for atvs

Hi, I applaud the movement for road access for atvs. I have spent the last two years up in the kawarthas nearly every weekend enjoying the atv trails. A spinoff from this is I have introduced my son and coworkers to the activity and the region. In doing so I have supported many businesses in Kinmount, Bobcaygeon, Fenelon Falls, Lindsay, and other locales by purchasing gas, food (Tim's, That place Cameron on the lake, Sobeys, the little pie place, Winners, Canadian tire, Fat Bastard Burrito, live theatre on Kent St., Smittys (?), Habitat for humanity resale store, Fish n Chip place (Kinmount +++), the pig and poke? (Fenelon Falls), Texas Burger ++++ (Fenelon Falls), Subway, Ice Cream place - Fenelon Falls, Breakfast Buffett place opposite Esso on 35, and many other businesses I can't think of the name of. Me and my wife frequently scan for houses in the area to potentially retire in because of the + experiences of the region. I can only hope you take into account the economic spin-offs of the leisure activity in formulating a plan that allows for road/trail access and accompanying plans to dissuade any bad apples. Thanks in advance, Dave Poyner

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**From:** Shannon Smith <  
**Sent:** Monday, March 15, 2021 2:50 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:**

I want to first thank you for serving our community in this way. My name is Jim Smith I own my home just outside of Cameron in the city of kawartha Lakes. I would like to support the city of kawartha lakes opening up more roads for trail access and connection. I currently have four atvs licenced insured and with KATVA permits. My wife, kids and I enjoy utilizing our trails and current road connections. I have purchased each atv locally supporting jobs, I purchase gas food in towns along the trail and love supporting our amazing community. My 74 year old father and I also spend alot of quality time together atving. This help him get out use muscles and enjoying the fresh air. I have been atving with the Kawartha atv club for over 10 years and I think I have as well as the rest of our club have demonstrated responsible and safe atving is possible to continue and expand in my community.

Thank you for your time.

Jim Smith  
Cameron Ontario

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**From:** Denise Chartier <  
**Sent:** Monday, March 15, 2021 3:35 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening roads to ATV/SxS in CKL

Dear Task Force Members,

I have been following with interest the issue of opening rural roads to gain access to trails and the specific route through Lindsay as well as roads in Bobcaygeon with exceptions.

We are retired now having lived, worked and played in Fenelon Falls for over 35 years. We moved here for Toronto and have enjoyed the playing part of our life here, first snowmobiling, boating and now ATVer. After seeing and enjoying many of the trails by snowmobile over the years we thought it was time to enjoy the area during a much longer season so purchased an ATV last year. Being new to the sport I have apprised myself of all the rules, regulations and trail locations as set out by the City and KATVA in order to be a well-informed ATVer.

I'm all for opening rural roads as other towns and villages in Ontario have. It can only benefit the businesses in the service, food and accommodation industry through rider patronage. I am amazed at the number of friendly ATV riders I pass or stop to talk about their adventures at trail junctions.

Granting access to the roads that the ORV Task Force has laid out in their recommendation will address the disconnect in Lindsay and will also allow much needed access to Bobcaygeon. This is a very very popular sport for all ages and needs to be supported by Council.

Here's to another great season of ATVer in 2021.

Yours truly,  
Denise Chartier  
Fenelon Falls

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**From:** B Boop <  
**Sent:** Monday, March 15, 2021 4:30 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Pro ATV

To whom it concerns.  
(all of us)

My name is Bruce Hennings

I am from the Shelburne area.

I am an ATVer and enjoy this recreation .

There is a small group of us that will go out riding to enjoy the great sites of the trails.

We're not hot rodders or mud pros.

Just riders.

It is relaxing to be out with friends. Meeting new fellow riders with the same interest as myself.

Some of us take cameras along for the special moments when we see some critters or interest plants. Birds are great to view as well. The water ways are spectacular .

We are the type " to stop and smell the roses". As they would say.

My brother and friends and they're families, have been out riding many years before I started.  
I have been riding now for 12 years.  
My daughter, her husband and now her kids are planning there days on the trails.  
Sometimes we have spent the night here, to enjoy another day of breath taking, heart warming sites  
I believe the Kawartha Haliburton Lindsey Peterborough and lots of areas around ,have many special  
places to see and explore.  
This is not just on the trails.  
In the villages, hamlets, towns.  
They have unique shops ,places to eat ,fuel etc...  
Places to stay the night are included.  
I do truly believe there are many dollars brought up to these areas to help the economy.  
The volenteers of the clubs spend alot of time looking after the trailes. Patrolling these same trails  
keeping the trails safe and clean.  
Yes the hard work that goes onto these gateways for ATVers and Side-by-side is to many to count.

By the way Thank you to the club volontiers, for the pleasures we enjoy.

Hikers and bikers horse riders as well enjoy these pleasures.  
The number of recreationers is many,whom enjoy the wealth of beauty of the areas.  
The more trails the more to see and experience in these location.

Many wonderful memories are made up here.  
Dreaming of the next trip.  
Pictures to be taken.  
Fun Fun Fun !

Please find it in your hearts to let these groups of outdoor folks to take in the beauty of Lindsey trails  
and shops of the area.  
Yours truly  
Bruce Hennings.

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**From:** Peter Jones <  
**Sent:** Monday, March 15, 2021 5:28 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Consultation

Hi

I am a resident of Lindsay and own property near Norland also. I am a member of the KATVA and  
am in support of allowing ATV's to utilize the streets of Lindsay as well as municipal roads to access  
the trails. From my property in Norland I can access the trail system. From my property in Lindsay I  
cannot. In Lindsay I legally have to trailer my ATV a block in order to be at a legal access point. Then  
I can travel to my property via Fenelon.

I am a person with a disability. A few years ago I suffered spinal and nerve damage. Unfortunately  
walking and hiking are no longer a viable option for me to enjoy our great communities. Utilizing a  
motorcycle or ATV allows me this freedom. But being unable to simply jump on my ATV and hit the  
trails is difficult on me. Loading and unloading is a chore. I believe in supporting local communities

and allowing access across the City would be beneficial to the small businesses needing our support.

I have found local ATV users to be responsible as a whole. KATVA has done a great job policing our trails. They have also done a great job in trail maintenance which benefits all users. I have also seen ATVers respect the other users.

Living on the proposed route – [REDACTED] - I have no concerns regarding the noise or safety of these machines. Work trucks and equipment are a lot more of an issue. Many cars, snowmobiles and motorcycles are a lot louder than ATV's which are regulated to stock exhaust.

The local communities who have ATV users support them - like Fenelon and Kinmount - have benefited financially from the users and I personally have received no negative feedback from any community member.

Thank you for your due diligence in reviewing this issue. I believe that your support of ATV use will be a benefit to our communities.

Sincerely,

Peter Jones

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On Mar 15, 2021, at 6:44 PM, Ann Duncan < > wrote:

Hi Pat Dunn,  
Ann Duncan here...

I totally disagree to having ATVs on Lindsay streets.

Safety is first and foremost, and these recreational vehicles are meant for trails and off road, -not on city streets. Police have already enough to look after... with the addition of these vehicles there will be problems.

Folks walking,- with their children and pets on the trails, are already disturbed with skidoos, motorbikes, and ATVs that race, kick up dirt, make excessive noise and pollute the air with exhaust fumes, having no sense of regard for walkers on the trail. I can not imagine what traffic violations, and lack of concern for others, these drivers will have on the city roads.

Logie Street is already a very busy, and more traffic especially accommodating ATV vehicles will make the Logie and other streets,- an accident waiting to happen!

I urge you, and the members of the task force for off Road Vehicles to vote against this proposal. Thank you for listening.

I do commend CKL for Logie Park. This is the type of improvement CKL should concentrate on.

Safe, family oriented decisions, not ATV road and street access that go against the road and street laws of Ontario.

Ann Duncan

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From: Chris Peterson <  
Sent: Monday, March 15, 2021 8:32 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Trail opening

Evening,

I fully support opening the trails across Kawartha lakes to allow ATVs and SUVs to travel from south to north.

This is a huge financial gain for the city as it would bring in more people to the area.

On top of increasing more jobs for the area to accommodate the additional people, and the money they will spend here.

On top of that it would be a year round initiative as it would allow snowmobilers access to the northern part of the city and onwards.

Look at other towns and communities that have allowed this, and the benefits they are seeing from it.

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On Mar 15, 2021, at 10:10 PM, Marian Sweetnam < > wrote:

The committee needs to do more work on this report. Reports on both motorized and non motorized activities need to be dealt with separately and together.

No information was reported in regards to the anticipated number of ATVs expected on Lindsay roads and neighborhoods this upcoming season and in the years to come. This information would be helpful in planning. ORV president stated that their membership is up 25%.

Congestion is already present at the intersections recommended in the report. Along with road construction and four new subdivisions being built in the north west of Lindsay, off Angeline St. N. congestion will get worse. Road construction on Colborne and Angeline, installation of traffic lights, at Logie and Lindsay St, and congestion on the Wellington St. bridge could become unpleasant for many drivers. Subdivision plans usually allow for two cars per household. The impact of hundreds of more cars locally and this along with ATV traffic could be a problem.

Research from the committee tried to show the impact that ATVs will have on the economy of the community. To make an economic impact on the community there would need to be a lot of ATV traffic. The committee must have research on this information..

Many municipalities have concerns about the dangers of ORVs and pedestrians on the same trail. We are not a small town anymore. We have beautiful walking non motorized trails, from town to a conservation area. BC doctors are writing out prescriptions to patients encouraging them to get outdoors and enjoy the beauty of nature. We have just what the doctor ordered .

A suggestion I have to help the ATV population is for them to think ahead, Lindsay population is increasing by the thousands. ATVs south of town could head south to the Lake Ontario corridor. To come north they can trailer their ATVs to the area where they would like to go. Lindsay is becoming too populated and congested to accommodate you. The north is where you should go , Enjoy.

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From:

Sent: Tuesday, March 16, 2021 8:34 AM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: Opening roads for ATVs

Hi, I have been an ATV rider in the area for the past 10 years. While I live in Lakefield, I trailer my ATV to various access points for the trails. I support opening the roads up to ATVs and would use them when riding to get to restaurants for lunch or dinner depending on the time to get gas when needed..I know many, many riders who would do the same. Also lots of friends from out of the area, who would like to stay at a hotel in Lindsay and ride to the trails from there. I really think Kawartha Lakes is missing out on a real opportunity for extra business...

Gary Charlton, Lindsay, Ontario

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**From:** Chris Welling <  
**Sent:** Tuesday, March 16, 2021 8:46 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** I Support Opening Roads in the City of Kawartha Lakes to ATVs and SxS

Good Day,

I am semi retired and reside seasonally in the area and support opening roads to ATVs and SxSs.

Chris Welling

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On Mar 16, 2021, at 9:48 AM, wrote:

Hello Mr.Dunn.

I hope this message finds you safe and we'll. As an avid user of hikeing trails around the area including the legacy Trail area. The proposal for allowing atv's to use the legacy Trail in my opinion is good idea and also see and reconize the challenges so may feel could happen. There are many town east of Peterborough that allow ATV use on town streets and municipal roads to allow connections to the trail system. These riders are bringing much needed tourism money and supporting local small business. With proper planing and education this idea is a win for everyone. Thank you for your time.  
Regards  
John Rothernel Norwood Ont.

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**From:** Marshall Rogers <  
**Sent:** Tuesday, March 16, 2021 10:11 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening up roads to orv's in kawartha lakes

Good morning, I am writhing this email as I may not be able to attend the upcoming meeting on the 19th. I wanted to voice my opinion on this topic, I am in favor of opening up more road access for orv's in kawartha lakes. I believe both the towns and people of the kawarthas would greatly benefit buy doing so.

The economic benefits from going this route have been seen all over the province, it's good for small business and small towns. It let's our families enjoy an activity outdoors in our wonderful communities and it can provide a much needed positive activity for youth. Understandably there is



some opposition for various reasons, noise, traffic laws, trespassing to name a few. All these issues are already governed under various laws. There will always be people who break the rules but by far the vast majority of the orv community are law abiding and curious many of whom reside in the area they are using for these activities. It is my opinion that the benefits far outway any possible drawbacks.

These proposed changes would allow myself and many others in pontypool to access our wonderful trail network straight from our homes and without the sometimes impractical extra investment of a trailer.

I hope you consider my opinions and I am thankful for your time.

Kind regards Marshall Rogers

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From: Garnet Brydon <  
Sent: Tuesday, March 16, 2021 10:23 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: I Support "Trial" ORV Access

ATTENTION ORV TASK FORCE,

As a walker and cyclist, of all trails in and around Lindsay, I support a sensible solution to ATVs getting from the south leg of the Victoria Rail Trail to the north leg and vice-versa. KATVA promotes safe, family-friendly ATV use and their efforts to find workable, practical compromises and solutions should not be minimized. The group attracts "visitors-ATV tourists" to our market and contributes significantly to the trail itself. (I own neither an ATV or snowmobile.) A common sense solution makes sense and should be given fair opportunity to succeed.

Additionally, I have walked, run and biked the Victoria Rail Trail (north and south sections) numerous times. I have encountered mostly respectful trail users in my travels over many years. Occasionally, I have encountered dog walkers who don't have their dog on a leash or who don't clean up their dog's mess, cyclists who fail to ring their bell to alert me of their presence as they approach fast from behind, horseback riders who don't clean up after their horse, and ATV or motorcycle riders who don't stop at the side of the trail to allow me to pass. Disrespect comes from a small group of individuals comprised of every trail user group. With respect to ATV users needing a connecting north-south route around Lindsay (way to deter possible use of the Rotary Trail and the paved section of the VRT), it's apparent to me that makes common sense as the paved trails through Lindsay are limited to non-motorized use.

It's unreasonable to give non-motorized users access to these in-town sections of trail, while excluding motorized users and not offering practical alternative routes that are off trail. All committee members should be committed to fairness.

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**From:** Denis Antunes <  
**Sent:** Tuesday, March 16, 2021 11:45 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV Task Force feedback

Good morning. I wanted to offer my support and view points prior to the next ORV Task Force public meeting on March 19, 2021.

This has certainly been a challenging year not just for the issues that are visible and top of mind day-to-day, but also for issues that are not as visible and apparent. Many people have been looking for ways to cope with depression, anxiety, mental health as well as new and innovative ways to keep family members engaged, distracted and entertained despite many of the gathering and other restrictions that have been imposed.

Despite all the doom and gloom news we hear every day, I wanted to share with you a positive success story of how our family has been coping; Like so many other families this year, we took to and spent much more time at our cottage. One of the highlights over the summer was to purchase ATVs and dirt bikes for the family and explore the Kawartha's. We, like so many other families have found this to be our escape and happy place. With the tools, maps and partnerships that KATVA have in place, we have been able to explore so much of our beautiful area, visit local attractions, and support local businesses. We have joined a truly spectacular community of environmentally conscience like-minded folks who are passionate about our beautiful region.

It is for this reason that I support opportunities to support the safe use of off road vehicles on municipal roads. I represent my family and many friends that I have made throughout this year by visiting your and surrounding townships and I respectfully ask you to think about me, and my family.

You undoubtedly have pressures from community members who do not see the value this brings. In a time where people are looking to stimulate the economy in the areas they live and/or have seasonal properties, I cannot think of any negative repercussions for those who are seeking to have this Bill passed.

Thank you for listening and your consideration in this matter.

Best regards,  
Denis Antunes & family

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On Mar 16, 2021, at 11:22 AM, Doug < > wrote:

OFF ROAD VEHICLE TASK FORCE INPUT  
... for meeting Friday, March 19, 2021

**Absolutely not! Do not allow ATV's on any Lindsay streets!**

1. Operating ATV's should not be allowed within the city boundaries for reasons of safety, noise and increased congestion.
2. Logie Street is already a cross town thoroughfare for cars to forge the Scugog River. We see it is already listed on the Green Trails Alliance website for trail use on Logie from Dobson corner to the new park on Logie, and from Lindsay St./Logie across the Scugog River bridge on Lindsay St.
3. Logie Street already sees speeders on a regular basis.

4. Logie Street at Lindsay Street is already congested to the point traffic lights are needed.
5. There are safety concerns around the new park crossing Logie Street for pedestrians including small children and pets on leashes.
6. Logie and Dobson crossing is already a safety concern for pedestrians walking the riverside trail to the locks. A 'point to cross' or 'pedestrian light crosswalk' may be needed in the future as it is with the current and future traffic volume.
7. An ATV driver having just left a gravel trail will likely increase their speed on a smooth surface and a straight wide open street. There are already speeders on the trail system surrounding Lindsay travelling at 60+ km.
8. Traffic counts on all of these streets need to be considered moving forward, discounting adding ATV's. Congestion is a very major concern. New traffic lights should be underway ASAP especially at Logie Street and Lindsay Street. Logie Street, Lindsay Street, Wellington Bridge area, Colborne and Angeline currently have high traffic volumes.
9. NOISE from any one ATV, let alone a continual race track noise from many ATV's enroute can be irritating, unnerving, and distracting. Imagine the noise volume of a gasoline chainsaw under your window or many of these continually passing by your house.

We understand this request from the ATVer's viewpoint in long distance trail travel getting across the water in the Lindsay area. However, they have managed to adapt to these issues, and will need to continue to avoid this area. Their presence is not welcome due to the concerns listed above of safety, noise and congestion.

Imagine being a homeowner on King, Queen, Logie, Lindsay St., Wellington, Victoria, Colborne, Angeline and Thunder Bridge Road or any other street in town. The safety? The noise? The racing? The congestion? The plummeting real estate values? No way!

Please vote to block ATV's from ALL Lindsay streets.

Thank you,  
Doug Johns and Susan Elliott-Johns

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**From:** Brianne Harrison  
**Sent:** Tuesday, March 16, 2021 12:06 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV call

Susanne Smith called in to express her concern about ORV use on the roads and within the town of Lindsay especially.  
She is concerned about the noise and the air pollution and feels that it's a breach of public care having ORV's use residential roads.

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**From:** Marilyn <  
**Sent:** Tuesday, March 16, 2021 12:13 PM  
**To:** Patrick O'Reilly <poreilly@kawarthalakes.ca>  
**Cc:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** letter submission for off road vehicles on municipal roads within Kawartha Lakes.

March 16, 2021  
Greetings Pat

We are contacting you today with regards to the current issue on hand, Off Road Vehicles and the municipalities roads. First off we want to let you know we are strong supporters of this, not only because we are owners, but we are looking at how this is well overdue to have connection of our trail system. We are going to cover several issues in this letter to you today and we are sorry but it may be of some length but it has to be voiced. We understand we have a lot of ANTI users & groups not supporting this option. But we are asking that you take into consideration the importance of this issue.

The ANTI users are concerned about SAFETY, HEALTH, NOISE as well as ENVIRONMENTAL impact/issues. So lets take a look at these concerns.

Safety: there is several safety issues in anything a person does today. Whether it is an ORV(ATV or snowmobile), a vehicle of any type, walking, hiking, bicycling, horseback riding etc. The safety issues are going to be present. Our ANTI user groups are only focused on the statics of ORV's(which is more than just an ATV) and not their own statics. Every activity has a safety factor and it's up to the person(s) to know and be aware of their surrounds and know their risks.

Health: how is there a health risk with ORV's? There is minimal to none. ORV's give a sense of enjoyment to the outdoors and exercise. Yes you get exercise from riding and ATV.

Noise: the ANTI users are concerned about the noise factor. In all reality how much more noise will an ORV make compared to some vehicles driving down the streets with modified exhaust systems. The same goes for motorcycles, especially Harley's. ORV's will not a any more of a noise issue than most vehicles on our road ways.

Environmental: we see no environment issues with ORV's on road ways. The weight different between an ORV, a vehicle, a tractor and any other piece of machinery are quite different. An ORV is significantly less in weight compared to the others we have listed. Look at how well Fenelon Falls has done with ORV's travelling on their roads. Very little impact to traffic congestion.

The ANTI user groups are also NOT THINKING of the of people with DISABILITIES! How are they suppose to enjoy our trail system? You know very well Raymond was an avid ATVer and his only form of use for the trail system was using his ATV. So in our opinion our council also needs to take this into consideration when it comes to having connectivity within our city. People with disabilities have the right to enjoy our trail system as well as everyone else using them.

Having connecting trail heads is a major subject within our city and it's time we get one in place. As you know many years ago Lindsay was marked as "CLOSED FOR BUSINESS" to snowmobiles when the connecting link was taken away. This was seen across the province and in our opinions is not good for business in our town. With no access to food and fuel it hurt the tourism within our town. If the city does not want to help support this option for ORV's, again we can see this being put to print in ATV magazines and will hurt the tourism industry or is this what our city council wants? There are many municipalities and townships around our area that have opened up road access to ORV's and we are sure it has helped the economical economy within those areas.

Recreational vehicles have been a part of this community for many years, even before our time and they are only growing more each day. With well over half a million ORV's sold the industry is still growing. The KATVA has put thousands of dollars into our trail systems and are only trying to

make it more accessible for all members. In our opinions it seems the ANTI users are trying to take away access and use of our trail system for themselves. Seems a bit unfair as mentioned above the KATVA has been putting thousands of dollars into the trail system for ALL USERS! We ATVer's pay to use this trail and in fairness I see no payment fees for other users accept the snowmobilers. We also pay to license and insure our ATV's, no different than our own personal vehicles that we drive on road ways.

We are asking that you please give us your support in opening roads and links to our trail heads within the COKL's

Sincerely Marilyn & Jason Lockwood

Ward 7

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**From:** Paul O'Connell <  
**Sent:** Tuesday, March 16, 2021 12:25 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** atv/orv trails

We are a couple in our 70's who love riding our atvs and sxs. As we have difficulty in walking very far, this gives us a great activity to meet people.  
We love the south trail but it is a short ride and would love to have it open up to go across town and meet up with the north trail. It would open Lindsay up for tourism the same as Fenelon Falls as it draws a lot of recreational atvs and sxs not counting cottagers.  
Thank you Paul and Sharon

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On Mar 16, 2021, at 12:20 PM, Joanne and Brian Hough < > wrote:

I have several concerns about the possibly access to be given to streets in Lindsay.

This is a family activity in many cases. I am concerned about children being passengers on such vehicles.

The safety stats on injuries of children on ATV's indicate the serious injuries and deaths that occur when children are passengers and thrown or pinned under an ATV. Just google Hospital for Sick Kids!

[All-terrain vehicle and bicycle crashes in children: epidemiology and comparison of injury severity.](#) Brown RL, Koepplinger ME, Mehlman CT, Gittelman M, Garcia VF. *J Pediatr Surg.* 2002 Mar;37(3):375-80. doi: 10.1053/jpsu.2002.30826.PMID: 11877651

[All-terrain vehicle fatalities on paved roads, unpaved roads, and off-road: Evidence for informed roadway safety warnings and legislation.](#)

Denning GM, Jennissen CA. *Traffic Inj Prev.* 2016 May 18;17(4):406-12. doi: 10.1080/15389588.2015.1057280. Epub 2015 Jun 11.MID: 26065484

Almost 75% of the total number of ATV accidents and injuries result in debilitating spinal cord and brain injuries.

"Most of the ATV injuries and accidents today take place on roads or highways. This is sad because these four wheelers are not designed to be driven on roadways although they have occasionally found their way there" [www.motoshark.com](http://www.motoshark.com)

I will attend the meeting on Friday and would like the committee to address these issues.

Joanne Hough

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From: Marian Sweetnam <  
Sent: Tuesday, March 16, 2021 1:00 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Trails. ORV Trails through Lindsay

To all members of the ORV Task Force and Council.

March 16 2021

The ORV committee needs to do more research on this report. Reports on both motorized and non motorized activities need to be dealt with separately and together.

The predicted number of ATV's coming through Lindsay has not been mentioned but the association did say they had 25% increase in membership. It was also said that the venture will have a positive economic impact on the community. Their research on this matter should indicate the number of members they anticipate coming. In order for the economy to be impacted.

The recommended ATV road routes through town require more research. Traffic congestion is already a problem at all the intersections mentioned.

Traffic lights at Logie and Lindsay St. S have been on the drawing board for years.. When this happens there will probably be even more traffic on Logie. The new playground could also increase the traffic congestion. The Wellington street bridge could see more congestion. The proposed route along Colborne to Angeline could be a problem, as there are plans for reconstruction of the intersection in the near future.

The proposed route up Angeline will meet with the construction of three more subdivisions, a profound increase in people and hundreds more cars and traffic congestion during and after the construction. It appears the town of Lindsay is undergoing a growth spurt.

The ATV association needs consider the needs of the Lindsay population. We are all experiencing change. Lindsay's population is changing by the thousands and our main streets are jammed with traffic. Perhaps your organization could look at the trails to the south along the lakeshore corridor east and west or look north to the rural trails of Northern Ontario, Fenelon Falls and Bobcaygeon. They apparently are keen to welcome ATV's.

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**From:** Vance, Mark <  
**Sent:** Tuesday, March 16, 2021 2:54 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV task force

Hi, my name is Mark Vance and I have a property outside of Bobcaygeon. We are a young family and enjoy any and all outdoor activities.

A new activity to my family, which we just started with last year was taking advantage of the local ATV and SxS trails. What a great time and my youngest daughter really enjoyed it. As a parent is sure great to see your kids enjoying an outdoor activity!

We were fortunate enough to also bring a bunch of our friends up to our cottage in the fall to enjoy the trails. Our friends have been into quads a lot longer than us and I can tell you they found the trail in our area to be better than any they have ever ridden on!

From my perspective this activity bring a lot of benefits to the local community and the economy.

From restaurants and gas stations to the local dealers for service and parts. Everyone that come to the area to enjoy our trails inevitably ends up spending money here.

I have read the rules and recommendations and we are prepared to follow them in exchange for the privilege of being able to ride our ATV's or SxS's on municipal roads.

Please use this email as support from me, my family and friends in support of any and all improvements that can be made to making ATV and SxS activities more accessible.

Looking forward to some positive improvements!

Thx, Mark Vance

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**From:** Brian Gerry <

**Sent:** Tuesday, March 16, 2021 3:19 PM

**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>

**Subject:** Please add this note to the correspondence to the taskforce , with respect to public input.

To the Committee for Off Road Vehicle use, City of Kawartha Lakes

Kindly add my observations to your deliberations.

Regarding the March 2021 recommended ORV routes through the core of Lindsay:

I have thought about urban growth in Lindsay and health and safety hazards for ORV operators and the general public. I don't think the recommended street routes, in the growing high population / traffic density urban core of Lindsay make sense. I think all involved (any vehicle driver and any member of the public ) would experience heightened health and safety risks if these were permitted.

The current mix on our streets of cars, trucks, emergency and municipal vehicles of any type, scooters, cyclists, children, seniors ,others already result in avoidable accidents. It makes no sense to add yet a recreational off road vehicle motorist to that mix. ( simply, Streets will be busier in the future with the hazards we already accept ).

In some Ontario low population density municipalities ORV operators have been granted road or street travel permission. However, I submit Lindsay is not that sort of environment. With the passage of time Lindsay has become a growing city center. Won't it become even more so? I do not think it is appropriate to have off road vehicle routes through the core.

For the reasons given above, I suspect, in time, even the limited access for off road vehicles granted by bylaw will not be sustainable as the community grows.

Most Off road vehicles were bought for off road purposes. Why not figure out a safe route circumnavigating the urban streets of Lindsay for this traffic ?

Thank you for the opportunity to comment.

Brian Gerry

**From:** William Archer <  
**Sent:** Tuesday, March 16, 2021 3:28 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:**

I support the opening of all rural roads as well as village roads through the town of Lindsay to connect the trails.

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**From:** Charlene Saltys <  
**Sent:** Tuesday, March 16, 2021 3:38 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** CKL

To Whom it May Concern,

Please be advised that we are in support of opening roads in the City of Kawartha Lakes to ATVs and SxS. We feel this is long overdue. It will increase tourism and create more business. The majority of riders are law abiding and would benefit from this by not having to ride on private lands.

Yours truly,  
Charlene Saltys Lindsay, Ont

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**From:** garkwright <  
**Sent:** Tuesday, March 16, 2021 3:41 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Support of ORV proposal

I am writing this email in support of the proposal put forth to open roads for trail access and to connect the trails in the Town of Lindsay from the North to South VRT. I have lived in the City of Kawartha Lakes and the former Victoria County for my entire life and think that this is a wonderful proposal. As an avid outdoorsman and an avid ATV rider, I enjoy the rail trail in Fenelon Falls with my family walking, riding our bicycles as well as riding my ATV. I personally put about 1500 km's on my ATV last year, and all of those originated from me leaving my house in Fenelon Falls and riding to up to pick up the rail trail at the Garnet Graham Park when heading north and heading south, I follow the main street over to the Tim Horton's to pick up the trail at the Salvation Army. In riding up to the trail, I travel up [REDACTED] from my house. In doing so, I travel respectfully through town at 30 km/hr. I stop at the gas stations to get gas if needed and quite often stop at Tim Horton's for coffee. My friends and I quite often have stopped on our ride home at one of the local restaurants in town for food if we have not stopped in Kinmount already for food. The number of people who access the area trails are also looking for food and gas while they are here. This is very much like the snowmobilers in the winter who are looking for food and gas during their visits up here to ride the trails.

I volunteer as a trail patrol for the KATVA and have educated people and riders about the importance of sharing the trail and being safe on the trail. During my time, I have met riders from Windsor, Niagara Falls, Sarnia, Muskoka, Sudbury as well as many of our local City of Kawartha



Lakes residents out enjoying our wonderful trail system and it would be truly amazing to see the trail connected from the south end of the Rail Trail right straight through to Haliburton.  
I look forward to the meeting on Friday and have joined to be able to ask questions during the meeting.

Sincerely, Greg Arkwright

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**From:** colin murray <  
**Sent:** Tuesday, March 16, 2021 4:57 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** RE: March 17

Hi Brianne.

I do not wish to speak in the meeting at this time. But I do support the task force and hope that it opens up more trails and places to ride in Kawartha lakes.

Thank you.  
Colin Murray

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From: Karen Ferguson  
Sent: Tuesday, March 16, 2021 5:12 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Re: orv task force

Brianne, I just watched the last meeting on zoom, and I agree that we need to address where to park in the downtown to access eg. Lamantia's to pickup groceries/and even wine for dinner, plus to be able to have something to eat in the down core. I mean, our downtown is going to look amazing, why not show it off.

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On Mar 16, 2021, at 5:38 PM, Lee Staples <> wrote:

Hello Mayor and Counsellor,

I'm writing in regards to the Off Road Vehicle task force. My wife and I enjoy the quiet living in the area of [REDACTED] just off Logie. We also like walks in the beautiful new park. The noise and added congestion of atv's would not be welcomed in these areas. The trail that runs to the east of us at the end of Maquire St. Is well suited for ATVs amongst other trails in town.  
We had issues this past winter with snowmobiles driving through the parks damaging trees and the new lawns, the added AtVs would likely add to this.  
I've always enjoyed sledding and ATVs myself but have always travelled on the trail system or in the country, I would expect that our taxes allow us to appreciate the setting we paid for, not added noise and added traffic of off road vehicles.

Regards, Lee Staples

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**From:** Briana Fitzpatrick <  
**Sent:** Tuesday, March 16, 2021 6:45 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Off road vehicle task force letter

Hi there,

I hope this message finds you well. This email is written to shine a light on the proposed access roads in the Kawarthas.

We have a family property in the residential area of Fenelon Falls by the very populated Victoria Rail Trail. As it becomes increasingly busy with pedestrian traffic, cyclists and other activity-goers it only increases the risk of serious injury with more atvs sharing that same trail. Unfortunately there are many ATV users who disobey rules with excessive speed, noise and after-hours use. This puts any child, person and animal using the trail at a constant risk of getting seriously injured. It is our hope the city will promote more activity on the trail rather than discouraging people from its shared use with ATVs. If they do go ahead and allow for more ATVs we'd like you to consider a bypass in Fenelon Falls.

Thank you for your time and understanding on this matter.

Sincerely, Briana F.

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**From:** Stuart Glover <  
**Sent:** Tuesday, March 16, 2021 7:10 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** open roads to orv

As we all know that the ORV sport is growing at an alarming rate. People and family's from all around the province are getting into the sport.  
\\I feel that opening a route through the town of lindsay would help create more revenue in the local markets and including fuel.  
I myself would spend easily up to \$100. per trip riding the VRT . Now times that by thousand's of riders per day that would use the beautiful trails that we have.

Thank you.

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**From:** Sheila Hetherington <  
**Sent:** Tuesday, March 16, 2021 7:36 PM  
**To:**  
**Subject:** Off Road Vehicle Task Force Resident Input

To the ORV Task Force:

Off Road Vehicles have definitely increased in popularity over the past decade. In the early years, there were between 5 and 10 ATVs per day going through the VRT in the residential section of Fenelon Falls. Times have changed and ATV camps like the Log Chateau have brought many more vehicles to our neighborhood and connecting the trails will bring even more. There are days where we will see close to 100 ATVs going through on a Saturday or Sunday, fewer during the week but during the summer, there is still a high volume. This has significantly changed the tranquil atmosphere and spirit of the multiuse trail within the village and now provides more traffic on the trail, where pedestrians are supposed to be engaging in active transportation than on the roads. When one takes into consideration the noise, fumes and dust given off by the vehicles (noticed more by pedestrians than the ATV operators who are where helmets and dust covers over their faces), one wonders how we can honestly continue to attract people to our area through the City's advertisements that encourage people to engage in active (I.e. exercise using one's own power such as walking, running, biking) transportation.

The ORV Task Force has a real opportunity to support the village's ability to frame itself as promoting a quiet lifestyle that will attract retirees to inhabit the new adult community condos, one of which will be located directly adjacent to the VRT within the village. Enforcement regarding speed and stop signs is an issue. If you take the advice of the consultants who were hired when the last Master Trail Plan was written, you should seriously consider diverting ORV traffic from the north line road to the Fenelon beach. The side by sides are already required to follow the bypass and if the ATVs would be diverted, it would solve the safety concerns that the consultants had over having motorized vehicles and pedestrians and bikes sharing the same path. They recommended it 10 years ago when the activity was not as popular. Today, that safety concern, along with the noise, fumes and dust have only increased.

The provincial government has provided a solution to our safety concerns on the VRT within the high pedestrian area of the village. I strongly encourage you to seize this opportunity.

Regards,

Sheila Hetherington

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**From:** Matt Bogner  
**Sent:** Wednesday, March 17, 2021 8:35 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening trails, a note of support

Good morning,

Just wanted to send a note your way and say I support opening up more access for off road vehicles in the Kawartha lakes area.

I would most likely spend more time/money in your area if I was able to use my machine on any potential trails that could be opening up.

Regards, Matt Bogner

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**From:** John Bush  
**Sent:** Wednesday, March 17, 2021 9:13 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Public Meeting March 19, 2021

Hello Brianne,

My name is John Bush and I represent Environmental Action Bobcaygeon in the village of Bobcaygeon. I would like to register to speak at the public meeting scheduled for March 19th at 10am. Attached is a letter we sent to the Mayor on March 2nd regarding the matter. Feel free to share that with Council and the Task Force.

Please confirm, thank you,

John

Mayor A. Letham  
City of Kawartha Lakes  
180 Kent St., West  
Lindsay, Ontario  
K9V 2Y6

**Re: Off Road Vehicle Task Force Study**

Dear Sir,

It has recently come to our attention that the City has appointed an Off-Road Vehicle Task Force to study the pros and cons of allowing Off Road Vehicles (ORV) on City streets in Lindsay and Bobcaygeon.

Environmental Action Bobcaygeon (EAB) is a Not-for-Profit organization in Bobcaygeon that completed an Active Transportation Plan in 2016, and the plan was endorsed by City Council in 2017. The purpose of this planning exercise was to develop safe walking and cycling routes/paths along City streets within the Village. Attached is a copy of a letter to City Council (October 25, 2019) that outlines the benefits of such a plan and our progress at that time in implementing the plan.

Recently City Council approved an initiative to develop an Active Transportation Plan for the larger City of Kawartha Lakes. We understand this will likely take a year or two to complete.

We appreciate the increase in ORV use for recreation in the Province but deciding whether or not to open some City streets to ORV's we feel is premature. We strongly recommend that the ATP study be completed **before** making any decision on whether or not to open City/Village streets in the City of Kawartha Lakes.

Furthermore, it does not appear that there are any representatives from the hiking or cycling community on the Task Force. Including them would provide a more balanced view during discussions.

The City also completed a Healthy Environment Plan in the last year or two and the idea of adding more gas-powered vehicles on City streets seems to be contrary to many of recommendations in that report.

The City of Kawartha Lakes has a large tourist population in the summer months, adding more gas-powered vehicles on the streets seems to be the wrong direction to be heading in making our communities more attractive and healthy places to spend time in the downtown cores in particular.

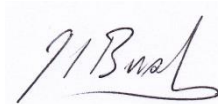
We ask that you circulate our comments to the appropriate staff and persons involved in the project.

Thank you in advance for considering our viewpoint and suggestions.

Respectfully submitted,



Richard Fedy, Co-President  
Environmental Action Bobcaygeon



John C. Bush, Co-President  
Environmental Action Bobcaygeon

(Sent by email)

c.c. R. Taylor, CAO  
C. Marshall, Director of Development Services  
K. Seymour-Fagan, Councilor  
C. Shanks, Director of Community Services  
B. Steffler, Green Trails

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On Mar 17, 2021, at 9:06 AM, Kevin Frank < > wrote:

To Whom it May Concern,

I have recently learned that the Off Road Vehicle Task force has proposed two ATV routes across the city that include Logie Street.

As the owner of a home on [REDACTED] I wish to express my strong disapproval of these routes. Our street is already subject to snowmobilers nosily speeding across lawns at all hours of the day/night during the winter. I can tell you from personal experience that many of these snowmobilers DO NOT adhere to guidelines and rules for snowmobile trails, but simply follow the path of least resistance, even if that includes private property. Since ATV operators are some of the same people it is safe to assume that they will do the same.

I find it hard to believe that the COKL is serially entertaining the idea of allowing ATVs to use city streets for their off roading hobby. They are numerous trails in our area where they can ride without disturbing traffic flow and residents.

Please do not allow these submitted proposals to be adopted. The taxpaying voters in Lindsay are closely watching what you do next.

Thank you for listening,

Kevin Frank

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**From:** Nick Saltys <  
**Sent:** Wednesday, March 17, 2021 9:24 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:**

My name is Nick Saltys and I fully support the opening of road ways for offroad vehicles ... I have personally enjoyed the trails for past 20 years and would enjoy spending time and money at local restaurants, fuel stations, & other business related to ATV's ... I live south of Lindsay on the rail trail and have no access to my fourwheeler acquaintance's in Fenelon Falls

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On Mar 17, 2021, at 10:32 AM, Doug Harper <> wrote:

There are many reasons why these vehicles should be kept off the streets of Lindsay.

- 1st. The name of your task force tells the story Off Road Vehicles, manufactured and sold to be used of road. They do not have all the motor vehicle safety standards that cars and trucks must have to drive on the street.
- 2nd. It will take extra police to enforce the proposed rules to let these machines use city streets. ie. speed limit, destination seatbelt laws etc. Even the most law abiding citizen will circumvent the rules once and a while. To think other wise is naive.
- 3rd. Insurance will they be made to carry the same as a car or truck to drive on the same streets.
- 4th. Are they willing to pay the same amount for a licence plate that I do for the privilege to drive on city streets also proof they have appropriate insurance to get one.
- 5th. You are going down a slippery slope. What is to stop snowmobiles from asking for the same rights. Once you open the door you never know who will walk in.
- 6th. Noise not all these machines are as quiet as you might think. People adapt them to make them sound cool.
- 7th. You I be leave will be opening the city to more unnecessary legal cases. Even if you win a law suite you must still pay taxpayers money to defend the city.

The people who bought and use these machines new they could not use them on the streets of Lindsay and I be leave this is not the first time they have been turned down.

I also be leave that this is a terrible time to bring this to council. We as citizens of lindsay are not organised like an ATV or Snowmobile club who have assess to all there members E-mail addresses for communications. WE must rely on word of mouth and town meetings all of which are almost impossible during Covid. At the very least this subject should tabled to another time when all concerned parties can equally organize and state there positions.

Thank You For Your Time And Consideration  
Doug Harper

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**From:** Conor Speirs <  
**Sent:** Wednesday, March 17, 2021 10:36 AM

**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>; Doug Elmslie <delmslie@kawarthalakes.ca>; Andy Letham <aletham@kawarthalakes.ca>  
**Subject:** Off road vehicle task force letter

Thank you for the opportunity to express my opinion on the upcoming discussion regarding approved ORV routes in the Kawarthas.

Having a residence in Fenelon falls which backs onto the Victoria Rail Trail, ORV's have increasingly become an issue over the years, especially between Garnet Graham Beach Park & Northline Rd which is a residential section of the trail. There has been a significant increase in ORV volume which has caused numerous incidents involving high speeds, excessive noise, dust as well as ORV's using the trail outside of the allowed times in the mornings and at night. Not only is this very disruptive but it also poses a serious safety concern to walkers, runners, cyclists, children, and pets who use this stretch of trail. I believe the municipality should be promoting a more active approach to transportation on the trail which is not only healthier but also beneficial to the environment. My concern is that if more roads in the Kawarthas are approved for ORV's to use, it will further increase ORV traffic volumes on this section of the Victoria Rail Trail. I would recommend that ORV's bypass this residential section of the trail in Fenelon Falls as they should not be allowed on it in the first place.

Thank you for your consideration. Conor Spiers

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**From:** Robert Marks  
**Sent:** Wednesday, March 17, 2021 11:08 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORVs on public roads

I could list about 20 reasons why OFF ROAD Vehicles should be kept OFF municipal roads, but suffice it to say they are designed and built to be driven on trails, not roads. One look at their aggressive tire treads shows that, even without the warning on the machines and from the safety institutes that represent the various ORV manufacturers.

When people buy an ORV, they do so knowing the current rules, namely that they are not allowed on the roads. So why do they suddenly think that their GREEN PLATED machine that they only paid one registration fee for, unlike BLUE PLATED vehicle owners who pay a yearly fee to drive on the roads, have a "right" to be driven on public roads?

It's like someone who lives on a lake without a marina buying a big boat then complaining the lake doesn't have a marina start lobbying the Cottagers Association to have one built.

If ORVers want to get to a trailhead USE A TRAILER.

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**From:** peter walendzewicz <  
**Sent:** Wednesday, March 17, 2021 11:25 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** New rules

We need more freedom to put fun back in our lives. There are always people who want to stop everthing. Our economy needs tourists and riders to spend money or they will go elsewhere

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**From:** Melanie Grant <  
**Sent:** Wednesday, March 17, 2021 11:32 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORVs on Kawartha Lakes Roads

Hello

I have friends who live on roads leading into the Ganaraska Forest which seems to be a big attraction to ATV riders using the VRT south of Lindsay. I feel very sorry for them having to put up with the noise of ATVs, Side by Sides and dirt bikes (which will be next on the list to be allowed) going past at all hours of the day and night. Their roads are just accidents waiting to happen.

By the way, the Ganaraska Forest does not open to motorized vehicles, mountain bikers or horseback riders until May 1. So why is a post like this from the Ganaraska Forest yesterday needed?



People who can afford to buy a \$20,000 recreational vehicle can surely pay \$2,000 for a trailer to get their machine to where a trail starts!

So my vote is NO to allowing ORVs on our roads.

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**From:** Matt Teper <  
**Sent:** Wednesday, March 17, 2021 11:39 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening roads and trails

Hi my name is Matthew Teper I am a resident of kawartha lakes. I live in Manilla, I would love to see more streets opened up to all off road vehicles. I live close to the beaver river wetlands trail and would like to see that open up as well. Find it unfair that snowmobiles can use it in the winter. As I am into the atv part of the sport. I also think that it's time for the city of kawartha lakes to open



these trails. Off roading is a multi million dollar industry and would bring a lot of money into Kawartha. So please open up after all Ontario is yours to discover right.

Thank you for your time I hope this e letter helps the cause.

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On Mar 17, 2021, at 12:04 PM, Les Selby < > wrote:

**Mayor Letham, Deputy Mayor O'Reilly, Councillors:**

**Councillor Pat Dunn / Chair of the Task Force:**

Dear Sir

Our names are Les & Deb Selby who live on [REDACTED] adjacent to [REDACTED]. We are long term residents at this location for over 41 years.

We were not aware of Council's proposal to consider ATV use on City streets until a recent flyer was delivered to our house.

To date, we have not received any formal notice of this proposal by the City. We are not fully aware of the status of this proposal and next public consultation processes.

Our question is why hasn't a formal notice been sent to residents along Victoria Ave. North?

Sorry if we have missed something along the way in this process.

First, it is important to note that I am an owner of 2 ATV's. I do not drive them on City streets nor intend to do so for safety reasons and consideration for local residents.

**We wish Council to consider our following comments:**

- . our feelings are that ATV's don't mix well in a city / residential environment
- . ATV's were designed for off road use , rural areas and not within urban settings
- . ATV's have not been a legal use on many highways / municipal roads, because they lack certain safety features; no turn signals, no crash protection systems
- . many jurisdictions state that ATV's are not allowed for personal transportation on public streets and highways due to safety concerns
- . safety considerations: ATV tires are generally designed for dirt and rough terrain and not for pavement- there is a definite safety factor with speed
- . ATV's on roadways/ pavement- there is a tendency to drive faster causing a higher safety risk to drivers/ occupants and other road users  
( being an ATV owner/ user , I am fully aware of this)
- . depending on ATV age , road safety is an important consideration: some ATV's may lack safety features, like turn signals, tail lights, safety seat belts; generally a lack of safety protection systems
- . ATV's generally have a noiser muffler system, potential nuisance and complaint generation- a consideration for in town use and night driving in residential areas
- . most ATV's don't have speedometers to observe City speed limits
- . the City may be increasing the risk to the public and ATV driver safety by permitting ATV access to residential streets
- . will the City be assuming any liability for ATV injury or death on city streets for off road vehicle use?
- . in Ontario an ATV is defined as an Off Road Vehicle (ORV)

Based on the lack of information and no formal notice to our residence, **we are objecting to any proposal to allow ATV access to our residential streets in Lindsay and especially on Victoria Ave North.**

Trust you can appreciate our concerns.

Les and Deb Selby

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From: Peter Petrosoniak <  
Sent: Saturday, March 13, 2021 9:05 PM  
To: Pat Dunn  
Subject: ATV use on roads in CKL

Dear Members of the ATV Task Force,

These is to offer you my opinion about your recent recommendations regarding allowing ATV use on essentially all roads in CKL.

What is troubling is the fact that you have not consulted the Health Unit for an opinion on what effects such a move would have on the health and safety of CKL residents. Public Health Ontario released a report on the epidemiology of ATV-related injuries in Ontario in 2019 and found that the Haliburton-Kawartha Pine-Ridge Health Unit (to which CKL belongs) had the 5th highest rate of Emergency Room (ER) visits and hospitalizations of the 34 Health Units in the province. Already there is widespread ATV use on roads in our Health Unit mostly in the north part of the City. Of note is the fact that these rates are approximately double the Peterborough Health Unit ER and hospitalization rates and more than triple those of Durham, both jurisdictions in which ATV road use is not allowed or is very limited. We can expect nothing less than a substantial rise in these rates if the recommendations to open up road use virtually everywhere are formally adopted by the Task Force and enacted by Council. Why? Because when we look at the Health Units with the 4 highest ER visits and hospitalization rates, they are:

1. Porcupine Health Unit which allows road use in Kapuskasing and Iroquois Falls and other roads
2. Haldimand-Norfolk which allows road use in Campbellford and elsewhere
3. Huron Health Unit which had many roads open to ATV use
4. Grey Bruce which also allows road use on many if not most roads.

We are in line to join those jurisdictions if we allow road use as much as they do.

The present recommendations are to open up all rural roads in the CKL. Although you specify certain roads for ATV use in Lindsay and Bobcaygeon, you are also in favour of allowing travel from any home to a trail or allowed road which, in effect, says all roads in the City are open for ATV use. You also admit that it would be difficult to police this. I am sure the Police Services have much more to do than follow ATVs around the City.

Importantly, the Peterborough Health Unit has recommended to Council to not allow ATV road use in their jurisdiction. Also, when this was dealt with at the CKL in 2011, our Health Unit made the same recommendation. Why would you go against such wise advice now?

Furthermore, the manufacturers of these vehicles clearly state that they are made for off-road use and should not be used on roads. Similarly, the Specialty Vehicle Institute of America (SVIA), which promotes the safe and responsible use of ATVs and represents ATV manufacturers and distributors, says the following: "ATVs are not designed, manufactured, or in any way intended for use on public streets, roads or highways." It says this because: "Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet such standards. Many ATVs are equipped with a

solid rear axle that turns both rear wheels at the same speed”, which means that “turning an ATV on high traction surfaces, such as paved roads, can be difficult when compared to turning in the off-road environment”. They end with the recommendation that, “Permitting street use of ATVs ... would be in conflict with manufacturers’ intentions on their proper use, and would be contrary to federal safety requirements.”

One US Consumer Product Safety Commission (CPSC) study showed that 40% of ATV fatalities involved operation on paved roads, despite the fact that vehicle labels and owner’s manuals clearly warn against such use. Another CPSC study found that, of 3,200 ATV-related deaths, the most frequently reported hazard pattern involved collisions and 35% of these involved collision with motorized vehicles. This Commission on its web-site states: “Do not drive ATVs on paved roads.”

The Ontario Road Safety Annual Report, in the last complete annual report of 2017 found that, between 2013 and 2017

- Of 1103 ORV drivers injured, 518 occurred on-road (47%)
- Of 550 ORV passengers injured, 299 occurred on-road (54%)
- Of 100 ORV drivers killed, 54 occurred on-road (54%)
- Of 5 ORV passengers killed, 2 occurred on road (40%)

None of the above should be a surprise. ATVs on public roads introduces the possibility of ATV collisions with cars, trucks or pedestrians (especially in urban areas). This is obviously a dangerous situation by any stretch of the imagination.

Insurance companies also have much to say on this issue. Frank Cowan Company which specializes in municipal risk management advice and insurance recently circulated a notice entitled: “Risk Management Considerations for Off Road Vehicles on Municipal Roads” which noted that “Adding another moving object hazard (ORVs) to areas with high pedestrian movement, high volume of on-street parking turnover, transit stops, dedicated bicycle lanes, etc may increase potential conflicts between motor vehicle, cyclists, pedestrians and ORVs.” The increased municipal liability needs to be considered.

Particularly troubling for me is that this Task Force was struck by Council in December 2020 with a mandate to complete a report by the end of March 2021. interestingly, Council had budgeted for an Active Transportation Plan (planning of trails and paths for hiker, walkers and cyclists) in late 2019. The Request For Proposals for a consultant is just being finalized, over a year later. It is disturbing, from a public health point of view, that the healthier recreational activity has been not yet been studied before ATV road use promotion is being hurried through a Task Force (the constitution of which is questionable given that it is composed only of ATV users or those sympathetic to their lobbying efforts).

Juxtaposed to what I have said about the consideration of ATV road use in CKL, is the lack of promotion of bike paths in Lindsay. Of note, Council had contemplated bike lanes for Kent Street prior to reconstruction but then removed them for consideration for the Colborne Street reconstruction project from which they were eventually removed as well. So now we have 2 reconstructed arterial roads in Lindsay with no bike paths but a push for ATV use on all roads in Lindsay. This is absolutely retrograde thinking. I predict that, as we have seen in many cities in Canada, the US and Europe, bike paths will need to be retrofitted as we value more the ecologically and environmentally better activities of walking and cycling. Having ATVs in conflict with pedestrians, walkers and hikers is not good and definitely not forward thinking.

The main driver for bringing ATVs into urban areas purportedly is the benefit to business and tourism. Ironically, the benefit to business is minimal at best (perhaps Tim Horton's, DQ, Mac's Milk, gas stations may be beneficiaries) and never proved nor studied by this Task Force. Notably, you have not asked for an economic assessment from staff. I submit that, if this Council really had the interest of business and tourism in mind, it would market our trails for hiking and biking. We are so fortunate to be on the crossroads of 2 important trails, the Great Trail (formerly the Trans-Canada Trail) and the Ganaraska Trail (from Port Hope to the Bruce Trail). With the will of Council and proper marketing, the economic and health benefits derived from the use of these 2 trails, would be tremendous with no environmental degradation which is always a concern with ATV use.

To summarize, this Task Force has not done its due diligence in assessing all the costs (health costs, municipal liability costs, insurance costs, impact on environment and climate, among others) of ATV road use. One of the duties that leaders such as Mayors and Councillors have is to protect the health and safety of its citizens. The proposed recommendations would do the opposite and must not be adopted. Consideration of the health implications of ATV use needs to happen.

Peter Petrosniak  
Lindsay, Ontario

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From: > On Behalf Of Elizabeth Kelly  
Sent: Wednesday, March 17, 2021 12:05 PM  
To: Clerks < >  
Subject: Off-Road Vehicle Task Force

I am in favor of the use of streets in the City of Kawartha Lakes for off road ATV and side by side vehicles as a way to contact between the trail system. Please pass this along to the Mayor and members of council. Thanks you Beth Kelly

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**From:** Sent: Wednesday, March 17, 2021 12:36:31 PM  
**Subject:** New Response Completed - Contact Mayor and Council

I think having more atvs on the roads is asking for more accidents. How many accidents were there last year, involving atvs and cars? Snowmobilers were much more disrespectful and reckless this winter. These same people have atvs.  
Look at the idiots that ride through Fenelon, every weekend, in the summer. They swerve into oncoming traffic, go onto the sidewalks, speed through parking lots. You are just asking for more of the same  
Terri Mitchell

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**From:**  
**Sent:** November-01-20 3:12 PM  
**To:** undisclosed-recipients:  
**Subject:** Issues in the Ganaraska Forest

FYI, this email was sent to our Council members today...

Hello again Scott, Matthew, Cathy, Ryan and Tim.

As you may recall, the GRCA sent a letter (attached) to you folks in January with the following request:

"ORV use is an intensive form of recreational use and requires more management resources than any other form of recreation. The need for more enforcement, conflict with other user groups and environmental impacts are all concerns that would result from potential increased ORV use. For these reasons, the GRCA is not in favour of Township of Cavan Monaghan providing access to the Ganaraska Forest on municipal roads."

Occasionally, some news about an accident in the Forest or a big event (like the recent OPP S.A.V.E. blitz) gets reported by the Press, but that represents a tiny fraction of what occurs in the Forest on an ongoing basis, invisible to the public. Which is why I'm forwarding to you this Forest Patrollers report sent today to provide some background for the GRCA letter. Thanks for reading...

Date: Sun, Nov 1, 2020 at 10:41 AM  
Subject: Forest Patrols

Hello Forest Patrollers

So far 2020 has been a challenge to say the least. Forest User and Neighbour complaints are coming in quicker than the GRCA can address them.

Enforcement has increased drastically in the forest this year. Universal Protection Agency (UPA) has been designated Provincial Offenses Officers by the GRCA Board of Directors. UPA patrols the Forest and other GRCA properties regularly and are issuing fines under the Conservation Authorities Act and Trespass to Property Act.

In addition, the OPP S.A.V.E. Unit (Snow-vehicle, All Terrain Vehicle and Vessel Enforcement) has patrolled the Forest on 3 separate occasions this fall. The OPP SAVE Unit service is provided free of charge to the GRCA, municipalities and other organizations. The SAVE Unit is headquartered in Orillia and patrols most of Ontario where the need is greatest, so their time is extremely valuable. It took some leg work on the part of GRCA staff to draw the OPP SAVE team here, but enforcement presence is necessary.

In addition, the GRCA monitors social media platforms and addresses incorrect, aggressive or threatening posts. Occasionally due to public safety concerns, GRCA reports social media posts to Police for investigation.

As a precautionary measure, GRCA would like to address safety concerns when dealing with the public during patrols. Complaints to GRCA regarding behaviour of some forest users is concerning. It has received reports of:

- abusive language
- high rates of speed through parking lots, on roadways, around blind corners or over top of hills
- failure to give right of way or stop/turn engine off for horseback riders
- dirt bike/ATV's on non-motorized Central Forest Trails
- dogs running at large

- failure to stop when instructed
- etc....

During 2020, I have personally encountered several uncooperative forest users that forced the GRCA to escalate the situation, issuing charges, involving police and even banning one individual from the Ganaraska Forest.

GRCA would like to take this opportunity to ask all patrollers to think of your personal safety first. And remember to:

1. Patrol with a partner
2. Inform GRCA staff of where and when you plan to patrol
3. Inform GRCA of changes to your health regarding your Covid-19 health form
4. Keep your distance from the public, wear a mask, carry and use hand sanitizer
5. If you feel a situation is beginning to escalate and become hostile. Back off, let the person walk or ride away
6. Record as much info as possible.
7. Report the incident immediately to GRCA staff
8. If you feel your/ public safety was or could be at risk please report it to the police immediately
9. Submit your patrol report ASAP to GRCA after your patrol



Phone: 905-885-8173  
Fax: 905-885-9824  
www.grca.on.ca  
MEMBER OF  
CONSERVATION ONTARIO

January 14, 2020

Mayor Scott McFadden and Council  
Township of Cavan Monaghan  
988 County Road 10  
Millbrook, ON L0A 1G0

Dear Mayor McFadden and Council:

**Re: Off Road Vehicle (ORV) Road Access to the Ganaraska Forest**

This letter is in response to a request directed to the Ganaraska Region Conservation Authority (GRCA) from George Raab of Protect Our Roads and Trails with regards to access to the Ganaraska Forest on municipal roads.

The Ganaraska Forest is a privately owned 11,000-acre managed forest with approximately 680 km of trail system and unmaintained municipal roads within its boundaries. The Ganaraska Forest is divided into three main sections namely, the West, Central and East. Through a member user fee system, the GRCA allows Off Road Vehicles (ORV) use in its West and East sections from May 1<sup>st</sup> to November 30<sup>th</sup> of each year.

ORV use is an intensive form of recreational use and requires more management resources than any other form of recreation. The need for more enforcement, conflicts with other user groups and environmental impacts are all concerns that would result from potential increase ORV use. For these reasons, the GRCA is not in favour of Township of Cavan Monaghan providing access to the Ganaraska Forest on municipal roads.

If you have any questions or require further information on the above, please do not hesitate to contact the undersigned or Ed Van Osch, Forest Recreation Technician.

Sincerely,

A handwritten signature in blue ink, appearing to read "Linda J. Laliberte", is written over a horizontal line.

Linda J. Laliberte, CPA, CGA  
CAO/Secretary-Treasurer

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**From:** Brianne Harrison < >  
**Sent:** Wednesday, March 17, 2021 1:14 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** phone call

David Pratt called in to say that he is against ATV use in towns. He feels that they're unsafe around children. He feels that they belong out in the country.

---

On Mar 17, 2021, at 12:56 PM, John Speirs < > wrote:

To whom it may concern,

We wanted to state our position as part of the public input on the Task Force's recommendations for which roads to use to connect existing trails in the Kawartha Lakes for off road vehicle use.

We are strictly opposed to any changes that generate more off road vehicle traffic access to the highly residential neighbourhood section of the Victoria Rail Trail specifically from Garnet Graham Park to Northline shore Rd.

Fundamentally opening up additional ATV access to this highly residential corridor will continue to make it even more dangerous for pedestrians than it already is. It will further impede the use for pedestrians that want to engage in "real" Participaction activities such as walking, cycling, jogging. Contrary to councillor Dunn's and the KATVA's false assertion that there are no complaints or issues— there are in fact multiple complaints about speeding, after hours use, modified mufflers, illegal trail bikes, illegal side by sides effectively driving through people's property. Frankly, there could be legitimate complaints daily and the OPP and Bylaw officers have no ability to ticket therefore effectively zero enforcement or impact.

The federal government strategic direction is to invest \$400 million improving active transportation networks across Canada. "This fund is going to help to build new and expanded networks of bike lanes, walking trails, pedestrian bridges. Clearly the Federal Government is moving to an "active" participation strategy – walking, hiking, cycling, jogging which is a direct conflict with motorized vehicles on trails. Also interesting that another Government priority is a reduced carbon footprint which ATV traffic contradicts.

These Task Force's need to start considering proximity to home and cottage owners and make respectful, safe and rationale decisions that are best for EVERYONE and not just acquiesce to the wants and demands of the KATVA.

Again, there is an obvious solution by mandating a bypass ( per the 2007 Master Trail plan recommendation ). That way trail cottage and home owners and visitors can be safe on the trail beside their properties and the ATV's can utilize and enjoy the next 55 kilometers of the VRT.

Thank you for your consideration.

Please see attached pictures for reference of bylaw breaches on the VRT with zero law enforcement impact. These are just examples of frequent occurrences.

We understand the purpose of this task force is to review and help identify opportunities to support the safe use of off road vehicles on municipal roads however, any changes that will increase the Off Road vehicle traffic on an already volume stressed residential section of the VRT is unacceptable.

Thanks again for your consideration.

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**From:** Brianne Harrison <  
**Sent:** Wednesday, March 17, 2021 2:23 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Phone call

Joanne Lavender lives on Hwy 35 in Pontypool and the ATVers tear up the end of her driveway and they spook her when she's riding her horse.

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**From:** Marilyn Mckeigan < >  
**Sent:** Wednesday, March 17, 2021 2:33 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ATV's on trails

I am writing to add my input before the ORV Task Force Meeting [on March 19th](#). I can not believe the task force is lobbying for more ATV trail access, that would ultimately link and increase traffic on highly used pedestrian trails. I am not apposed to ATV's on roads or rarely used, more remote trails. I am however, vehemently apposed to ATV traffic being shared by walkers, cyclists, strollers, children and seniors on Garnet Graham Park - Northline Road or any heavily used trail.

Just a few points;

\*It is dangerous to mix motorized traffic with pedestrian traffic. It is a derelict of duty for councillors to allow this to happen. It will take a tragic event to occur, which will eventually happen, before reason wins out.

\*Most ATV drivers are considerate and follow the by laws, but some do not. I have often witnessed speeding and reckless driving where if a pedestrian were to walk out unexpectantly, tragic results could ensue. It's only a matter of time. They are extremely loud particularly when your property abuts the trail, they kick up dust and when passing them on the trail, one can smell the fumes.

\*On summer weekends, hundreds of ATV's pass by and when on the trail you have to move family/children off to the side. Some do not do the speed limit, especially younger drivers.

\*When asked to slow down or follow the by law rules (no side by sides or motor bikes) some individuals become rude and confrontational.

\*By laws are a waste of time because they are unenforceable. When motorists drive by at high speeds, use side by sides, motor bikes etc, what can be done? Reporting these incidents does nothing, I have tried.

\*It is economics over safety. How can ATV riders' "wants" to have more access to trails and roads be more important than pedestrians' "needs" to feel safe when using the trail for leisure and exercise?

If ATV traffic is granted more access to roads and trails, please show us the same respect and courtesy by re-routing these vehicles around heavily populated trails. It's a matter of safety.

Regards  
Marilyn McKeigan

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**From:** Lisa Hart < >  
**Sent:** Wednesday, March 17, 2021 1:44:32 PM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** ATV Task Force

Dear Mayor Letham and members of the ATV Task Force:

A flyer placed in our mailbox yesterday posed the question - are we OK with ATV's in front of our house? Our answer is no!

While we acknowledge there are responsible and considerate ATV and side by side owners/drivers there are also those who will take a mile given an inch. Based on our past experience with snowmobiles in town any regulations that are "difficult to police" will be given very low priority when it comes to effort to police. We believe given the volume of traffic on Colborne St. west and the limited parking in the downtown adding ATV's to the mix will only increase problems for the rest of the residents.

Sincerely,  
Don, Lila and Lisa Hart

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**From:** J Harper <>  
**Sent:** Wednesday, March 17, 2021 1:51:09 PM  
**Subject:** Proposed ORV Route

We were very disappointed to hear that this subject is coming up again. How many times do the citizens of Lindsay need to say we don't want ORVs mixing with traffic on our urban streets? We live on [REDACTED] which is a very busy street with a beautiful, very busy, new park on the south end. It would be disastrous for ORVs doing 20km per hour mixing with the cars and trucks doing 50km per hour on such a busy street.

The City has already identified that the Wellington Street bridge is a bottleneck, adding ORVs will only make it worse and no doubt would cause road rage.

The parking downtown is also an issue. We need more parking. Encouraging ORVs to take up parking spaces would only enrage downtown shoppers.

We understand that encouraging ORV tourism would be good for Kawartha Lakes but not in urban areas. We already have great trails in rural areas. Why not concentrate on making easily accessible parking lots for trucks with trailers at trailheads just outside of town? Make everyone happy!

I hope the public and residents will have some way of voicing their concerns. I feel the ORV association is trying to sneak this through during Covid when it is harder for an unorganized group of individual citizens to fight it. We can't have large community meetings to discuss this and it is even hard to go door to door to inform people during these restrictive times.

Please do not let this go through!!!

John and Joan Harper

---

**From:** Dave Hart <>  
**Sent:** Wednesday, March 17, 2021 2:45 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Form Submission - Contact - Off Road Vehicles

Good Afternoon

My question is how to police the people on ATVs that are not going to designated trails in a safe matter but are just out joy riding or using ATVs for another matter. How do the police know?

We have had a lot of problems on my street with non residents ( mostly Airbnb people ) racing up and down.

Thanks  
Dave Hart Dunsford

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From: Colleen Irwin < >  
Sent: Wednesday, March 17, 2021 3:19 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ATV's on Major Rds

This email establishes my thumbs down vote to NOT permit ATV's on major roads in Lindsay. During the summer, I am droned out by lawn mowers, leaf blowers and motorcycles. It's difficult to find a quiet corner, especially over the last 2 years of construction and Covid. PLEASE - count my vote as NO.

Colleen Irwin

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**From:** William Kelly < >  
**Sent:** Wednesday, March 17, 2021 3:20 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening of Road to ATVS

Hello Taskforce,

Firstly thank you for taking on this task for the City of Kawartha Lakes.

My name is William Kelly. My family has had a cottage on Balsam Lake south of Coboconk. One of our favorite activities has been to ATV. In order to get to the trails we had to take the road to get there.

Many others have not had that opportunity. They have to trailer. For many this is an unfair extra cost. It means they have to buy, maintain trucks, trailers etc. Instead they could drive thier ATV to the trails. A huge reduction in their Carbon Footprint compared to trucks, trailers etc. Often these are older people. People who either take on a restrictive cost or cannot access the trails. Often they may live less than a kilometer from a trail but due to the roads and the need for towing.

My wife and I are also disabled. We could not trailer our ATV. We also would have difficulty accessing the trails without using ATV's. We can walk a small stretch, but due to our chronic illness ATV's still remain the best way for us to access the trails.

We both support the opening of roads to ATV's and Side by Sides.

It will be a boon to the Clty and should be fully supported.

Thank you, William Kelly,

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**From:** johanna killens <j>  
**Sent:** Wednesday, March 17, 2021 4:37:47 PM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** ATV's in front of my house.

Good afternoon Mayor.

No, I don't want ATV's in front of my house.

I live on [REDACTED] and that street is already a race track. We often sit and sit before we can move our cars out of our driveway's.

A new subdivision is being built across the road, which means more traffic. Coming from OrchardPark towards Angeline street N you have a heck of a time to turn left to go South. So in my opinion we don't need ATV's on our road.

Thank you.

Take care and stay safe.

Sincerely,

Johanna Killens.

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From: warren slute <>  
Sent: Wednesday, March 17, 2021 5:16 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Re March 19 atv meeting

Hi,

I'm writing this email to show my support of allowing atv/sxs to ride the road to access trails. I'm a resident of Little Britain who recently bought a sxs and would love to be able to leave from my house without having to trailer it. It would also be nice if sxs were allowed on the Victoria rail trail and have the ability to ride in more areas of katva trail system.

Sincerely,  
Warren Slute

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On Mar 17, 2021, at 5:22 PM, Garnet Brydon <> wrote:

Pat,

I'm writing you in response to the flyer I recently received from the Kawartha Lakes Green Trails Alliance.

As a walker and cyclist, of all trails in and around Lindsay, I support a sensible solution to ATVs getting from the south leg of the Victoria Rail Trail to the north leg and vice-versa. KATVA promotes safe, family-friendly ATV use and their efforts to find workable, practical compromises and solutions should not be minimized. The group attracts "visitors-ATV tourists" to our market and contributes significantly to the trail itself. (I own neither an ATV or snowmobile, and I As a walker and cyclist, of all trails in and around Lindsay, I support a sensible solution to ATVs getting from the south leg of the Victoria Rail Trail to the north leg and vice-versa. KATVA promotes safe, family-friendly ATV use and their efforts to find workable, practical compromises and solutions should not be minimized. The group attracts "visitors-ATV tourists" to our market and contributes significantly to the trail itself. (I

own neither an ATV or snowmobile.) A common sense solution makes sense and should be given fair opportunity to succeed.

Additionally, I have walked, run and biked the Victoria Rail Trail (north and south sections) numerous times. I have encountered mostly respectful trail users in my travels over many years. Occasionally, I have encountered dog walkers who don't have their dog on a leash or who don't clean up their dog's mess, cyclists who fail to ring their bell to alert me of their presence as they approach fast from behind, horseback riders who don't clean up after their horse, and ATV or motorcycle riders who don't stop at the side of the trail to allow me to pass. Disrespect comes from a small group of individuals comprised of every trail user group. With respect to ATV users needing a connecting north-south route around Lindsay (way to deter possible use of the Rotary Trail and the paved section of the VRT), it's apparent to me that makes common sense as the paved trails through Lindsay are limited to non-motorized use.

It's unreasonable to give non-motorized users access to these in-town sections of trail, while excluding motorized users and not offering practical alternative routes that are off trail. All committee members should be committed to fairness. As a walker and cyclist, of all trails in and around Lindsay, I support a sensible solution to ATVs getting from the south leg of the Victoria Rail Trail to the north leg and vice-versa. KATVA promotes safe, family-friendly ATV use and their efforts to find workable, practical compromises and solutions should not be minimized. The group attracts "visitors-ATV tourists" to our market and contributes significantly to the trail itself. (I own neither an ATV or snowmobile.) A common sense solution makes sense and should be given fair opportunity to succeed.

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It's unreasonable to give non-motorized users access to these in-town sections of trail, while excluding motorized users and not offering practical alternative routes that are off trail. All committee members should be committed to fairness.

Note, I live in Lindsay on [REDACTED]. I neither own or have ever owned an ATV.

Garnet Brydon

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**From:** Mark Francis < >  
**Sent:** Wednesday, March 17, 2021 5:51 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Road use for atv during the season

Hi to whom it may concern. I am a retired and have been a Katv member for 2 seasons now and love to get out and enjoy the trails with friends and family.

We ride responsibly and safely. We buy gas, food, and meals at Restaurants in the community. We really appreciate the opportunity to get out and enjoy nature responsibly.

It is our hope that you see fit to allow safe access in to your community.

Thank you. mark Francis

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On Mar 17, 2021, at 7:22 PM, Sam Wheeler < > wrote:

I am 100% against off road vehicles allowed  
On any town or rural road in CKL

Thank you for allowing me to voice my opinion

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**From:** Jennifer Tewnion < >  
**Sent:** Wednesday, March 17, 2021 8:25 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening Roads to ATV

Hello,

My husband and I enjoy ATVing and we support opening the roads to ATV's.

Thank you  
Jennifer Tewnion

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On Mar 17, 2021, at 8:48 PM, Garnet Brydon < > wrote:  
Pat,

I proposed this idea to Chris Marshall in 2019. I was surprised by the lack of meaningful response from economic development. The idea was endorsed at the time by both Al McPherson (KTCTA) and Mark Mitchell.

While I appreciate the efforts of the GTA with respect to in-town trails, I find their tactics simply perpetuate their biases and serve up information in a way that misrepresents the stated aims of KATVA, sad. Their motivation appears to be flagrant and disingenuous. A better strategy for them would be to support KATVA's efforts to find a workaround solution that keeps ATVs off in-town trails.

The road route workarounds could simply be a short term solution. A long term solution could be a unity trail that serves all target groups and creates a unique tourism product for our market.

Garnet Brydon

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**From:** Sherri Crump <>  
**Sent:** Thursday, March 18, 2021 10:21 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV support

I fully support the ORV task force goals and recommendations.

As a long-time resident of the City of Kawartha Lakes, and avid ATV rider, not having access from one trail to another has always been an issue. Unfortunately, this is the reason my friends and family go out of the area to ride. Going to another area to ride ORV, we spend money and support their economics when we could do it right here in our own area.

If the City of Kawartha Lakes can approve ORV riders to legally use municipal roads to connect from one trail to another, why wouldn't you? Eliminate the illegal issues that come with riders trying to get from one trail to another.

I see this as a benefit within our communities to draw more tourism dollars to the City of Kawartha Lakes. In my opinion, this is an excellent way to allow small businesses to increase profits and offer their services. Any opportunity for small businesses to increase profits right now would be welcomed thanks to COVID-19.

With real estate being a hot market, recreation benefits only draw more people to the area. I've been often asked about the trails and riding ORV in this area, by potential buyers who want to move out of the GTA. Unfortunately, I have to explain that we have great trails, but the issue is accessing them as they do not connect. Definitely a negative for those outdoor enthusiasts.

Through my research on the Elliot Lake, Ontario area, they focused on a community-based ATV tourism model. Elliot Lake identifies itself as "one of the most exciting ATV adventure destinations in Canada", boasting the largest insured ATV trail network in Ontario (over 300 km). While they acknowledge and support local trail users, the primary goal of developing the ATV asset was to reap the economic benefits of attracting new visitors and new money. Their goal was to attract new people and new money into the Town. According to the municipal website (City of Elliot Lake, 2014), the trails are carved through the "extraordinary landscape" of Northern Ontario, offering much more than an ATV ride - "An ATV adventure in Elliot Lake is an experience that will take riders past racing rivers, ancient rock escarpments, and transition forests". Supporting the thriving ATV tourism

industry, Elliot Lake offers a wide variety of tourist amenities such as accommodations and food services to suit all tastes. There are also a number of local outfitters that have capitalized on the opportunities provided by the trail system, providing equipment and packages including guiding services. Let's get the City of Kawartha Lakes on the map for ORV adventures.

In addition to the obvious economic benefits such as food/drink, gas, lodging, dining, and shopping, increasing use of the trails can offer an abundance of opportunities for volunteering. Among the many benefits are clean-up initiatives, informal monitoring of trail activity and conditions, involvement in trail education, and community and fund-raiser event planning. Students from secondary high schools and from our local Fleming College, are always looking for volunteer projects to take on. Trail-based recreation and special events provides opportunities to engage people of all income brackets, all age groups and all cultures, therefore helping build a stronger sense of community.

I am in total agreement that all riders abide by the rules and recommendations and I am prepared to follow them in exchange for the privilege of being able to ride my ORV on the municipal roads.

Resources:

City of Elliot Lake (2014). ATV Elliot Lake! <http://www.cityofelliotlake.com/en/visit/atv.asp>

City of Kawartha Lakes: <https://www.kawarthalakes.ca/en/parks--trails-and-conservation-areas.aspx>

Sherri Carriere

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**From:** Brianne Harrison < >  
**Sent:** Thursday, March 18, 2021 10:55 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV call

Pat Flewell called in today to say that she feels that ATVs should absolutely not be allowed on the roads within the town of Lindsay. She knows that they travel in packs and feels that they will take up limited parking spaces and will not be beneficial to the town of Lindsay. She feels that it's very unfair that people can drive from their home to a trail beside expensive homes in nice subdivisions with no considerations for the homeowners who are opposed to this. This does not consider anyone else's wishes. She is very strongly against this and finds the task force recommendations absurd. She also mentioned that the meeting came with short notice and feels that it's unfair that this meeting isn't accessible for those without computers.

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**From:** " >  
**Date:** March 17, 2021 at 4:28:51 PM EDT  
**To:** Kathleen Seymour-Fagan <[kseymourfagan@kawarthalakes.ca](mailto:kseymourfagan@kawarthalakes.ca)>  
**Subject:** Opening Roads In Lindsay To ATV's

Hello Kathleen.

Thank you for inviting public input regarding opening roads in Lindsay for ATV's to connect to area trails.



ATV'ing is great fun and a good outdoor community activity. The KATVA have been a passionate and community-minded organization for years.  
They emphasize the importance of safe and responsible riding and safe trails.

Council's decision should be based on the answer to this "one" question.  
"Is it safe for ATV's to be driving on streets in urban areas?"

Input from Public Health Ontario, our local health unit, and CKL Emergency Services departments is essential.

Police, fire, and paramedic personnel have first hand experience regarding safety issues related to ATV's and the potential problems they pose on municipal streets.

They are very aware of the impact that ATV's have on community emergency resources.

We have safety concerns as well.

- ATV's are difficult to see.
- Their running lights are often dim and covered with mud making brake lights difficult to see.
- To our knowledge, they do not have seatbelts, airbags, or turn signals.

Any simple fender bender on a city street could turn into an avoidable tragedy.

The goal of Council, after solid, thorough research and input from impacted citizens, should be to create policies that prioritize the safety of all citizens.

Sincerely,  
Jan and Peter Sanderson

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**From:** Daniel Reid <  
**Date:** March 18, 2021 at 12:41:50 PM EDT  
**To:** Kathleen Seymour-Fagan <[kseymourfagan@kawarthalakes.ca](mailto:kseymourfagan@kawarthalakes.ca)>  
**Subject: Re: Letter**

Here you go Kathleen. Let me know if you need any changes.

Cheers,  
Daniel

Kathleen Seymour-Fagan Municipal Councillor Ward 2 City of Kawartha Lakes  
March 18, 2021  
Re: ATV's in Bobcaygeon

As a small business owner tied to the tourism industry, I look at this as an opportunity to help us recover from the long term damage inflicted by the Covid-19 pandemic. Jobs were lost, money was not spend on business improvements, local goods, and marketing. All of which have a trickle down effect on our community.

I find it disappointing that some comment on the noise and or speed of the vehicle while cars and motorcycles speed on our roads continuously. As an ATV rider myself, I find it unlikely they will speed down streets. It will chew up their soft tires and ATV tires are expensive. They just would like

to come in to town for a quick break during a long ride for lunch or do some shopping then be on their way.

ATVers have money to spend and this should be welcomed in our community with open arms. This opportunity will speed up our recovery time through increased revenue to small businesses. Bobcaygeon cannot afford to miss out on the influx of money that would come into our community. We can hire back more employees and create new jobs during this critical time of recovery. Just like boating into town, it's another fun way to enjoy life in Bobcaygeon.

Kind Regards,  
Daniel Reid  
Owner, The Bobcaygeon Inn

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**From:** Brianne Harrison < >  
**Sent:** Thursday, March 18, 2021 2:02 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV call

Gary Keller called in to say he feels that they don't belong on the streets and doesn't like the pollution and them tearing up the grass.

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**From:** >  
**Sent:** Thursday, March 18, 2021 1:06:34 PM  
**Subject:** New Response Completed - Contact Mayor and Council  
I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. I know how much it promotes tourism and supports local businesses wherever it is allowed. I think it would have a great economic impact in our area and would benefit all kinds of businesses especially since they are struggling after the fallout from Covid 19. Evan Finley

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**From:** Bryan Hopkins <  
**Sent:** Thursday, March 18, 2021 4:02 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV task force

Attn: Brianne Harrison

I am a retired, life long CKL resident. I believe having access through town via the North, South, West and East would be attractive to those using ATVs and SxS. It would encourage money to be spent in the community through restaurants, gas, lodging etc.

The Iron Railway Bridge over the Scugog River should not be blocked off to ATVs, SxS or snowmobiles. This blocks any riders from the South, the Ganaraska Forest and Northumberland Forest to get to Lindsay and the North safely. This also prevents riders from Lindsay and North getting to the south.

Thank you

**From:** Ron MacLean < >  
**Sent:** Thursday, March 18, 2021 4:29:19 PM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** ATV and Side by Sides Routes Lindsay, Ontario

With reference to your meeting of Mar. 19/21, I find it difficult to understand why the City of Kawartha Lakes would consider any of the route proposals to be necessary given the already busy streets within the Town of Lindsay. We already have automobiles which exceed the speed limit on most of our streets and we don't need these units (driven a lot by under aged operators) ripping up and down our streets as well. If these units need to be moved, then that is why we have trucks and trailers. I know our tourist industry is slow especially due to Covid 19 but this is not going to cure our already depressed retail business. Safety on our streets is paramount and Councillor Dunn/the rest of Council should not be supporting this endeavor!

Ron & Judy MacLean

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**From:**  
**Sent:** March 18, 2021 10:48 AM  
**To:** [Tracy Richardson](#)  
**Subject:** Off Road Vehicles

As residents of Lindsay we feel we would like to share our opinion of the proposal to allow ATVs to travel in-town on either of the proposed routes.

Lindsay is no longer a small town and should be treated as the growing city that it is. There is much more population than there were five years ago and many more vehicles on the road. As a homeowner on [REDACTED], although technically not on the proposed routes, Logie Street is just a stone's throw away from our location. It would be irrational to believe that folks on ATVs would follow the "legal" routes. They would do just as they do now and use the entire street as a speedway.

King Street has been plagued with speeders and loud automobiles, snowmobiles speeding up the road on our lawns. The stop sign that was installed a few years ago has done nothing to slow these vehicles.

Police will come if requested and sit on the street in plain view so these speeders can see them and slow down until such time as they have gone. I have witnessed this myself and not one person pulled over because they slow down as long as there is police presence. Once the police are gone, the problem recurs.

Pat Dunn has admitted that it would be difficult to police these routes for ATVs, which would put the general public, including children at risk and lead to potentially more accidents.

With the growing numbers of people and vehicles in Lindsay, it is a very dangerous proposal to allow ATVs on the streets of Lindsay.

We go record as **TOTALLY AGAINST** this proposal. We hope that counsel will reconsider this proposal. ATVs are meant to be used out of city limits, now in-town.

Sincerely, Gary and Lynda Roselle

**From:**  
**Sent:** March 18, 2021 10:55 AM  
**To:** [Tracy Richardson](#)  
**Subject:** Extreme Resident Concern Over Proposal of Adoption of ATV Routes

Dear Councillor -

I am writing this email to express my family's concern over the proposal of ATV's being permitted to drive through Lindsay and in particular, directly in front of our house on [REDACTED].

We are absolutely outraged by this idea. This will not only become dangerous for other motorists and ourselves as we try to leave our own driveway, but will also cause excessive noise and excessive traffic on already very busy thoroughfare where there are currently 2 new subdivisions being constructed. Speeding motorists are already pose a very serious problem on our street which is not being policed.

There are enough rural roads outside of the main town where ATV's can drive without causing more noise and problems. There is no reason that they should be permitted in the downtown area driving in front of people's homes.

We moved to this area over a year and a half ago to enjoy a peaceful lifestyle, which we have enjoyed thus far. Having ATV's tear up and down the street in front of our house is definitely not what we consider a "peaceful lifestyle".

We expect that these concerns will be taken very seriously and look forward to the discussion at the Public Meeting tomorrow.

Regards,  
Elva & Bill Jackson

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**From:** Joanne and Brian Hough < >  
**Sent:** Thursday, March 18, 2021 4:51 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV in Lindsay

I have several concerns about the possibly access to be given to streets in Lindsay.

This is a family activity in many cases. I am concerned about children being passengers on such vehicles.

The safety stats on injuries of children on ATV's indicate the serious injuries and deaths that occur when children are passengers and thrown or pinned under an ATV. Just google Hospital for Sick Kids!

- [All-terrain vehicle and bicycle crashes in children: epidemiology and comparison of injury severity](#). Brown RL, Koeplinger ME, Mehlman CT, Gittelman M, Garcia VF. *J Pediatr Surg*. 2002 Mar;37(3):375-80. doi: 10.1053/jpsu.2002.30826.PMID: 11877651

- [All-terrain vehicle fatalities on paved roads, unpaved roads, and off-road: Evidence for informed roadway safety warnings and legislation.](#)
- Denning GM, Jennissen CA. *Traffic Inj Prev.* 2016 May 18;17(4):406-12. doi: 10.1080/15389588.2015.1057280. Epub 2015 Jun 11. MID: 26065484

There are also serious concerns about the noise levels of the vehicles as well as the impact on the environment.

Does Insurance by drivers cover accidents with other cars or bicycles. Will drivers be required to have personal injury insurance?

I will attend the meeting on Friday and would like the committee to address these issues.

Joanne Hough

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**From:** Jamie Morris < >  
**Sent:** Thursday, March 18, 2021 5:08 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** March 19th Deputation from Jamie Morris

**From Jamie Morris, [REDACTED], Lindsay**

**This is the text of the deputation I will be making at the public meeting on March 19th:**

Thanks for the opportunity to address the task force.

I am here as a Lindsay resident who has been following your work closely. I've read your Terms of Reference; I've read what is posted on the Jump In Kawartha Lakes Off Road Vehicle task force page; I've watched the meetings recorded on YouTube.

What I'd like to share with you are three concerns I have about the process---about how you've arrived at your recommendations,

1. First, the task you've set for yourself is not the task set for you in your terms of reference. On the Jump In page you state "The goal is to provide Council with recommendations. . . that will help expand and enhance ORV use ... across the municipality" If you go back to your task force terms of reference you'll see there's nothing in there about "expanding and enhancing the use of ORVs."

What **is** in the terms of reference is "Provide advice and recommendations to Council on the use of ORVs on municipal roads."

The BIG question is: Should ORVs be allowed on roads. From the outset your assumption has been that this is a settled matter - that it IS OK to have off-road vehicles on roads.

Councillor Dunn has been quoted as saying "no change (regarding ORVs and municipal roads) is not an option" In fact it is an option. It is absolutely within your power to recommend that the existing bylaw remain in place and ORVs not be allowed on any City roads south of Road 8.

2. My second concern is that you have not listened to and fairly considered a variety of voices before you came up with your recommendations. The terms of reference asked the councillors appointing 4 citizens to the task force to “select a broad range of public interests to ensure rounded and fulsome discussion” (which I take to mean ensure a variety of points of view).” Of the four citizens you brought onto the task force, one was the current KATVA president, a second was the past president of the KATVA, and a third was an ATV enthusiast who worked with the past president to open up roads in Trent Lakes to ATVs.

On March 4th I watched a set of task force recommendations being listed and voted on. What I saw were 5 individuals voting on the recommendations--three of whom were the current president of KATVA, the past president of KATVA, and the ATV enthusiast who worked with the past president to open up roads in Trent Lakes to ATVS. (Not much “range of public interests” there and no surprise all were strongly in favor of ORVs on roads.)

One of the activities you were assigned as a task force was “To facilitate public and stakeholder consultation through regular meetings, surveys, and/or public meetings.”

You’re having a public meeting now, and hearing a variety of viewpoints-- but this is **AFTER** you’ve already come up with a set of recommendations.

My final concern is that there’s not much evidence the task force has done the “research” on which the Jump In page said recommendations to Council would be based. It’s hard to know how much of that has gone on--much of your activity has happened behind closed doors in what you’ve termed “working meetings.”

Let me ask:

\*Have you talked to and heard back from the Health Unit? My understanding is that In 2009, 2011, and 2013 our Health Unit took the position that ORVs shouldn’t be granted access to Lindsay roads. They had concerns for the safety of ORV drivers and passengers as well as other road-users. Has something happened to change that position? A current assessment of health risks from the Health Unit is essential.

\*Have you received written comments on the proposed routes from Kawartha Lakes Police Services? (I’d note that the Feb. 5, 2013, Special Council Report on the ATV routes through Lindsay proposed at that time included comments from then-Chief Hagarty).

\*Have you talked to representatives from municipalities that have decided NOT to allow ORVs onto roads to find out their reasoning?

\*Have you talked to downtown Lindsay business owners to find out whether they think ORV access to the downtown will have the economic benefit you seem to feel it will have?

\*Have you checked what ATV and SXS manufacturers have to say about driving their vehicles on roads?

\*Have you researched what the Recreational Off-Highway Vehicle Association has to say? Or the “ORV Safety Institute”?

\*Have you calculated the potential costs of allowing ORVs onto the roads --costs in terms of enforcement? Road maintenance?

If you haven't done all of this I'd urge you to take extra time to do so and to give much more thought to your recommendations.

Thank you.

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**From:** ta windrem < >  
**Date:** March 18, 2021 at 4:42:16 PM EDT  
**To:** "[delmslie@kawarthalakes.ca](mailto:delmslie@kawarthalakes.ca)" <[delmslie@kawarthalakes.ca](mailto:delmslie@kawarthalakes.ca)>  
**Subject:** No to ATV'S ON CKL Roadways

Hi Doug.

ATV'S should NOT be running down the roadways in CKL.  
It's not safe and this isn't the Wild West, please help keep these machines OFF our road ways !

Thanks, Tom and Anne Windrem !

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**From:** STEVENSON < >  
**Sent:** Thursday, March 18, 2021 5:49 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** ATV road access

My name is Brad Stevenson. My wife Liz and I live in Wasaga Beach. We obviously don't live in the Kawartha's but we would like to show our support to have the roads opened up to allow ATV's to be able drive on them legally. This would certainly be beneficial to the riders and I believe it would help create additional business opportunities for a lot of your local merchants. As ATV owners and riders it would certainly be helpful to be able to access the local roads to obtain services and the trail systems in your wonderful area.

I know one of the fears of some people is that it would allow people on ATV's to run wild on the roads and in the towns. Wasaga Beach has allowed 24/7/365 ATV use on all the streets in town for a number of years, and I can assure you that is absolutely not the case here. Most of the ATV riders are mature responsible adults who abide by the rules and don't cause any problems. I suggest there are very few problems in town as a result of the bylaws allowing usage.

Thank you for your time and I hope you can support a decision to allow road access.

Best regards,  
Brad and Liz Stevenson  
Wasaga Beach, Ontario

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**From:** Tom Worsley <  
**Sent:** Thursday, March 18, 2021 5:49 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Subject:** Lindsay Resident With A New SXS

My name is Tom Worsley

I Support of opening all rural and village roads as well as routes through the town of Lindsay to connect the trails.

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**From:** David Philips < >  
**Sent:** Thursday, March 18, 2021 6:13 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV Task Force inpt

Hi there.

I am against ORVs driving on the roads in Kawartha Lakes.

They are green plated and do not pay a yearly license fee, they damage the roads and shoulders with their very aggressive tire treads and they are not designed to be driven anywhere except OFF ROAD.

Maybe if Council wasn't in such a big hurry to get some or all roads opened up they would be able to actually do a proper study and come up with a conclusion based on facts instead of being pressured by the KATVA lobby group who only talks about the CONVENIENCE of driving from driveways to trail heads, without even a mention of the costs to taxpayers.

On the topic of timing, I find it incomprehensible how they could even be considering this topic at all until the Kawartha Lakes Transportation Master Plan is completed.

Thank you

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**From:** < >  
**Sent:** Thursday, March 18, 2021 5:01 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** orv use

I have come across this report on the economic impact of the Hatfield and McCoy trail system in West Virginia . I realize these numbers would be greatly exaggerated for here but its something to think about.

Thank You  
Pat Latour

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**From:** >  
**Sent:** Thursday, March 18, 2021 7:46:34 PM  
**Subject:** New Response Completed - Contact Mayor and Council

To whom it may concern,

I am writing you to show support for ATV's legalization on road ways. Why this is important to me, I



am a retired and have lived in the Pontypool area for 27 years. My wife and I purchased an ATV for us to explore the country side and experience nature. The current ATV rules are not very supportive for our hobby and I strongly hope the necessary changes can come in effect. I would like to spend the summer exploring my community and trails further, living so close to the trail system but not legally being allowed to get to them from my home or even allowed to go down the road to get gas for my ATV making it very challenging.

Thank you  
Bill & Anita Durant

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**From:** Kelsey Spier < >  
**Date:** March 18, 2021 at 8:07:13 PM EDT  
**To:** "  
**Subject:** Letter to Council

To whom it may concern,

I am reaching out to you to show my support for ATV legalization on roadways. I have grown up on a farm where we use our ATV's on a regular basis. I have recently purchased farm land down the road that we use for crops, it would be nice to be able to go from farm to farm on our ATV's but if we were to do that now we would be at risk of receiving a fine for being on the road ways. As a family we enjoy ATVing and snowmobiling. We enjoy jumping on our sleds and exploring the trails around us, heading out just for a snack and some hot chocolate, it would be nice to be able to do this in the nice summer months as well. My girlfriend and I enjoy taking the ATV's out and getting dinner or ice cream, doing so we are stopping at different restaurants, gas stations. This is bring in income to local small businesses and this is what out small communities need.

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**From:** Brandon Starr < >  
**Sent:** Thursday, March 18, 2021 8:44 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV use in Lindsay

To Councillor Pat Dunn & others,

My name is Brandon Starr. I will come out an say I am in full support of allowing road access for ATVs and here is why. I have lived in the kawarthas my whole life (25 years in the country and the past 1 year living in Lindsay in my first house). I live very close to one of the proposed routes through town, and I do not own an ATV, so my thoughts are not biased. I am however an avid snowmobiler and have purchased OFSC memberships for years, so I understand the constant battle with non-powersport enthusiasts trying to show them that we are not the bad guys and are just people who enjoy the outdoors in a different way. Not everyone wants to ride a bicycle or walk down the trail or even has the physical ability to.

I have been following this topic of discussion closely for awhile now and just don't see the negatives of allowing access on the roads outweighing the positives. I have been hearing some points of why to disallow this from happening including: Speed, noise, danger to pedestrians, disturbing traffic, Ive even heard that they will be "running the streets like bike gangs". Unfortunately it seems it is the small minority of the negative people trying to sway others into thinking the same. As for the Noise

factor, @20kmh riding through town a modern ATV will be quieter than your neighbor mowing his lawn at 8 in the morning. It will also be quieter than a whole pile of old trucks, Honda civics and Harleys driving around at any given time. People cut grass, use pressure washers, weed eaters, leaf blowers and snowblowers and no one bats an eye- in my opinion the noise excuse is a non issue. As far as pedestrians being in jeopardy, again, i don't see it being an issue. Example- you can ride a bicycle faster than 20kmh with no engine sound whatsoever and no one is concerned, not to mention those somehow street legal electric bikes that are 100x the road hazard any ATV will ever be. As far as running the streets like a gang, no one is looking to ride up and down Kent street all day. People are just looking to be able to sneak through town and be able to grab gas and a snack along the way. There would also be the crowd that lives in town that could leave right from their driveway vs. loading a truck and parking god knows where.

Growing up in the country surrounded by farms ATVs were a sort of a lifestyle. Its a wonderful way to see nature in a unique manner and meet some awesome people while doing it. Opening up town would be an opportunity of a lifetime to promote and grow the sport. With the pandemic still very much a thing this could offer a lot of people a new way to get outside while still being safe about it. Lindsay is an extremely unique town in the way that we have such incredible trails going north and south and I feel it would be an absolute shame to not take full advantage. Lets be real, powersports enthusiasts aren't afraid to spend money, and after this past year the local shops, restaurants and gas stations would welcome these riders with open arms.

One last point. Like I said, i do not own an ATV but if the roads where to open up I would very strongly consider dropping 10k plus on a new bike which in turn goes right back into the local economy, And im sure im not the only one that would. The kawarthas is very much a rural area and i think we should embrace that lifestyle. It works up north, it works in Quebec, Ottawa and even through Fenelon Falls with 0 issues.

Thank you for taking the time to consider what i have said.  
Bstarr

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**From:** Ricardo Peters < >  
**Sent:** Thursday, March 18, 2021 9:41 PM  
**To:** Pat Dunn <pdunn@kawarthalakes.ca>; ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ATVs

Hello, I am a resident of Kawartha Lakes and I do not support the ATV plan proposed by the committee.

I would like to register for the online meeting tomorrow. There are far too many seniors and children in our neighbourhoods to allow noisy/wild ATVs. I understand you're passionate about ATVing - but there are enough trails available as-is, that are hopefully far away enough from residential homes where children play and seniors rest comfortably.

ATVs are too noisy, and impossible to properly police. Please rethink your decision.

Thank you.

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**From:** < >  
**Sent:** Thursday, March 18, 2021 10:01 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ATV support

I support ATV's on roadways, it can bring in much needed revenue into our communities and small businesses. It will not only bring more people in to restaurants and gas stations but can bring more people in to local camp grounds. Living down the road from a Provincial park I can see more people camping there for the weekend and jumping on the trail systems for the day. Allowing ATV's on roadways can help avoid trespassing and damaging of crops, if riders are allowed on the roads then they won't feel the need to weave in and around people's property.

Thank you for the consideration  
Joy

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**From:** Kelsey Spier < >  
**Sent:** Thursday, March 18, 2021 10:35 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** In support of ATV's on roadways

Dear Council,

I work as a Financial Broker at local small business in Peterborough, my job is to help people finance leisure items (boats, trailers, ATVs) ATV's on roadways are very important to me. I fully believe if we legalized ATV's on roadways that we will be bring much more business to not only the company I work for and my dealers but to the businesses in each of these cities and towns. The Kawartha ATV club is a full non-profit organization that is funded through the ATV club memberships. They not only put money back into the community by signage and trail maintenance but also donates to local hospitals and organizations. The KATV puts money back into the trails yet the avid walkers either use the ATV trails and do not contribute to that or they expect the taxpayers money to go into the walking trails. To be on the trails you are required to have not only have a licence and insurance but buy a trail permit. The KATV works hard to keep all trails in a well maintained and safe state for all riders, cyclist and walkers that use them. This is something that I think should be taken into consideration and acknowledged as they are the only people that have to pay for a permit to use them.

We have been working through such a difficult and unknown time during the last year with covid and we have been asked to stay within our local communities and areas as much as we can. With our winter being on lockdown it is very important for citizens to get out in the fresh air and nature this summer. I think no better time to get the trail access legalized so that we have full access to all activities within our local communities. Everyone should have the right to explore nature and their community in which ever way they choose and it be safe for all. Allowing ATV's on road ways will allow everyone to be safe. Riders will have to obey all road laws and if this is legalized then all communities member will be anticipating the riders on the road ways. This will then make everyone be more aware of their surroundings as it is expected that ATV's could be coming down the road. If they are expected to be on the roads it can help keep them more visible to pedestrians and other vehicles, instead of them going in and out of the ditches to try to stay off the roads.

I hope you take these points into consideration, thank you for your time.

Kelsey Spier

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On Mar 18, 2021, at 9:42 PM, > wrote:

To whom it may concern:

ATV'S do not...DO NOT belong on city streets!!! I find it unfathomable that we have to keep having this conversation. Logie St. has more than enough traffic on it already without the added burden if dozens of ATV's lining the streets. We don't need the stink of gasoline after they've passed or the noise (we get enough of that from the ones that are constantly up and down the Rotary Trail along the river. We sure don't need the extra worry for the kids riding bikes or skateboards or out walking the family dog. Who's going to police them? Who is going to police them?? Please take into consideration the safety of the children in the neighborhood. The Wellington street bridge is congested with regular traffic flow and often have to sit through several lights to get through. Adding ATV's would exacerbate this problem. We are disappointed this discussion needs to occur again. EXTREMELY concerned Logie Street residents. Off road vechiles need to stay off road. It is pretty simple. Please make this email on the record as an objection to the proposed ATV routes.

Geoff and Heather Stresman

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**From:** John Bianco < >  
**Sent:** Friday, March 19, 2021 9:28 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** In town trail possibility.

Good morning,

As a life long CKL resident and user of the ATV trails for the past several years it is imperative that CKL opens accessibility to the town. We take a great deal of pride in CKL and what better way to showcase it than have it accessible by recreation vehicle? The city would benefit from tax revenues of businesses that would see increased traffic. Fenelon Falls allows some access and I have yet to see a business wish the recreational vehicle users didn't have the access to the town. It makes sense, riders are licensed and insured. We follow the rules of the road and are often the most courteous Stewards of the trails. I understand non vehicle user's concerns, however I strongly feel they are looking negatively at atv, UTV users that are predominantly not members of the KATVA. This is unfortunate, however our city needs this route as part of a revitalization and evolution to remain cooperative when it comes to tourism dollars.

Thanks

Johnny Bianco  
Life-long CKL resident  
KATVA memeber

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From: Carla Gray < >  
Sent: Friday, March 19, 2021 11:28 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Better access

As new ATV owners, we were very disappointed that we could only go as far as Lindsay coming from Bethany!

We wanted to make it a day of traveling and being able to stop for lunch and possible dinner. Was a very short trip and to be honest not worth the day just to having to stop in Lindsay and having to turn back around. I truly support a way of being able to access routes through and north of Lindsay without having to trailer the bike.

For these reasons, we are force to look else where for more ATV friendly communities and spend our money there.

Thank you,  
Jamie and Carla Gray

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**From:** mark elson < >  
**Sent:** Friday, March 19, 2021 11:30 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Atv and sxs usage

Good after noon I am writing you regarding the proposed opening of trail to atv and sxs. I am in FULL SUPPORT of this. As a avid out doors person and snowmobile owner I can only see the benefits to this bill passing. The Snowmobile industry in southern Ontario is getting shorter and shorter each year. Opening to ATV use would greatly channel the lost revenue to our towns during the short winters we now have. I know myself that every weekend out on the sled is easy 200\$ spent to local business. Imagine being able to travel from town to town? This would bring the same revenue sledders bring. Weekend trips from one town to another include. Multiple stops for food. Lodging overnight etc... Please consider greatly the benefits this bill could bring.

Regards, Mark Elson

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**From:** Malcolm Cook < >  
**Sent:** Friday, March 19, 2021 11:37 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** In Support of Opening Roads

Hello all,

First off, thanks for what you're doing and thank you Council for having the open mindedness to have these discussions!

I'm sure the outreach has attracted more contrarians than it has supporters, as is the nature of asking for feedback, so I thought it would be important that some positive voices representing the thousands who are in support in a common-sense and reasonable approach to ORVs.

I'm a relatively new resident to Kawartha Lakes, living in Omemee where I purchased my first home about a year ago. This community has a bright future and I think the opening of roads to trail access is a wise step in promoting this community as one that boasts a good quality of life and economic well being. Opening of roads would advance the cause of making this community a desirable place to live and a desirable community for young new residents to settle down and start a family like myself and partner.

Frankly, the truth is that ORVs are licensed and insured means of recreation and transportation, and are no more dangerous than motorcycles, bicycles and ebikes that share our roads. Many Ontario communities understand this and allow ORV use on their roads, and it works! The fear mongering is blownn way out of proportion and just doesn't stand up to reason.

Connecting routes to the trails makes sense. ORV use on rural roads makes sense. I sincerely hope for the benefit of this beautiful community we can make this happen!

Thank you,

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From: Denyse Peever < >  
Sent: Friday, March 19, 2021 1:42 PM  
To: ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
Subject: Atv's in Lindsay

Good Afternoon.

As an Atv rider I think it would be a great idea to have the trails come through Lindsay like they do in Fenelon Falls.

It would bring more tourism to some of the businesses here in Lindsay that normally would not come because the trails are dead ends when they get to Lindsay.

We all know that every Dollar is needed at this time to help our small businesses.

Please consider letting ATVs come through Lindsay thank you very much hope to see you on the trails this summer .

Jeff Peever

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**From:** Daniel Ruttle < >  
**Date:** March 19, 2021 at 1:50:05 PM EDT  
**To:** [orvtaskforce@kawarthalakes.com](mailto:orvtaskforce@kawarthalakes.com)  
**Subject:** Orv on local roads.

Hello. Katv member enjoyed visiting area previously and would love to continue. Along with opportunity to explore local restaurants and business.

Thank you for the chance Dan.

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**From:**  
**Sent:** March 19, 2021 2:38 PM  
**To:** [Tracy Richardson](#)  
**Subject:** ATV issue

Hi Tracy, my name is Mike Shields and I live in your ward in Pontypool. I am dropping you a short note asking for your support to give ATV's more access.

Thank you in advance,  
Mike Shields

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**From:** Chris Watson < >  
**Sent:** Friday, March 19, 2021 7:01 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Support of ORV Task Force

As a soon to be retired and permanent resident in Fenelon Falls, I fully support the ORV Task Force with opening up roads to ATV's etc.. Wonderful safe sport!!!

Fenelon Falls to Lindsey so we can ride our ATV to Lindsey to get gas and support the local town!.

Chris Watson

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**From:** Phil ROBERTSON < >  
**Sent:** Friday, March 19, 2021 9:35 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>; laurie.scottco@pc.ol.org; Doug Elmslie <delmslie@kawarthalakes.ca>  
**Subject:** ORV taskforce

Councilor Dunn

My wife and I are very opposed to allowing ORVs on the roads in the City of Kawartha Lakes. More specifically, when Sturgeon Point was taken over by the City, it was agreed that that every effort would be made to maintain the ambiance of Sturgeon Point. Allowing OTVs on the roads within the Village would certainly negativity influence that ambiance.

Please consider us opposed to this proposal.

Phil and Marilyn Robertson

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**From:** Kerrie Bartlett < >  
**Sent:** Thursday, March 18, 2021 1:19 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Results of Current Petition to Support Opening Road link in Lindsay

Hello,

Please find attached the signatures that have been collected and the comments received from people supporting opening a road link through Lindsay as of Thursday March 18th at 11:00am, to be included in the data submitted for Friday's meeting.

Thank-you,

Kerrie Bartlett

On Mar 19, 2021, at 6:44 PM, Garnet Brydon < > wrote:

William Street to VRTC would be a shorter and more logical route. It would certainly minimize travel on Lindsay's busiest streets. Colborne Street West and Angeline Street North are already busy and will become only busier with the addition of the developments currently underway.

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**From:** Spencer Heurkens < >  
**Sent:** Saturday, March 20, 2021 9:33 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Open road access to trails

I support the opening of specific roads to connect trails through Lindsay.

Thank you.

Spencer Heurkens

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**From:** J. Allan < >  
**Sent:** Saturday, March 20, 2021 11:46 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ATV's Access

ORV Task Force,

As ATVer's we are required to carry insurance on our machines, register and plate our machines. In geographic areas where we are allowed to ride on the road, we obey all traffic laws and rules. But, there is a select few that do not and it seems their actions reflect the entire ATV community. Because of this local government usually base their decisions on these few riders. We contribute to the local trail system through our yearly trail permit fees. By allowing the ATV user public access to your roads, it will increase revenue to local restaurants, fuel and the community. This would be a win win for both municipality and ATV riders.

It bothers me that most cities and towns allow e-bikes on their roads. No registration, no insurance. I don't know how many close calls I've had weather on my ATV or in my car and they are free to ride where ever they want. I find these riders very careless and they have a disrespect for traffic laws and local bylaws, but it continues. I know the Province plays a huge part in what gets licensed in this province but it's time to have a level playing field. Although I am not a resident of Kawartha Lakes, I do support the local economy when out ATV riding. It's time to allow ATV riders the right to ride on local roads.

Regards,  
John Allan Oshawa, Ontario

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From: Colin Edwards < >  
Sent: Saturday, March 20, 2021 1:14 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Driving ATV,s on municipal roads.

Hi,My wife and I live in Bobcaygeon ,we love to go on ATV trails starting at Bass Lake.  
The hardest part is we have to load our ATV onto a trailer and tow it to Bass Lake, Where  
there is no proper parking for trailers.It would be so much easier to drive the ATV directly from our  
home in Bobcaygeon.we are looking forward to trails opening.  
Best Regards, Colin Edwards.

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On Mar 19, 2021, at 4:15 PM, deborah pearson < > wrote:

Dear Mayor and Council,

After listening to the ORV public meeting this morning several things come to mind.  
First, it is clear there is a lot of concern from all sides and people really care about this issue.  
Secondly, as I listened with an open mind ( I do admit to my bias however), what I noticed was that  
those not in favour of by-law changes were mostly concerned with the quality of life, community  
health and safety as well as KL's exposure to liability. On the other hand those who want wide open  
access to roads focussed on their own convenience and interests.

When faced with difficult decisions I ask myself what most contributes to the greater good, in the  
short and long term.

Thirdly, ORVs on Lindsay streets will not make the town a better place in which to live or visit. There  
are already significant traffic noise, pollution and safety concerns that haven't been effectively  
addressed as it is.

There was talk of educational components, signage and enforcement. Not to mention road  
maintenance issues. This all comes at a cost to the municipality and ultimately tax payers.

The Active Transportation Plan is very important work that needs to be completed before any  
changes are considered for road use and access by Off Road Vehicles. Their name says it all.

Thank you for all you do.  
Sincerely, Deborah Pearson

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On Mar 21, 2021, at 1:33 PM, Mark DONNERAL < > wrote:

To whom it may concern

As a homeowner on one of the suggested routes I cannot believe this is even being considered.  
Paying over 2000 a year for property tax and receiving little for it, now we are being asked to put up  
with off road vehicle traffic as well. We already have little to no speed enforcement on the street, so  
just who is going to make sure offroad traffic is going to abide by the rules of the road along with  
excess noise pollution at all hours. Obviously this would open up our streets to anyone who is  
running on the trail system including out of town and the unruly.

It has also come to my attention there is an online petition in support of this proposal which allows anyone to sign in support, slightly ironic considering the only citizens that should be allowed to have an opinion are the ones who live on these proposed in town routes as we would be the ones affected by this decision the most.

The sad part of the whole proposal is there is absolutely no incentive, not even a decent pitch being offered to the home owners to offset the disruption we would endure if this proposal is adopted. We are 100% against this proposal.

Mark Donneral - Homeowner

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**From:** Donald Campoli < >  
**Sent:** Sunday, March 21, 2021 6:20 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:**

hi my name is Donald Campoli and I live in kawarthalakes I feel it only fair that as a tax payer I should be able to ride my 4 Weller into lindsay I feel it would help local businesses now and when the COVID-19 is finished and gone so say to way people like me a tax payer and son me one how lives in the area.  
thank for your time.  
and I hope one for this and not against it.  
Mr. Donald Campoli

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**From:** Jamie Morris < >  
**Sent:** Sunday, March 21, 2021 8:37 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Public Meeting Decision

Councillor Dunn: Holding off on your submission of recommendations to Council until you have input from the Health Unit, KLPS and OPP is the right move. I applaud Councillors Richardson and Seymour-Fagan and Carolyn Richards for speaking in favour of this.

I hope what you heard from deputations at the public meeting, what you learn from the survey results, and from public health and law enforcement will be used to help shape the recommendations you take to council.

The responsible sequence is not to decide on recommendations then hear from various stakeholders and experts, it is to hear from stakeholders and experts, then decide on recommendations.

Jamie Morris

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**From:** Dean Jewell <  
**Sent:** Sunday, March 21, 2021 9:22 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV Road & Street Access in the City of Kawartha Lakes

I'm a lifelong resident of the City of Kawartha lakes. I am in favor of opening roads for ORV use. I would like to see road and street access to connect the rail trail corridor from the north and south of Lindsay. There would be advantages for the town of Lindsay, as ATV people will support small businesses  
Dean Jewell

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**From:** < >  
**Sent:** Monday, March 22, 2021 10:04 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Road access to trails

We are not all irresponsible children.... these bikes cost alot of money. It is our drivers license on the line. We pay for insurance and plates.... have money to spend in your town...  
Is there big problems in other municipalities that allow road access to trails? Then why would there be such horrible issues allowing us to visit your town??  
Seems very petty to me...

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**From:**  
**Sent:** Friday, March 19, 2021 3:36 PM  
**To:** issuesconcerns <[issues@kawarthalakes.ca](mailto:issues@kawarthalakes.ca)>  
**Subject:** Other/Special submission - User selected issue type 'Other'.  
1. Did the municipality seek input from it's municipal insurer re: additional cost of liability insurance to the municipality with regard to allowing ORVs on its roadways throughout the municipality?  
2. What did the insurer have to say about ORV use on municipal roadways?  
3. Will insurance costs increase and if so by how much?  
4. Why would the ATV Task Force proceed with their recommendations to Council without receiving key input from the Health Unit and police?  
Heather Muir

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**From:** >  
**Sent:** Tuesday, March 23, 2021 8:47 AM  
**To:** Andy Letham <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Cc:** Christine Briggs <[cbriggs@kawarthalakes.ca](mailto:cbriggs@kawarthalakes.ca)>; Ron Taylor <[rtaylor@kawarthalakes.ca](mailto:rtaylor@kawarthalakes.ca)>  
**Subject:** New Response Completed - Contact Mayor and Council

I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. With our current economic impact on our local businesses because of COVID it would help promote local tourism and also help our local businesses.  
Marla Reaman

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**From:** Roy McCartney < >  
**Sent:** Tuesday, March 23, 2021 12:58 PM  
**To:** Pat Dunn <[pdunn@kawarthalakes.ca](mailto:pdunn@kawarthalakes.ca)>  
**Subject:** ORV Task Force

My wife and I have been following the proceedings of the Task Force on YouTube and as with most issues there appears to be good arguments for and against allowing "Off Road Vehicles" on City roads.

Until the following issues have been thoroughly considered we don't believe ORV's should be allowed on City streets:

- 1 - Insurance liability
- 2 - Safety
- 3 - Health and environmental
- 4 - Enforcement
- 5 - Potential parking shortage if they are able to shop and go to restaurants

Hopefully all these matters will be considered and the results communicated to the public before any decision is made.

Thank you.

Roy & Shelley McCartney

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**From:** >

**Sent:** Tuesday, March 23, 2021 7:55:59 PM

**Subject:** New Response Completed - Contact Mayor and Council

I just wanted to express my support for allowing road access for ATV's in Kawartha Lakes. I know how much it promotes tourism and supports local businesses wherever it is allowed. I think it would have a great economic impact in our area and would benefit all kinds of businesses. We have started from a local camp ground in Fenlon Falls have made a couple trips a year to Haliburton stopping in Kinnmount at their farmers market, get lottery ticket and snack or lunch. Get Fuel in Haliburton and support local businesses. I expect many others do the same. Would be nice access places local to our home and support them

Mike Reaman

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**From:** Malcolm Cook < >

**Sent:** Friday, March 19, 2021 12:14 PM

**To:** Ron Ashmore

**Subject:** ORV/ATV Use - In Support

Hello Ron,

There's been a lot of talk on this recently, especially following the public deputations at today's ATV Task force meeting. I just wanted to take some time to throw my two cents in as an Omemee resident and home owner on [REDACTED].

I strongly believe that opening roads to ORVs on rural roads and to establish routes through town to access the Victoria Rail Trail would completely eliminate the illegal use of the Trans Canada trail by ORVs, which is a concern of a lot of residents which I'm sure you've heard from.

The truth is a lot of people just aren't trailering their ATVs/ORVs to get to the Victoria Rail Trail a couple kilometers from town, they're finding alternative routes. A route through town on public roads would connect Omemee to the VRT network, hopefully through Lindsay if that is adopted by council, and hopefully to the Ganaraska forest center if that decision is adopted by Cavan Monaghan. I would

think that if and when these connections happen, Omemee could benefit significantly from the tourist traffic using town as a stopping point while on rides.

There's lots of naysaying about the dangers of ORVs on roads, but realistically they are no more dangerous on public roads than motorcycles and bicycles, both of which are welcome on our roads, one of which isn't even a licensed or insured vehicle as ORVs are.

You do a great job connecting and being accessible with your constituents. I'm sure you well understand many of those who reach out do so only when it's time to naysay or complain, so I thought this is important to reach out as a member of the "silent majority" type of resident. Of the neighbours I've spoken to on this, all are in favour and want to see common sense approaches to policy making such as this as opposed to bending to the unsubstantiated fear mongering.

Thanks for your time!  
Malcolm Cook

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**From:** Brianne Harrison < >  
**Sent:** Wednesday, March 24, 2021 9:29 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ATV concern

Spoke to Dave Barber and he's very concerned about the use of ORVs on the roads and the fact that there are so many elderly people in the community who do not have computer access and therefor are unable to voice their opinions.

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**From:** John Speirs < >  
**Sent:** Wednesday, March 24, 2021 11:26 AM  
**To:** Brianne Harrison < Pat Dunn < >  
**Cc:** John Speirs <s>  
**Subject:** RE: question during ORV meeting

Thanks Pat and Brianne for the response and clarification on the process.

I understand the purpose of the recommendations was to find ways to find connections between and making trails more accessible. Naturally these recommendations will inevitably impact trail volume and likely increase the already heavy ORV volume.

I do appreciate the opportunity to provide a point of view. However, ALL outcomes / decisions to date regarding trails and roads seem to favor ORV community priorities and not the needs and priorities of other constituents and residential dense pedestrian areas.

It would be more appropriate to see a more balanced decision process from Task forces and council. As mentioned, we are all fortunate that there is a large number of available trail kilometers for everyone's enjoyment in the Kawartha's however decision processes need to be more respectful and appropriate about dense residential corridors – they are obviously very different from “open” trail use.

Thanks again for the opportunity to openly communicate.  
John

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**From:**  
**Sent:** Wednesday, March 24, 2021 12:23 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** General rules - points for clarification

Greetings,

I have been following the activities of the ORV taskforce, and would like to offer some input for clarification.

It would appear that the task force is focusing purely on the recreational aspect of riding an ATV within Kawartha Lakes. Specifically, travel is permitted to and from KATVA trail systems only. I believe that this viewpoint is extremely narrow minded, and ignores a large percentage of ATV owners within the boundaries of CKL, who use their ATV's in their local areas on local rural roads for a variety of purpose that do not include riding to/from or on private club trails.

As such, under the general guidelines, I would ask the following:

**General Recommendations:**

1. ORV Municipal Road access only permitted during the same time period as the trail system which runs from May 1<sup>st</sup> to December 1<sup>st</sup>. **WHY? For residents in rural areas of CKL, why is the time period tied to the opening / closing dates of a trail system that we don't use?**
2. Require all operators of ORVs to possess a valid KATVA or Affiliate membership. **Why? As a resident in a rural area of CKL, why do I need to possess a private club membership in order to ride up my rural municipal road?**

If the above recommendations are kept in the wording of a new bylaw, would it be interpreted to mean that only those residents who have purchased a private club membership will be legally allowed to operate their ATV's on a rural public road?

I would then also ask, who within CKL will provide oversight of a private club gaining membership revenue through the establishment of a new municipal bylaw? Will that incremental membership revenue or a portion thereof be submitted to CKL, for use in road (not trail) enforcement activities, or road repairs, or put into the general coffers? Or will that revenue be kept by the private club, for use at their discretion, on trails that residents who are now legally obligated to purchase said private club membership, may not ever use?

I have asked the above questions to the KATVA, and the responses indicate that the operation of ATV's on the road is to support the trail activity only. As a resident of CKL, I find this unacceptable. The ORV taskforce needs to look at all uses of ATV's within all areas of CKL, not the focused interest of a private trail club.

Sincerely,  
Sean

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**From:**  
**Sent:** Wednesday, March 24, 2021 7:56 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** General rules - points for clarification - Part 2

Good evening,

Further to my email from earlier this afternoon, I would like to add a few more questions and comments to the ORV taskforce.

- 1) With the current General Rules as written, specifically the Dec 1 to May 1 prohibition, is it the intention of the committee to stop ATV riders from enjoying winter activities, for example, riding their ATV on a local rural road to the lake, to go ice fishing?
  - 2) Neighboring municipalities have opened roads up to ATV use without a requirement to join a private ATV club. Why is CKL pursuing such a requirement, which I believe to be unfair to the majority of ATV owners within CKL? In reviewing the trail maps, a large number of residents are geographically distanced from where the trails are located, making this requirement unrealistic.
  - 3) On the subject of the KATVA, I initiated a discussion on their Facebook page to ask these same questions. Apparently they did not like my pointed questions & comments, and I was blocked from further discussion. To be clear, this is the organization that you are working with to develop this bylaw and who stands to benefit financially with the general rules as written. In any case, the responses that came back effectively blamed council for the direction that the ORV taskforce is taking. Is this truly the case, where council thinks the only people who ride ATV's within CKL are club members and/or trail riders? Or that the connection between the north and south trails through Lindsay is what really matters to residents outside of Lindsay? As mentioned in my earlier email, I would expect that a taskforce would be working on behalf of ALL ATV owners within CKL, not just for the betterment of a private ATV club, to support club trails.
  - 4) Is the direction taken for ATV's in line with the general rules for snowmobiles i.e. time of day prohibitions, requirement to have a club membership to ride local rural roads etc.? If not, why are they being suggested for ATV use? These machines are used for the same purposes on the same roads (side of local rural roads). Consistency in the rules should be paramount.
  - 5) Are there any other bylaws within CKL that mandate memberships in a private club or organization, in order for a resident to receive a good or service or makes an action legal on what is effectively **public** property? For clarity, I am not talking about trails or city run programs/facilities where memberships are normal and expected. This is a scary precedent, that could snowball with other special interest or community groups. Is this the direction that CKL wants to pursue?
- I trust that the above points are sufficient to initiate further discussion on the general rules for ATV use on rural roads. I look forward to receiving the committees response.

Sincerely, Sean

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**From:** Jesse Hardy <  
**Sent:** Thursday, March 25, 2021 8:52:10 AM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** FW: ORV Task Force

Mayor Letham,

I am a resident who has been following the ORV task force's work. In reviewing the recommendations I have two concerns.

1. HATVA Membership requirement for road usage. There are many trails that border the city of Kawartha Lakes that do not require HATVA membership for use. By limiting this use ORV users will be excluded from the ability to visit Kinmount and Bobcaygeon as villages that border public trail heads. Trent Lakes and the County of Haliburton allow ORV use without

such restriction. This will force ORV users to amenities provided in those municipalities and to avoid the City of Kawartha Lakes.

2. The recommendations note that Off Road Motorcycles are not being considered as ORVs. As a family we enjoy ATV, SXS and Off Road Motorcycles. Again by excluding this subsection users will be driven to neighboring municipalities for services where these are permitted.

I have attached the bylaws regarding ORV use for both Haliburton County and the Municipality of Trent Lakes for your review.

Regards  
Jesse Hardy

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**From:** Sandy&Barry Reynolds <  
**Sent:** Thursday, March 25, 2021 10:55 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Inadequate Communication to Bobcaygeon Residents re. ORV proposal

Good morning,

I received the message below as a reply to my concern about the inadequate communication to Bobcaygeon Residents regarding the proposed ORV access to all streets in the village of Bobcaygeon (except one block of Bolton St.)

I am not writing to discuss the merits of your proposal. My concern is the **totally inadequate communication with the residents of Bobcaygeon** about something that is important to everyone who lives here.

- This proposal has a major effect on ALL residents of Bobcaygeon. Communication should be to everyone and not require a computer.
- Space excuses aside, the use of **ORV** as a term communicates **NOTHING**.
  - Nowhere on the Facebook posts, in what you can immediately see do you use the word BOBCAYGEON.
    - There is nothing in what you can see that says it is important to Bobcaygeon residents.
    - Nothing in what you can see, says anything about ATV's being allowed all over town.
  - On Facebook, we are inundated with posts from Kawartha Lakes. Readers choose to read the ones that concern them. Since I had never heard the term ORV, I ignored it until this last week.
- Your methods of communication are quite inadequate for reaching ALL Bobcaygeon Residents.
  - **Social Media** - many residents of Bobcaygeon are seniors and do not use social media at all. Some only use it between friends.
  - **Print**
    - Since The Promoter is no longer on paper, sadly, few of my neighbours read it.
    - The only print newspaper with local news is Kawartha This Week - its delivery is sporadic. I have not seen anything in it regarding ORV. If it was in this paper and I missed it, then, again, ORV didn't catch my eye and you have missed your audience.



- **Road signs?** In Bobcaygeon? I walk the town every day. I have seen nothing. Again, you have missed your audience.
- **Council meetings?** Who would do that when they didn't know there was an issue to be concerned about? Again computer skills are required.
- Your **survey** is accessed by computer requiring a sign in. Many will not do this. Again, you have missed part of your audience.

Recommendation:

The very least that you can do is **stuff paper copies of your proposal into all mailboxes in Bobcaygeon**. At least then, residents will have the information needed and can decide what they wish to do.

Communication has to be fair to all. Do not assume that everyone (young or old) has access to a computer or uses it the way you do.

Until your communication reaches all of Bobcaygeon residents, any decision you make will not be representative of the opinions of the village.

Best regards, Sandy Reynolds

Message received this morning.....sender unknown.

Good morning Sandy. In addition to social media, the Off Road Vehicle Task Force has been providing communications through radio, newspaper, print, Council meetings and even physical road signs across the municipality, including one in Bobcaygeon. Asides from the limited space on the physical signs, all communication pieces mentions that the acronym is for Off Road Vehicle Task Force. We appreciate your feedback and will pass the concern along to the Task Force to look for additional methods to advertise the survey. If you wish to speak with the Task Force regarding your concern, please email [orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca). Thank you and have a nice day.

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**From:** R.(Bob) STEWART < >  
**Sent:** Thursday, March 25, 2021 2:19:20 PM  
**To:** Mayor Andy Latham < >;  
**Subject:** Use of ATV's in Kawartha Lakes

I have reviewed the proposed Municipal Legislation and find that with a couple of exceptions it is ok.

1- There does not appear to be any allowance for local residents to get to and from their residence to the local corridor to get out of town or even to get to a repair shop.

2- There needs to be a clearer statement of what roads ORV's are not permitted on outside of Bobcaygeon and Lindsay

3- Making it mandatory for ORV operators to get a KATVA permit is ludicrous\*. This is basically a private club that has no investment in the municipal road system. It just uses that which is provided for all to use. It is fine for them to want permits for those using trails that they have built and maintained , or on private property that they have exclusive right of access to.

A similar system exists for snowmobiles. Except that it a province wide system where the Club spend millions of dollars grooming and maintaining the trails. Obviously this is a substantial investment. Even with this system snowmobilers do not have to have a trail permit to operate on roads.

I used the term "ludicrous" to characterize this provision. What's the next step - do you have to belong to a local truck club to drive a truck on our roads? How about a car club for the operation of a car? - this list could go on and on. Each one no more ludicrous than the other. ORV's are licensed by the province as are cars, truck etc. No they don't have to be rewed annually (so far) but that is a provincial mater.

R. (Bob) STEWART

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On Mar 25, 2021, at 6:57 PM, MJ Kokeshi < > wrote:

Hello Mr. Dunn,

My name is Marilas McInnis and I am a resident of the Town of Lindsay, City of Kawartha Lakes, Ward 5.

I have several questions of concern that pertain to The Task Force on which you sit, regarding proposed routes through the Town of Lindsay for the purpose of accommodating the request of local Off Road ATV and Side by Side vehicles and their operators.

With your assistance, I would appreciate becoming more enlightened about several aspects of the Task Force recommendations and proposals.

Specifically, I would like to ask you to address:

i) additional details about the specific models of off road vehicles under consideration that could be using our local streets and roads  
and

ii) matters of liability to the Council, taxpayers, and owners / operators when these vehicles are making use of our local streets and roads.

I look forward to hearing from you at your earliest convenience in order that a phone call can be arranged as soon as possible.

Respectfully, Marilas McInnis

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On Mar 26, 2021, at 1:37 AM, Marie Ferguson < > wrote:

Please don't let this happen to our town. I feel OVR's should not be mixing with traffic on our urban streets. I see it as an accident just waiting to happen. They're called off road vehicles for a reason. I can't even imagine the congestion that will happen on the Wellington St. bridge. It's already over extended, especially in the summer months.

I appreciate that they want to be able to hook up to the trails but there must be another option rather than using our urban streets. Our downtown parking is sparse as it is when visitors come to shop & dine in the summer. How frustrating it would be to have OVR's using full parking spaces.

Unfortunately many Lindsay residents aren't even aware that this may happen due to not being able to have public meetings etc. I'm sure a very large majority would vote against it as I do.

Please do not let this go through for oh so many reasons.

Sincerely, Marie Ferguson

From: Kristy Dwyer < >  
Sent: Friday, March 26, 2021 3:19 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Access to Lindsay roads

As a lindsay resident I am in favor of ATV's having access to roadways in Lindsay. I do not currently own one but am on a waiting list with HB cycle to purchase one. Our truck just died and we don't want to have to buy another one just yet. This would help us be able to explore the trails more frequently since trailering isn't an option right now.  
Thank you Kristy Dwyer

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**From:** Jarrett T <  
**Sent:** Saturday, March 27, 2021 11:02 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORV support

To whom it may concern:

This letter is written on behalf of several parties listed below who are all concerned with the future use of off road vehicles (ORV) within Kawartha Lakes and surrounding areas. We would like to express our **support** for expanded/enhanced ORV use across the municipality. We are a group of off road enthusiasts who reside primarily in Kawartha Lakes or within 1 hour, with several of those owning property in the Kawartha Lakes area. Multiple parties are also law enforcement officers so understand the importance of safety and enforcement aspects surrounding this topic of concern.

Atving as a sport has changed drastically over the past 10-20 years. It is now a very family friendly activity enabling all demographics of people to get outside, explore new areas and have fun. By increasing areas of access to ride and get to the KATVA trails this will keep a lot of the economic upside to ORV use within Kawartha Lakes. Being the closest trail area on the north east side of the GTA the potential revenue for the area is within reach and should not be passed by.

ORV users buy gas, stop for lunch, shop at stores, and stay at local hotels/motels/airBNB. Each user can easily put 100\$ minimum into the local area in a 1 day ride. If you do not welcome ORV users then they will find other areas who do.

Lets embrace ORV users, welcome them into the beautiful towns of Kawartha Lakes to shop, eat, etc. Create proper signage and parking lots to assist users getting through town safely from the main trails. Allow local residents to use roads to get to the trails.

From the enforcement side, if there are proper rules in place then people who don't want to follow them can still be managed in a similar way to now. There are lots of valid concerns from residents over some riders driving habits and behaviours. This is an enforcement issue, and it will continue on regardless what decisions are made. Some people will always do as they wish, however this will enable those who want to ride responsibly a way to safely ride larger areas and access local trails towns where they will support local businesses.

Please consider all options and we believe with some education to both sides of the issues and proper preparation a responsible solution can be created to please all.

Below is a list of parties who are agreeable to support the enhanced use of ORV in Kawartha Lakes.

Jarrett Thomas	Durham/Kawartha	Trevor Bayard	Kawartha
Jessica Marshall	Durham	Kevin/Sherry Frosh	Durham Region

Mark Arens	Kawartha Lakes	Steve/Tanya Mitchell	York Region
Lucas Hoekstra	York Region/Kawartha	Chris Paradine	Durham Region
Kayli Philips	York Region	Kristin Gillman	Toronto
Adam Jolivel	York Region	Jeff Coons	York Region
Brian/Abbie Ball	Kawartha	Mike Vendrig	Durham
Drew Leonard	York Region	Ray Vendrig	Kawartha

Should you have any questions or request further input or information please contact me at [REDACTED] or [REDACTED]  
Jarrett Thomas

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**From:** Sandra Smith < >  
**Date:** March 27, 2021 at 6:15:35 PM EDT  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)  
**Subject:** ORVs

Once again we are faced with the prospect of ORVs on municipal roads. My husband and I are not in favour of this move. KATVA has been touting the financial benefit to the area with their increased traffic but where is the study that proves this? Who did this study? If one actually exists, this needs to be reviewed by an independent auditor. Why would we take KATVA's word for this? I noticed in the survey the Task Force put out that they have neglected to mention that dirt bikes will also be allowed on roads if this proposal goes through. Why were dirt bikes not included in the description of ORVs for this survey? Since the Task Force was made up of people pro-ORV, what kind of oversight will there be with their report?

I am very dismayed by the lack of respect and the flouting of rules the large majority of these riders seem to have. The VRT has been in use for weeks now even though it is closed. There are reports that they have been tearing up the Ganaraska Forest even though it too is closed. Just this morning my husband saw three riders heading south on county road 10 in Cavan, on the pavement, one with a child on board so these were not teens. Why would we want more of this?

I invite any one or all of you to sit on my front porch here on [REDACTED] on a weekend and see not only the speed with which these machines travel, but the number that go by. A conservative estimate is 60 per day, with a large percentage with no muffler or performance exhausts added for more speed and power.

If this proposal does not go through, life will go on as before for people interested in this "sport". KATVA often mentions how many miles (kms) of trails it has. Let them use them. If the proposal goes through, those of us who live in rural areas will have our lives changed forever, and not for the good.

Sandra Smith

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**From:** Tom Murphy <  
**Sent:** Sunday, March 28, 2021 9:48 AM

**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** ORVs

Dear Taskforce Members:

As a resident of Kawartha Lakes for over 50 years I recall the past debates on the use of public trails by ORVs. My friends and I are avid bird watchers on the trails and welcome birders here from all over Ontario. We also ride our bicycles weekly on the trails. I wish that I could have counted the number of times that ORVs sped by us at high speed with no concern of safety. Their countenance expressed their feelings that it was their right to use the trail and that we had better get out of their way.

I recall that at a past argument of their use of the trails they said "... we will self monitor safety issues." What a joke.. it is like a classroom of children saying that they do not need a supply teacher and promise to behave.

Another of their arguments was that they do no damage to the environment.

Have you ever noticed the ecological damage with the worn down paths along the west side of Hwy 115/ 35 just north of the 401 caused by ORVs? The ruts in the trails here caused by ORVs is disconcerting. Riding a bicycle on the trails is often like a mini roller coaster ride with the waves in the paths caused by ORV usage.

Kawartha Lakes Council in its wisdom did not allow the sale of the former railway right-of-ways 30 years ago and kept them open for public use. Motorcycles were wisely banned from using the trails. Snowmobilers groom the trails and do little damage. You can count on one hand municipalities that allow ORVs to use public trails in Ontario. Kawartha Lakes is one such. I reluctantly agree to share our trails with this small minority, but I vehemently disagree that this privilege, that they take as their right, be extended.

Thank you for your kind concern of this matter.

Thomas Murphy

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**From:**  
**Sent:** Sunday, March 28, 2021 10:16 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Utv road to trail allowance

I drive THROUGH lindsay EVERY week.... spending money... supporting ur economy.

I could drive around and not stop....

Looking to pass through on my atv should not be a problem with all proper credentials..... let the police deal with the very few problem individuals (no different than an automobile) and stop punishing everyone! including your economy/ small businesses....

Thank you for your consideration....

Trail riders

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On Mar 27, 2021, at 6:15 PM, Robert Marks <> wrote:

Hello Kathleen

I hope you don't mind asking you two questions in your roles as a councillor and a member of the ORV Task Force:

1. Why did the Task Force explicitly state that the term "ORV" applies solely to ATVs and Side by Sides, when that is not the Provincial definition, which includes **dirt bikes** as well?

**ORV: For the purpose of this Task Force the term ORV applies solely to ATVs and Side by Sides**

2. On what basis could you not grant dirt bikes the same road access as ATVs and Side by Sides when Carolyn Richards brings that request forward to Council "some day"?

Council members in Tiny Township for example, are being consistent with the Provincial categorization:

### **Tiny Township seeks public input on Transportation Master Plan**

Plan will address existing and future vehicular, bicycle, pedestrian, transit, and off-road vehicle mobility including ATVs, **dirt bikes** and snowmobiles

[https://www.midlandtoday.ca/local-news/tiny-township-seeks-public-input-on-transportation-master-plan-3554840?utm\\_source=Email&utm\\_medium=Email&utm\\_campaign=Email](https://www.midlandtoday.ca/local-news/tiny-township-seeks-public-input-on-transportation-master-plan-3554840?utm_source=Email&utm_medium=Email&utm_campaign=Email)

The exclusion of dirt bikes by the Task Force is alarming, because it's common knowledge that Carolyn Richards, as president of KATVA and Kawartha Off Road Motorcycle Association (KORMA) is working to also secure road access for green plated dirt bikes.

Since July 2020 when the MTO expanded the definition of an ORV, OFTR which represents dirt bikers in Ontario has been actively supporting local dirt bike clubs (like KORMA) in their quest for road access. Carolyn is an OFTR board member.

It will be only a matter of time before this third ORV type comes before Council in Kawartha Lakes. Why should it be a two-step process: ATVs and Side by Sides first, followed by dirt bikes?

Residents deserve to see the whole picture now, not as a slow reveal. To do otherwise is misleading at best, deceptive at worst.

### **Kawartha ATV Association**

Sunday Nov 1 2020

This is an important call out to all ORV riders for your assistance, there is a council meeting tomorrow in Cavan Monaghan township and the deputy mayor Matthew Graham has put forth a motion to pass a bylaw closing ALL roads in the township to ORVs (ATVs, SxS and off road motorcycles) INDEFINITELY!, there is no plan to ever open this subject at council again and the deputy mayor has plans to run for Mayor in the next election so we know that this may be our last chance, he currently has two councillors supporting his motion, Ryan Huntley and Cathy Moore, they have used a number of ridiculous excuses to keep ORVs off of roads

My request of you is that, when it comes time to vote, you keep in mind that the topic is not just ATVs and Side by Sides driving on roads in Kawartha Lakes.

Thank you for your time.

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From: Steve Albert < >  
Sent: Sunday, March 28, 2021 7:28 PM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ORV-ATV and CKL (Lindsay)

Councilor Dunn,

As a previous ORV/ATV enthusiast living in Lindsay I appreciate this opportunity to send you this message.

Without going into great lengths as to why I believe it would be a great thing to allow ORV users to access both North & South trail heads, here are a couple of points to consider.

1. Revenue- Lindsay would benefit through extra sales of commerce related to this user group.
2. Education- everyone including other trail user groups would be benefiting from having a multi use Trail system.
3. Comprise- this is huge as far as I'm concerned. Hopefully the "us against them" attitude prevalent on both sides of the debate would be eliminated. All User Groups can be stewards of the Trail system and together can ensure a safe, clean and enjoyable Trail system for generations.
4. Connectivity- by joining the Southern Trail system to the North through Lindsay , more users can enjoy the beautiful scenery of Central Ontario.

So many other communities have similar systems in place that work for all User Groups. It would be a shame that Lindsay & the CKL can not find common ground and unite these User Groups, mending a major broken chain and bring everyone together as it should be.

Yours Sincerely,  
Steven Evan Albert

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From: Marilyn Freeman < >  
Sent: Monday, March 29, 2021 11:23 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ORVs & ATVs re road expansion

I am a cyclist who is involved with RTO8 (tourism) in encouraging the Kawartha Lakes region as a cycling tourism destination. This is a financially lucrative endeavour as is witnessed in other areas of the province, the country and the world.

As a person who test rides the various routes, I can attest to being treated poorly by ATV riders on the roads and, sadly, on multi-use trails as well. It's not just the noise and the generation of GHS, it's actually being closely buzzed by uncaring, unsafe riders.

In theory, we're trying to move towards a greener economy. ORVs & ATVs are not representative of a greener economy, especially when used explicitly for recreation.

Marilyn Freeman

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From: Elvis Stojko  
Sent: Tuesday, March 30, 2021 8:49 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ORV Task Force

To Whom It May Concern,

I am totally in support of allowing access to safe public roads for ORVs. I have been riding ORVs since I was child and is one of the best sports for the whole family. This is one of the main reasons I bought property outside the city. During this time of COVID its one of the best ways to enjoy the outdoors.

I have met some really great people during my travels on the trail systems and think its another great way to bring a community together.

Best Regards, Elvis

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From: Kosta Koveos  
Sent: Tuesday, March 30, 2021 9:05 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Orv task force

To Whom It May Concern,

I am going in support of allowing access to safe public roads for ORVs. My family have been riding ORVs since I was child, it's the best adventure. one of the best sports for the whole family. This is one of the main reasons I bought property outside the city. I have two daughters and they love it.

The people on the trails are amazing and respect the outdoors . Hope this can be around for a long time

Regards, Kostas Koveos

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On Mar 30, 2021, at 5:20 PM, Ross Forrest < > wrote:

Kathleen: Please be aware I am totally against having off road vehicles on the streets of Bobcaygeon. The exhaust fumes and noise are not acceptable particularly with seniors and children on the same streets.

Ross Forrest

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From: Aileen Wojcik <  
Sent: Wednesday, March 31, 2021 9:47 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>;  
Subject: ATV riding in Kawartha

Hello:



Let me begin by saying I am a resident of the City of Toronto, and in the last year, my husband and I have frequented the Kawarthas for recreational ATV riding.

We were greeted by the utmost respect on the trails by other ORV riders. At times we would be looking at our trail maps and I cannot count the number of times other riders have stopped to ask us if we were ok or needed help. We always felt safe on the trails and I always felt every rider respected each other's riding abilities. Similarly, we felt we always received the same warm welcome and support from area residents using the trails for walking or cycling. From the friendly hello waves to the small conversations we would have with these people, we were really shown the welcoming nature of Kawartha residents.

One of our favourite things to do during and after our outing, is to visit a local restaurant and have a drink or something to eat. Because of Covid-19, we had to do with a lot of take out, but that would never stop us from riding by a new place and giving it a try. I think we have had a bite from 75% of food places in Fenelon Falls alone! It is absolutely amazing that you can ride along the roads, parking your ATV and hop into a local shop or grab a bite and not worry about finding parking with your car (which also has a trailer attached to it).

I cannot stress how grateful we are to the city, the residents, fellow ORV riders, and especially all the members of Kawartha ATV Association for making our mini trips possible and for keeping our gas tanks full for the rides and our tummy's full for the day!

Regards,  
Aileen Wojcik Toronto resident & ATV enthusiast

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April 2021

**From:** Brianne Harrison <  
**Sent:** Thursday, April 1, 2021 12:07 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** received call

Charlie Grech called in to state that he is against ORV use in the towns and on the roads.

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**From:** Brianne Harrison <  
**Sent:** Thursday, April 1, 2021 12:08 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** phone call

Mary Francis Enright called in to state that she is against ORV use in the towns and on the roads.

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**From:** c fraser <  
**Date:** April 1, 2021 at 12:04:09 AM EDT

**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca),  
**Subject:** Atv offroad task force

We were told by the KATV club to send our show of support for the new proposed trail of the opening of more roads in Kawartha Lakes as well as a route through Lindsay. My dad and I both think that it would be a massive benefit to the economy as well as to the tourism in Kawartha Lakes, if this project was to receive the green light. The current bylaw that is in place in Fenelon Falls, is and has been working very well and I hope that it will become permanent as a lot of people benefit from being able to travel through the town to stop at restaurants and bars as well as stores and then are able to connect to the trails on the other side of town.

We think this would be a great idea to be able to link the north and the south rail trail through Lindsay like it does in Fenelon. Thank you very much for giving us the opportunity to show our support! Please forward my email to whomever needs to see this for supporting the project for 2021.

Thank you, Chris Fraser & Jim Fraser

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From: Chris Westcott <>  
Sent: Sunday, April 4, 2021 10:57 AM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: ORV opinion

Dear Mr Pat Dunn

Our home backs onto a portion of the trail by [REDACTED]. We walk the trail frequently, and value it as a unique opportunity to walk in peace and quiet.

Because the trail is so close, we can cite many abuses by ATV users, simply riding illegally on this portion, but also operating in an unsafe manner. When confronted these riders are usually belligerent and confrontational. We have heard these arguments from our deck, as well as being involved ourselves.

The trail is a precious resource we have seen used by many people walking, as well as folks in wheelchairs, using a cane, walking with young children, and pets. Moving out of the way of a group of loud machines completely ruins the quiet connection with fellow walkers.

There's lots of ATV traffic now, and it's not even legal. If access to ATV's or ORV's is allowed, then an easily accessible, free, peaceful walking area is lost.

An additional problem will be lack of enforcement, we have long experience with that regarding ATV use of the trail.

With the increase in new home construction in our area, we have seen an ever-growing use of the trail by walkers, cyclists etc, and also ATV drivers illegally on the paved portion.

We are not opposed to finding road routes for ORV's. Please keep them off the nature trails.

Thank you, Chris and Kate Westcott

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**From:** <  
**Sent:** Sunday, April 4, 2021 9:03 PM  
**To:** issuesconcerns <>

Describe the issue:

Off road vehicles on roadways. Their drivers are often under age operators who have little knowledge of the highway code. They drive too fast for conditions and seem to think because they

have a helmet on that they are safe with no seat belt. The drivers I have witnessed drives on and off the road and the rough shoulder. They need safety equipment and highway driving training even if they are only allowed on side roads. They will then push it on the highways doing more than the speed limit, especially trucks.

Pamela Brough

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**From:** Peter Marcelli <  
**Sent:** Monday, April 5, 2021 10:12 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** I support ORV's in my area

Hi there,  
I writing this letter to show my support for the opening of roads for ORV's in my area.

Thank you, Peter Marcelli

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**From:** Brianne Harrison <  
**Sent:** Tuesday, April 6, 2021 9:56 AM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** received call

Gord Nelson called in about ORV use on roads. He lives in Peterborough county and is constantly having issues with people illegally trespassing and riding them on his property. The OPP have had to assist him many times and he states that every OPP officer he has dealt with is very against them being used on road.

Mr. Nelson owns two ORVs and both of his state right on the machine that they are not intended for road use and he does not believe it's safe to do so. He feels that we will really regret it if this is passed.

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**From:** Celia Hunter < >  
**Sent:** Tuesday, April 6, 2021 4:42 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>; Andy Letham  
**Subject:** ORV Task Force comments

To Mayor Andy Letham, Councillor Emmett Yeo, Councillor Kathleen Seymour-Fagan, Councillor Doug Elmslie, Councillor Andrew Veale, Councillor Pat Dunn, Councillor Ron Ashmore, Councillor Patrick O'Reilly, and Councillor Tracy Richardson,

Thank you for this opportunity to comment as you review off-road vehicle traffic on your municipal streets and roads.

I would like to first acknowledge the popularity of off-road recreational trail-riding on routes designed specifically for off-road vehicles, including ATVs, side-by-sides and dirt bikes.

The Ontario Federation of ATV Clubs, made up of 21 member organizations, promotes the use of 6,500 kms of mapped routes in this province, and there are many more trails beyond that that aren't part of their system.

I am in no way suggesting that the right to participate and enjoy safe off-road recreational trail-riding should be compromised. However, I would like to make the case that riders should trailer or transport their off-road vehicles to trailheads, and not use streets in built-up areas where there is significant vehicular and pedestrian traffic.

I would also like to emphasize at this point that farmers who operate off-road vehicles to conduct farm-related work are exempt from the Act, and can continue to operate as they have been doing. Trappers, by the way, are also exempt.

I would like to quote several sources, including the Canadian Quad Council.

**The Recreational Off-Highway Vehicle Association (ROHVA)** is a not-for-profit trade organization formed to promote the safe and responsible use of recreational off-highway vehicles manufactured or distributed in North America. Its members include: Arctic Cat, Can Am BRP, Honda, Kawasaki, Mahindra, Polaris, Textron Specialized Vehicles and Yamaha.

ROHVA has taken a position, and that is in opposition to on-highway operation of recreational off-road vehicles.

Please note that the definition of highway is any public road.

ROHVA states in their literature and on their website:

"ROVs are designed, manufactured and sold for **off-highway use only.**"

I continue to quote: "ROHVA emphasizes that ROVs are **not designed, manufactured, or in any way intended for use on public streets or highways**, and urges that on-highway use of ROVs be prohibited and law enforcement efforts be strengthened to eliminate this practice."

This opinion is based on the design of the machines and has nothing to do with laws and requirements of one country or another.

**The ATV Safety Institute** is an organization whose primary goal is to promote the safe and responsible use of ATVs, thereby reducing accidents and injuries that may result from improper ATV operation by the rider. This organization has a list of eight Golden Rules. Rule number 1 pertains to equipment including helmets. Rule number 2 states:

"Never ride on paved roads except to cross when done safely and permitted by law – another vehicle could hit you. ATVs are designed to be operated off-highway."

**The Canadian Quad Council (CQC)** is a national coordinating body and service delivery organization that enhances the capabilities of member federations within Canada and represents

Canadian all terrain rider interests nationally and around the world. The CQC exists for, and at the pleasure of, member federations and associations across Canada to facilitate knowledge transfer; the sharing of best practices; deliver targeted programming; foster the growth of stronger rider federations; and to lend weight and focus to member advocacy efforts.

The Canadian Quad Council lists 9 ATV/Quad Rules. Number 3 is as follows:

**“Ride on designated trails.** ATVs/Quads are designed to be operated off-highway and at a safe speed for the conditions. Never ride on paved roads except to cross them safely and only where permitted by law.”

However, despite the rules laid out by these organizations that represent rider interests, as a Council, you have been asked to do your own due diligence and make a decision based on the evidence you gather.

ORVs, side-by-sides and dirt bikes will be required to travel at reduced speed limits; how does this affect traffic and safety on your streets and roads?

I understand you have consulted your insurer and have received an informed opinion.

An ATV driver must travel at speeds that are less than the posted speed limit. The maximum speed an ATV can travel on roads with a limit of 50 km/hr or less is 20 km/hr, and the maximum speed on roads with a limit of more than 50 km/hr is 50 km/hr.

Is it possible I read that the Kawartha ATV Association has proposed to effectively “police” the streets of Lindsay and Bobcaygeon and ensure that every ORV operator using the streets has a KATVA membership?

You have a very extensive and diverse municipality, and there are many opportunities for trail use by ORVs.

The Ontario Federation of ATV Clubs, made up of 21 member organizations, promotes the use of 6,500 kms of mapped routes in this province, and there are many, many more trails designed specifically for recreational off-road vehicle trail-riding beyond that, that aren’t part of their system. These provide parking areas so that off-road vehicles can be trailered or transported safely to and from the trailheads.

I would like to point out that you also host many a tourist, and that safety on your roads and streets is surely top of mind.

Adding to concerns regarding safety and liability is the question of tires designed for hard surface use, as in paved streets. These are definitely not the tires that an ORV user wants to use for a fun day out trail-riding. It is interesting and helpful to study the description of tire treads I have attached for your information.

Thank you for your consideration of these concerns.

Sincerely, Celia Hunter

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**From:** Dale E. Taylor <  
**Sent:** Tuesday, April 6, 2021 7:22 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Task Force....

Councillor Dunn,

Further to the recent posting (embedded herein), it would seem that a \*conclusion has in effect been ascertained before the consultative process has commenced.

Off Road Vehicles (ORVs) such as All Terrain Vehicles (ATVs) are becoming more and more of a popular activity in and around Kawartha Lakes. With recent changes made to provincial legislation around ORV use on highways, Kawartha Lakes Council decided that it was time to review the municipality's current by-laws. The Off Road Vehicle Task Force, a team composed of members of Council, Kawartha Lakes Staff and members of the public, will work together over the next few months to take a closer look at the current rules around ORV use, focusing on approved roads and restricted areas. The goal is to provide Council with recommendations based on research and public consultation that will \*help expand and enhance ORV use activity across the municipality.

The missive's language is clear assuming the English verbiage written here is to be taken as both whole and complete. One can only pray that the Townline Road Allowance (Hoggsback) between my property and the Buddhist Temple is a miss - as it currently is a hit for the seemingly never-ending ATV traffic currently using it, not to mention motorbikes, snowmobiles, Jeeps, trucks, cars, SUV's etc.

In my estimation, quiet, non-obtrusive pedestrian traffic, horse riders and the like are beyond the noted "popular" activity - AND they are respectful of the serenity and ambient charms of rural living. The absence of trail walkers or horse riders is a reflection of the Hoggsback being too busy with motorized ATVs!

- 1. I think you should have recordings done of ATV noise levels & decibel checks - randomly & not contrived and certainly not minimized. Hire a non-biased pro recording technician.**
- 2. Then play those recordings to your Steering Committee during your consultative meetings at FULL THROTTLING LEVELS. Not turned down so you can speak - but as the ear hears it.**
- 3. As well, play these "daytime/nighttime" recordings via audio playback at Full Audio Recorded levels at the residences of all of the Committee members and the ATV Executives during both DAY and NIGHT times in their front yards or within close proximity of the residences.**

**IF this were to be implemented, it would be an interesting process as it truly would shine the light on a side of the equation that is never tabled or contemplated.**

Respectfully, Dale E. Taylor

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Hi,  
We have written in previously showing our support for allowing ORV road use in Kawartha Lakes. We have travelled all over Ontario and Quebec with family and friends and spent thousands of dollars in other municipalities. Recently we have seen flyers and have heard of people receiving phone calls, ( my parents have received phone calls so we got this information first hand) telling the residents of Lindsay and Bobcaygeon that ORV's will be allowed to run all over town at all hours of the day or night, and to please respond to the City indicating you are against ORV use in Kawartha Lakes. We are all for letting the residents decide how their Municipality works but let's make sure the proper information gets out.

We are attaching a link to an article showing the economic value ATV's and ORV's pump into the Ontario Economy. We are certain you have access this information but we wanted to make sure.

[https://www.smithsfalls.ca/media/2019/06/2016-Ontario-Provincial-Economic-Impacts-of-ATVs-and-ROVs-NR\\_V2.pdf](https://www.smithsfalls.ca/media/2019/06/2016-Ontario-Provincial-Economic-Impacts-of-ATVs-and-ROVs-NR_V2.pdf)

We are not currently a member of the KATVA right now and haven't been for years due to the lack of accessibility in Kawartha Lakes when it comes to ATViing, however we would also like to make sure that council is aware that it is our understanding the KATVA in 2020 alone spent over \$70,000.00 on maintenance and signage in Kawartha Lakes, and also donated a \$20,000.00 ORV to the Fire Service in Kawartha Lakes. We also know that ATV Clubs continuously clean up garbage and debris from trails and roadways.

We have a question if someone would kindly provide us the information.

How much money has Kawartha Lakes spent on walking/cycling trails in Kawartha Lakes?

ATV's through the KATVA efforts have no or minimal costs to the municipality, they are pretty much self sufficient they maintain, sign and keep trails and roadways clean at no cost to the municipality. This goes back to our above question. How much money has Kawartha Lakes spent on walking/cycling trails in Kawartha Lakes funded by the taxpayer?

We have seen pedestrian traffic and ORV's co-exist all over Ontario and Quebec in our adventures on ATV's, and it works!! There will be hiccups, we have seen idiots on ATV's and we have come across idiots on foot.

The Province of Ontario sees the benefit of allowing road access to ORV's. In Kawartha Lakes we promote outdoor activities, "Catch the Kawartha Spirit" we allow walkers, Joggers, cyclists, e-bikes, scooters, snowmobiles and horse and buggies on our streets and roads. Its long overdue and it is now time to allow ORV accessibility in Kawartha Lakes. One point to note would be that of most of the above mentioned activities; is that legally operated ORV's are properly licensed and insured unlike most of the other activities we currently promote.

Thanks  
Rhonda and Brian McCuaig

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Please refer to the letter mailed in by John MacKay on April 9<sup>th</sup>. Personal information has been redacted and the letter has been scanned and saved as a PDF file to accompany this list of correspondence.

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From: Graham HawkrIDGE <  
Sent: Friday, April 9, 2021 6:49 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Petition sent to my wife "where's mine so I can sign it as well?"

Sent 21/2!years trying to get the city to stop the partying across the road from us every weekend. Wheelies, racing you name it. Try listening to their parties all night long and then taking to the roads and racing down a side road near to us and frightening horses, who then bolted. The lady owner tried to stop them many times and was sworn at and she said that she was threatened. ( she finally sold her property and moved. OPP couldn't do anything ( so I was told) according to one officer because CKL wouldnt give their approval for them to hand out fines. Also told by another OPP officer "that it was just the luck of the draw if they were bad neighbours" couldn't believe our ears when she said that to me. I would be glad to sign any petition if it helps prevent what we have already been through again, I cannot imagine it been worse than it was several years ago, but it actually could be far worse than it was, as the word spreads that City of Kawartha Lakes is easy on ATV owners and people are moving here because of any lack of serious bylaws, curtailing their use on any roads.

Graham HawkrIDGE

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**From:** Jean And Ken Chilton  
**Sent:** Friday, April 9, 2021 7:15 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Orv

To whom it may concern i live in little Britain the farm i live on on [REDACTED] is divided by a railway bed that was taken away from the orv that was using it for many years and then the snowmobile club blocked it off with steel and concrete barriers now that was not a very nice to do. I feel that it should be opened back up for everyone if it should be all fenced off and given back to the farmers that it was taken from. ALL railways should be open to all .

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On Apr 9, 2021, at 3:10 PM, Kens gmail < > wrote:

My wife and I grew up in Lindsay and got married here in 1980. We left town after we were married to pursue our careers. I retired early 5 years ago ( [REDACTED] ) and we decided to come back to Lindsay, last year, to buy a century home so that we would be close to downtown, theatre and shops.

There has been some positive changes in Lindsay over the last few decades that appealed to us. The support of the theatre, the revitalization of the downtown, the paved trails by the river and the new housing and condo starts which should attract families and professionals such as ourselves.



I am a little disappointed by the lack of bike lanes. Most towns have gone in that direction to promote healthier lifestyles (and to keep the bikes off the sidewalks ?). I was absolutely floored when I read that our council was even considering ATVs and side by sides tearing up our streets (and don't think they won't) but allowing all access to the designated ATV routes through town.

Instead of professional and young families it looks as though the town is catering to the noisy and possibly dangerous ATV owners to roam our streets and urban core, why ? I have an ATV myself that I keep at my cottage in Nipissing and trailer occasionally as well so I'm quite familiar with the sport. To my wife and I it will send Lindsay back 30 years or more instead of moving forward like most civilized towns.. This is NOT for us.

The moment I see ATVs flying up [REDACTED] street I will sell my home and move to a more civilized town.

Ken and Leslie Kerrigan

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**From:**  
**Sent:** Saturday, April 10, 2021 2:58 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Opening of roads

My name is Ron Burke, my wifes name is Donna. We live in lindsay and have the majority of our lives. I am in my 60s and have been riding ATVs my entire life. I have raised my children with the love and respect of riding as well and now my grandchildren are as well. My wife and I have a side by side. I live in the north end of Lindsay on Pottinger St. I would love to see the roads opened up to allow trail access for us. I hate having to load up and trailer out of town. The only issue i can see is people complaining about the atvs being on the same roads all the time. I also am not saying open up all roads in lindsay because thats just a gateway for people to get angry about people driving all over the place. I personally end up driving way up north to bancroft area to go riding for the weekend. Unfortunately i take all my business there as well. If i could leave from my home and ride the trails here with my side by side i would be more inclined to stay home and invest my hard earned money in kawartha lakes. We live in a beautiful area of Ontario and there is so much to see. I fully support the opening of roads in kawartha lakes.

Thank you, Ron and Donna Burke

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**From:** Susan Taylor <  
**Sent:** Saturday, April 10, 2021 6:26 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** Re:ORV pilot project

Hi Pat

As a resident of the City of Kawartha Lakes, I wanted to let you know that I support the ORV initiative. I did take the time to fill out and submit the online survey.

In emailing you regarding my support for the pilot project, I wanted to speak further to my concern for the need for education regarding the use of our roads and trails.

My initial response to the ORV idea was negative, not because it is not a good idea, but as a pedestrian it is already challenging trying to safely maneuver our sidewalks, roads and trails.

The lack of courtesy on our roads, especially our trails, not just from ORV's but all wheeled vehicles, is a problem.

I sincerely hope that the pilot project is successful and that this project may be the catalyst for initiating the implementation of long overdue educational and monitoring actions which will work towards ensuring, no matter if an individual is walking or wheeling, that their experience is respected. All the best, Susan Taylor

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**From:**

**Sent:** April 11, 2021 12:49 PM

**To:** [Tracy Richardson](#)

**Subject:** ORV survey etc.

I have just spent 1/2 hour trying to register so i can comment on ORV survey but could not let me register as cannot get it to accept my agreeing to privacy etc. very frustrating. I then tried to send you an email thru the city that requires I AM NOT A ROBOT and it could not connect to that either so i am not having much success with "our tax \$'s working for us" so here are my comments about ORV. i agree that ORV's should be allowed in Lindsay etc. we have horse/buggy, electric wheel chairs/vehicles/farm equipment etc. that use the sidewalks/roads/highways etc. They are not licensed nor regulated as far as i can tell. i didn't realize that ORV's weren't allowed. i have them on [REDACTED] regularly so why is Lindsay etc so special. in Europe etc. they are a way of life, like motor scooters etc. Regards Linda Carder,

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**From:** Ross Bilton <

**Sent:** Monday, April 12, 2021 8:13 AM

**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>

**Subject:** ORV in City of Kawartha Lakes

First off , I don't think that visitors to the City of Kawartha Lakes should have a say in the taskforce recommendations . Lets face it , if you don't live here you are not going to care the same . I have lived in this region for forty years. I live in the [REDACTED] where soil erosion can be a big problem. The size of tires and tread depth of those tires does a great deal of damage. For example, Solanium way just off Porter road has become impossible to get down because of soil erosion. The huge lugs on some of these ORV tires literally tear up the road right down too rocks and subsoil. That road then becomes impossible to use for other forms of travel including bicycles, horses or a farmers truck and implements that need to get into a field off a road allowance.

As far as safety goes, most people that have lived here for a period of time are respectful. But alot of people that come out from the urban areas to ride are not. Then it can become like a free for all. If off road vehicles are allowed to travel on concession roads in the City of Kawartha lakes you are going to have fatalities, guaranteed.

My recommendation would be that an organization be formed with of off road enthusiasts wit specific tire size , tread depth and trail safety etiquette to monitor and enforce responsible riding.

Thankyou for the opportunity voice my concerns.

Ross Bilton

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**From:** Sherri Crump  
**Sent:** Monday, April 12, 2021 1:31 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Subject:** positive health reasons to ride ORV

The following is the results from a study by York University; it was on the Ontario Federation of Trail Riders (OFTR) web site:

### Scientific Proof Off-Road Vehicle Riding Great Physical Activity For Health-Related Fitness

The Canadian Off-Highway Vehicle Distributors Council (COHV) reviewed the published results of the final phase of York University's study on the "Fitness and Health Benefits of Off-Road Vehicle (ORV) Riding", and is pleased to confirm once more that these finding support what all-terrain vehicle (ATV) and off-road motorcycle (ORM) clubs have been saying all along — that being out on the trails on your ATV or ORM is not only fun but contributes to individual and family emotional and physical well-being. In order to characterize the health, fitness and quality of life, of people who ride recreational off-road vehicles, Jamie F. Burr, and his team at York University's Physical Activity and Chronic Disease Unit, in its final phase of the study, evaluated the fitness and health of individuals who participated in a six or eight week training program that involved riding all-terrain vehicles (ATV) and off-road motorcycles (ORM) as the exercise stimulus. The primary purpose of this investigation on the "Physiological fitness and health adaptations from purposeful training using off-road vehicles" was to determine the fitness and health effects resulting from a structured program of off-road vehicle riding in non-habituated riders using all-terrain vehicles (ATV) and off-road motorcycles (ORM). A second purpose was to determine if differences would occur in the training response by vehicle type or riding frequency. The study's scientific results were published in the January 2011 issue of the European Journal of Applied Physiology. "The First Phase Tested The Physical Demands Of Riding, And Found It Similar To Jogging Or Calisthenics" Bob Ramsay, President of the COHV stated that, "The positive results reported in the study prove important health benefits can be achieved by this type of non-traditional physical activity." Ramsay added, "The fact that this type of physical activity can be used to target higher risk rural communities where exercise opportunities are limited, off-road riding certainly represents an attractive unconventional physical activity to help combat preventable disease and premature aging that puts a burden on Canada's health care system." "In addition to being an increasingly popular recreational activity for Canadian of all ages, this study confirms what we already know, that off-road motorcycle riding is an effective exercise stimulus that results in positive changes in an individual's fitness, health and quality of life," stated Daniel Tessier, President of the Motorcyclists Confederation of Canada (MCC). The COHV and its member companies: Arctic Cat, BRP (Can-Am), Honda, Kawasaki, KTM, Polaris, Suzuki and Yamaha are committed to family recreation and healthy, active life styles. We believe that the results of this study are a great resource to be shared with those who question OHVs as a healthy recreational activity. Facts Vehicle riding took place under the supervision of instructors at a professional off-road riding school. Within vehicle type and riding volume group divisions, riders were further sub-divided into smaller training groups of 4–8 riders based on riding ability. As participants improved their riding skills, groups were adjusted so that the speed and difficulty of terrain were maintained throughout the program at a safe and appropriate level for all participants. Participants in this study experienced a decreased in both the percentage of body fat and a reduction in waist circumference, even though there was a small decrease in body mass. This suggests that 6 weeks of off-road riding not only leads to healthy changes in body fat stores but also increases lean muscle mass to offset the weight loss associated with body fat reductions. Conclusion Consistent participation in off-road riding is an effective mode of alternative physical activity for decreasing adiposity (storage of fat), increasing muscle mass and improving endurance in the lower body. Off-

road riding is effective for lowering blood pressure and may be a useful physical activity modality to improve metabolic regulation.

In my opinion, due to COVID-19, we can use all the opportunities possible to improve our mental and physical well being.

~Sherri Carriere

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From: Graham Hawkrige <  
Sent: Tuesday, April 13, 2021 1:01 PM  
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
Subject: Kids on mini ATV,s

Saturday afternoon in Pontypool showed me that some parents are a little lax in responsibility towards their children.

Imagine my complete surprise when turning to drive east down Pontypool Road, I came across two young male children on mini ATV,s "on the side walk, but starting to turn onto the road, opposite the now retired post masters new home. I slowed right down to a crawl and went slowly by, all the while thinking to myself that they were my kids, they wouldn't be allowed to do this at so young an age. Any field would be great to teach them the ins and outs of this rather dangerous activity.

One looked to be no older than 9 or 10, while the other was no older than 6 or 7. Not considered old enough by any means, to be loose in any village around our City of Kawartha Lakes in my opinion, especially unaccompanied by an adult anywhere in sight.

Graham Hawkrige  
Pontypool

Ps One hopes they were both okay and that both got home okay.

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On Apr 14, 2021, at 8:23 AM, Jane Zednik < wrote:

Dear Mayor and Members of Council and ORV Task Force Chair:

I am writing to you with questions and concerns about the Off Road Vehicle survey posted on the COKL *Jump In* site. I filled in the survey even though I do not reside in the COKL but if the decision is made to open up municipal roads to ORV access, it will have future ramifications for the municipality where I reside. I am not going to provide any opinions on that, but do have several questions and concerns about the ORV Task Force survey.

**Residence:** As I have indicated, I completed the survey even though not a resident of the COKL – but should have I been allowed? Since the survey is not restricted to COKL residents, anyone can participate and 'pro' open road supporters from all across the province have been urged via social media to support the opening of all roads. Because only postal codes are required, not full addresses, it has even been suggested on social media, for road access supporters to use COKL postal codes. So how representative of the COKL population will this survey be? The survey lists

several specific roads in Lindsay and almost all roads in Bobcaygeon as possible candidates for full road access, but do residents along these roads, even know their roads are the subject of this survey? Instead of my ability, or anyone else's to decide whether the roads of these residents should be opened up to ORV access, shouldn't they be asked directly whether they support such a plan? Shouldn't there have been a door to door canvass or notice provided to each affected residence or business about this survey?

**ORV definition and road limits:** The survey does not list what specific off road vehicles would be allowed on roads. The Ontario Ministry of Transportation defines off-road vehicles to include : ATVs, Two-Up All-Terrain Vehicles, Utility Terrain Vehicles (UTV), Recreational Off Highway Vehicles (ROV), Off Road Motorcycles (ORM) as well as Extreme Terrain Vehicles (XTVs). Will all ORVs be allowed road access? This is not indicated in the survey. **Note:** It will be impossible to limit the number of vehicles on the road - from experience, riders often travel in groups and at times, large convoys.

**Survey bias:** The introduction to the survey states that, “ *The goal is to provide Council with recommendations based on research and public consultation that will help expand and enhance ORV use activity across the municipality*” focussing on ‘approved roads and restricted areas’. There are no ‘restricted areas’ listed in the survey – what are they? Only roads up for possible approval are listed and that seems to be the entire municipality except for a few roads in Bobcaygeon and Lindsay. Are these the ‘restricted areas’? In addition, if a respondent answers ‘No’ to the question of general road access or access to all roads except two in Bobcaygeon, there is no opportunity to expand on reasons for the answer. However, there are opportunities for ‘yes’ respondents to expand on their answers to specific survey questions.

**Survey focus:** The survey focusses on two urban centres Lindsay and Bobcaygeon - there is no mention of all other designated settlement areas. There is no opportunity for residents other settlement areas to respond specifically either way regarding ORV road access within their communities. Alnwick/Haldimand, which has no large urban centres unlike the COKL, passed a by-law to open a number of township roads but placed restrictions on their settlement areas: “ *Roads in Hamlets and subdivision areas are EXCLUDED. - ATV's are NOT permitted in the Hamlets of Lakeport, Wicklow, Grafton, Vernonville, Eddystone, Centreton, Fenella, Burnley and Roseneath*”. The survey also fails to account for the diverse demographics and regional disparities which are significant in regard to possibly allowing possible road access to ORVs. Would it not have made more sense to divide the survey into regions based on geography and populations and settlement areas as defined in the Official Plan?

**KATV Association/ATV Association Membership Requirement:** The survey indicates there could be a requirement that “ *all operators of ORVs to possess a valid Kawartha ATV Association or an affiliated membership*”. **Why?** The KATV Association does not have the legal ability that police forces have to enforce the Highway Traffic Act. So why would any resident have to join KATV or another ATV association in order to travel on roads these associations do not own and have no control over? Plus, if a resident does not want to use KATV or any other ATV association trails or trail systems, but solely municipal roads instead, why should they be obligated to pay the expensive membership fees?

The survey question seeking support for KATV Association membership as a requirement on the survey also seems to suggest KATV will become an acting agent on behalf of the COKL. If so, does this mean KATV Association will fall under the jurisdiction of the COKL? The following passage is taken from recent posting by the KATV Association on their Facebook page in response to

concerned residents who are opposed to wide-scale ORV road access and have started a petition on the COKL's public forum tool - [Jump In](#) where citizens are "*invited to join the conversation and share your thoughts*".

The KATV Facebook diatribe denigrates the COKL's *Jump In* public initiative, [a tool the ORV Task Force](#) is also using.

It appears the KATV invective was posted on Facebook is being used as a means to prod angry readers to fill in the survey. Calling citizens 'anti ATV' and 'liars' is alarming, and not acceptable behaviour; even more so since the survey seems to suggest there could be some form of partnership with KATV and the COKL. (full screenshot of the KATV Association Facebook entry below).

*The anti ATV group should be embarrassed and ashamed of themselves for outright lying to the public to fit their own hidden agendas.*

*They're lying because they know there is no valid reason not to allow this proposed two year trial period to go through. They are afraid to allow it to happen because they know that in the past every trial period has been successful and council has always voted in favor after the trial period is over.*

*Don't let these people determine the future of ATVs and SxS in our community BASED ON THEIR LIES. Enough is Enough! We as taxpayers and visitors who spend money in the community deserve a chance to prove ourselves.*

*Take 10 minutes out of your weekend and complete the survey:*  
<https://jumpinkawarthalakes.ca/orv...>

Surveys can be important tools in helping councils make decisions in important civic matters – but the survey has to be balanced, clear and inclusive – this one is not.

Yours truly  
Jane Zednik

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**Name:** Calvin Struthers

**Email Address:**

**Subject:** ORV issues

**Message:** Councillor, I live in Bobcaygeon and am very concerned with the issue of allowing ATV access to municipal roads. While the Province did allow Municipalities to approve access to roads under their control for ATV traffic the Municipality does not have to allow this activity. I have submitted to the Committee my concerns regarding trying to push this through during a pandemic thus reducing the ability for residents to get involved. I tried to take the ORV survey online and it did not allow me access. I have contacted a rep on the Committee to look at this issue. How many others have not had their voices heard. Thank you

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**From:** Jim Riehle <

**Sent:** Friday, April 16, 2021 4:21:47 PM



**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Subject:** No ATV Bylaw Change

I do **not** want Council to take any action that might result in more ATV traffic on Lindsay streets.

Jim Riehle

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**From:** Caren McNeilly <  
**Sent:** Sunday, April 18, 2021 6:14:07 PM  
**To:** [aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca) <[aletham@kawarthalakes.ca](mailto:aletham@kawarthalakes.ca)>  
**Cc:** [poreilly@kawarthalakes.ca](mailto:poreilly@kawarthalakes.ca) <[poreilly@kawarthalakes.ca](mailto:poreilly@kawarthalakes.ca)>  
**Subject:** Increased Atv and Orv access to public roads in Kawartha Lakes.

We live at [REDACTED] Lindsay Ontario, along side the Rotary Trail across the river from Mill Park. We believe giving increased access to Orvs and Atvs will pose a direct threat to the safety of pedestrians and cyclists in the area. Currently, the motorized vehicles that illegally access these areas go unchecked. We have witnessed drinking parties, garbage dumping and groups using the public parkland as washrooms already, and fear a legal change will not only pose a serious danger to pedestrians and cyclists but will encourage more of the negative behaviour that affects the environment and the park atmosphere. Please consider the neglect that currently goes unchecked by authorities and imagine the danger to the public and the destruction of our parks if this increase is allowed. thank you, Caren and John McNeilly

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**From:** Rob P <  
**Sent:** Monday, April 19, 2021 3:45 PM  
**To:** ORVTaskForce <[orvtaskforce@kawarthalakes.ca](mailto:orvtaskforce@kawarthalakes.ca)>  
**Cc:** Sean Robichaud <  
**Subject:** Fwd: Email query

Hello Task force team

Please see the email chain below.

Are you going to address this shortcoming when looking at opening the road allowances?

Please consider that if you give these folks with licensed, insured, and registered off-road or dual sport motorcycles some place to ride, you will alleviate many of the complaints associated with them. Side by sides and UTV's should also be considered.

Take a look at how it's successfully done in the US. No need to reinvent the wheel.

They have strict rules and associated stiff penalties - they educate through enforcement.

Many states had the common sense to turn these sports into a revenue stream that offsets all enforcement and trail upkeep costs. They also have youth training programs that serve to educate and promote safe off road vehicle use on these trails while under parental or guardian supervision.

More enforcement means less problems in the community - it is a simple formula that works.

Best regards

Rob Paschkowiak, Bethany

Begin forwarded message:

**From:** Sean Robichaud <  
**Date:** April 19, 2021 at 9:40:34 AM EDT  
**To:**  
**Subject:** Email query

Hi Rob,

I will do my best to answer the question you have below. However, the final and best answer should come from your municipality.

The short answer is "no" motorcycles can not be used on the rail trail under Kawartha Lakes by-laws. This goes for blue and green plated bikes. There are some very limited sections near Kinmount that do permit access to green plated bikes but that is only north of Burnt River and just north of Kinmount. Blue plated bikes are not permitted as per City by-laws.

That said, we are working hard as an organization to increase access to the rail trail. We are optimistic that access will open up as these initiatives continue.

Sean

*Sean Robichaud  
Board of Directors*

**Kawartha ATV Association**  
**Kawartha Off Road Motorcycle Association**

**From:** Rob P <  
**Sent:** Saturday, April 17, 2021 10:44:54 AM  
**To:** info [katva.ca](mailto:info@katva.ca) <[info@katva.ca](mailto:info@katva.ca)>  
**Subject:** Dual sport or off road MC

Hi

We live in Bethany and are wondering if licensed insured dual sport and/or off road motorcycles are permitted on the trail to Lindsay.

We have one ATV at the moment and would prefer a MC as a second machine to ride the trails.

Please confirm.



Appendix: C  
To Report: PW2021-002

Thanks

Best regards

Rob

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**END OF CORRESPONDENCE RECEIVED AS OF MIDNIGHT ON APRIL 19<sup>th</sup>, 2021**

### **Questions asked during ORV public meeting**

- 1) Have you talked to and heard back from the Health Unit?
- 2) Has something happened to change the concerns the health unit had when they looked in to this in 2009, 2011, 2013?
- 3) Have you received written comments on the proposed route through Lindsay from Kawartha Lakes Police Services?
- 4) Have you read the detailed explanation in that special council report from Feb 5<sup>th</sup> 2013, on why the ATV route through Lindsay that was proposed at that time was not recommended?
- 5) Have you talked to representatives from municipalities who have decided not to allow ATVs on their roads to find out their reasons?
- 6) Have you talked to downtown Lindsay business owners to find out whether they think ORV use on the roads will have the economic benefit the task force feels it will have?
- 7) Have you checked what ATV and SxS manufacturers have to say about driving their vehicles on the roads?
- 8) Have you researched what the recreational off highway vehicle association has to say?
- 9) Have you calculated the potential costs of allowing ORV use on the roads, costs such as enforcement and road maintenance?
- 10) What do the OPP and Lindsay Police recommend?
- 11) How are they preparing for enforcement?
- 12) What do the local health unit recommend?
- 13) What preventative action will be taken to reduce the likelihood of adverse health concerns?
- 14) What signage should the city be putting in place to direct people?
- 15) What will help with so many drivers unfamiliar with the area coming in?
- 16) What public education activities would help prepare awareness for the changes?
- 17) How can young age groups be reached?
- 18) What is different in driving on roads vs trails?

- 19)** Who will take the lead in dealing with all of the safety issues?
- 20)** What have been the experiences elsewhere when similar changes have been introduced?
- 21)** How will the experience be documented and analyzed over the coming years to make improvements and reduce risks and problems?
- 22)** Did KATVA cover all expenses of maintaining motorized trails, if not, what were the city's expenses?
- 23)** What are city's expected expenses for more ORV traffic and enforcement?
- 24)** What happens when a road shoulder gives way and there are serious injuries?
- 25)** Will ORVs on the streets of Lindsay be policed by the OPP or KLPS?  
**A:** Jurisdictions will remain the same, OPP will continue to enforce where they currently enforce and the same with KLPS
- 26)** If this is allowed, will it be required to have signal lights and mirrors on the ATVs?  
**A:** No requirement for automated signals, hand signals are required. Do not believe mirrors are currently required.

**Questions asked on the Jump In Page regarding ORV use on roads**

**Q. I have several concerns. The first is regarding those riders that remove the factory exhaust and add performance accessories to increase speed (and noise). How does this meet environmental standards? And as several have pointed out, there is virtually no enforcement now even after repeated calls to the police. How are you going to deal with children on child-size machines when out with adults? Clearly they are not licenced and should not be on streets and roads. What is the solution to this?** ORVsurvey asked 23 days ago

A. Illegal exhaust systems or modifications should be dealt with by the appropriate law enforcement agency. The vast majority of ORVs came with and remain with factory installed equipment. Law enforcement issues should be addressed by the law enforcement agency in your area, including issues with children on roads as they are illegal on public roads.

**Q. I have been a resident on Washburn Island, Little Britain for more than 12 years. Everyday we have kids riding dirt bikes, ATVs speeding up and down our rural roads without regard for anyone's safety or enjoyment of our properties. Is the OPP going to step up patrols to enforce the law to prevent the noise, issues around illegal use of ORVs?** Gregory B asked 23 days ago

A. This is a question best answered by the law enforcement agency in your area.

**Q. Just an observation in a response regarding number of people completing this survey. It was stated hundreds of people have completed the survey. I only count 20 questions on this survey. Is there another survey document with these hundreds of comments/questions. Also, what were the 400 pieces of communications findings. Lastly, the City of Kawartha Lakes population is over 70,000 so it looks like very few either know about this issue or possible don't care but who knows at this point. Thank you, Cal** Cal asked 22 days ago

**Q. I know the ORV group puts funds towards the upkeep of the Victoria Rail Trail but do any other user groups put funds towards the trail? Groups like walkers, cyclists or horse back riding?** Mac asked 20 days ago

A. We are aware of no organizations other than Snowmobile, ATV and Dirt Bike Associations that make financial contributions to the City for the maintenance and improvements to City Trails.

**Q. Will ORV riders be required to have insurance while operating on public road.** Rucsac asked 19 days ago

A. Yes ORV riders are required to have plates and insurance while operating on all roads and trails in Ontario. This is enforced by the local law enforcement agencies.

**Q. Has the task force reviewed any cities or towns of similar size and population that either do or don't allow ORV vehicle access on town roads? What precedents have been set that either support or challenge the use of town roads by ORVs?** Bhanshaw asked 19 days ago

A. Yes they have. ORV access through towns and cities both larger and smaller than Lindsay and Bobcaygeon have been discussed. It has been found to be a process that can work. One of the best and most relevant examples is Wasaga Beach, Ontario. As anyone knows Wasaga Beach is a busy retirement and tourist community much like Kawartha Lakes. In September 2015 the town of Wasaga Beach opened all roads in the town to ORVs for year round use. They can ride on any road and go to any business on their ORV when traveling to and from the trails. Now 6 years later we can see that Wasaga Beach is one of the many success stories in Ontario.

**Q. In a previous answer it was noted that the suggested route through town was proposed to allow access to business, restaurants, etc. However in the FAQ section of this forum a question is posed asking if the road access is solely for trail to trail connections to which the answer was yes. These are two very conflicting answers, can you please clarify?** Bhanshaw asked 19 days ago

A. It's actually a combination of both. ORV users want to get from trail to trail but it would be beneficial to both the riders and the local businesses if they can stop for food, gas or any other retail stops along the way. At a time when so many of our small businesses are struggling due to the pandemic, we as a community need to do everything we can to support them. The businesses in Fenelon Falls and Kinmount have seen the positive effects of ORV riders spending money in their towns and it's time to give other communities the chance to enjoy the same benefits if council is in agreement.

**Q. Why is the city proposing this, when it is clear to both the residents that there exists an enforcement issue with ORV using both road ways and trails in a non compliance way?** Owner asked 18 days ago

A. The CoKL recognizes that ORV use is a big part of the lifestyle for many of our newest and lifelong residents. It's just another way for people to enjoy the outdoors. It has quickly become as popular as cycling and boating in our community. The City will review the recommendations presented by the task force and make their own decisions based on input from the public and local agencies such as the city staff, public health and law enforcement. The City will adopt some, all or none of them. The City may create and adopt their own policies.

**Q. Your response to my previous question is not acceptable, the OPP don't seem to patrol enough in my area to make a difference. Last summer was a nightmare with all the illegal use of ATVs and Dirt Bikes in my area, not to mention the excessive noise due to aftermarket exhaust systems. Enforcement is necessary for a successful implementation of this proposal. I don't want to be calling the OPP everyday for something to be done and I am sure they don't**

**want to hear me complaining about it everyday. There needs to be commitment from our policing organizations to support enforcement of your proposal.** Gregory B asked 16 days ago

A. You may not like the answer but it doesn't change the fact, that is the answer. Policing answers calls based on priorities set by the Province for the OPP and the Police Service Board for municipalities. Part of the process is calls they receive from citizens. We recommend that you continue contacting the police for any problems you are having in your community if it involves illegal behaviours.

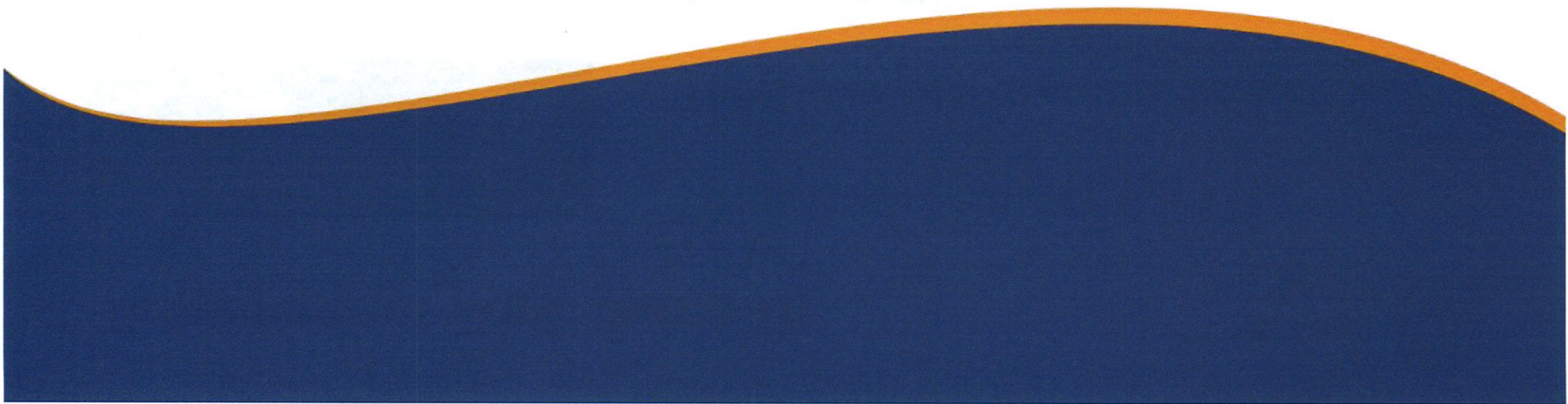
**Q. Do the Nay-sayers complaining about the ATV use of the Rail Trail, realize that it is the ATV riders that pay annually to use the Trails, question is do Pedestrians and Cyclists contribute any monies to the maintenance, and policing of said trail?** jonnybly asked 15 days ago

A. I am not sure if trail users or opponents to connecting trails in the City of Kawartha Lakes realize the huge financial contributions the Snowmobile and ORV Associations make to the maintenance and improvements to City owned trails. I am not aware of any other organization financially assisting the City in maintenance and improvements of City Trails. The motorized trail associations make improvements to the trails for everyone to enjoy include the non-motorized users.

# Off Road Vehicle Task Force

## Engagement Analytics

April 20, 2021





# Engagement Tool: **Jump In**



## Off Road Vehicle Task Force

Off Road Vehicles (ORVs) such as All Terrain Vehicles (ATVs) are becoming more and more of a popular activity in and around Kawartha Lakes. With recent changes made to provincial legislation around ORV use on highways, Kawartha Lakes Council decided that it was time to review the municipality's current by-laws. The Off Road Vehicle Task Force, a team composed of members of Council, Kawartha Lakes Staff and members of the public, will work together over the next few months to take a closer look at the current rules around ORV use, focusing on approved roads and restricted areas. The goal is to provide Council with recommendations based on research and public consultation that will help expand and enhance ORV use activity across the municipality.



## Who's Listening

Councillor P. Dunn

Chair, ORV Task Force

Kawartha Lakes Council

Phone: 709-324-6111

Email: [pdunn@kawarthalakes.ca](mailto:pdunn@kawarthalakes.ca)

## Task Force Timeline

Task Force approved by Council  
October 20, 2020

Public Consultation  
The Task Force is currently looking at all levels of legislation in place in place with approved areas in Kawartha Lakes for ORV use. The team will be using different methods of data gathering and public consultation to collect information to report back to Council.

## Videos



## Questions and Answers from ORV Public Meeting

29 Mar 2021

Have you talked to and heard back from the Health Unit?

The Health Unit has been contacted but their response has been delayed due to Covid. Their staff have been busy organizing the vaccination protocols for the residents in Kawartha Lakes.

Has something happened to change the concerns the health unit had when they looked into this in 2009, 2011, 2012?

We are looking for an update regarding health and safety information from within our local health unit.

Have you received written comments on the proposed route through Lindsay from Kawartha Lakes Police Services?

The Kawartha Lakes Police Service have been part of the conversation since the Task Force began. A request has been sent to the KLPSS and we are awaiting their report.

Have you read the detailed explanation in that special council report from Feb 5<sup>th</sup> 2013, on why the ATV route through Lindsay that was proposed at that time was not recommended?

**Launched:** February 9, 2021

**Total visitors to date:** 10.4 K

**Aware:** 8.2K  
(visited a project or tool page)

**Informed:** 4.9K  
(clicked/downloaded one or more project tools )

**Engaged** 2.1K  
(asked a question or participated in our survey)



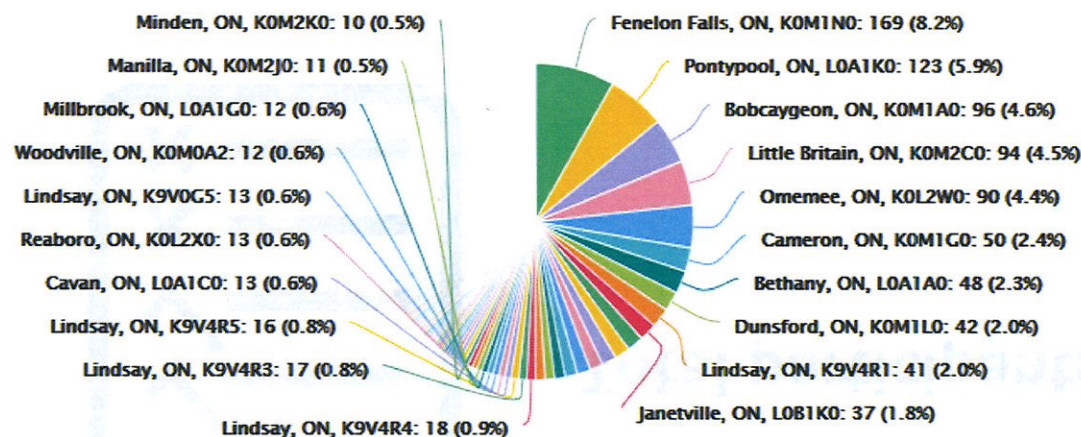
## Engagement Tool: **Survey**



**Survey Timeline:** March 19 to April 19

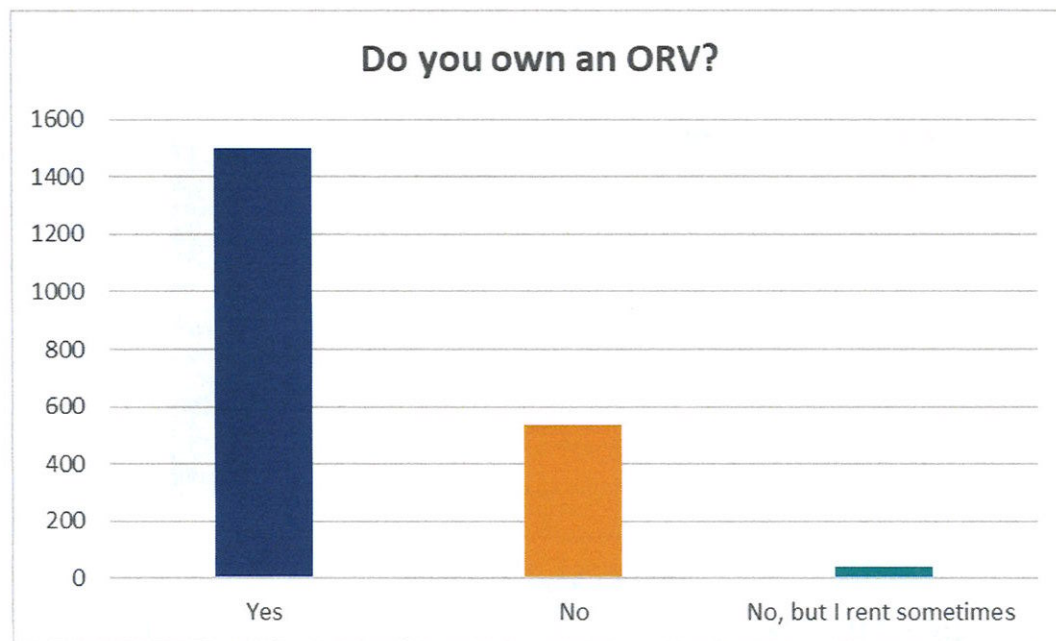
**Total participants:** 2,072

# Quick Glance



**Even representation  
across Kawartha Lakes**

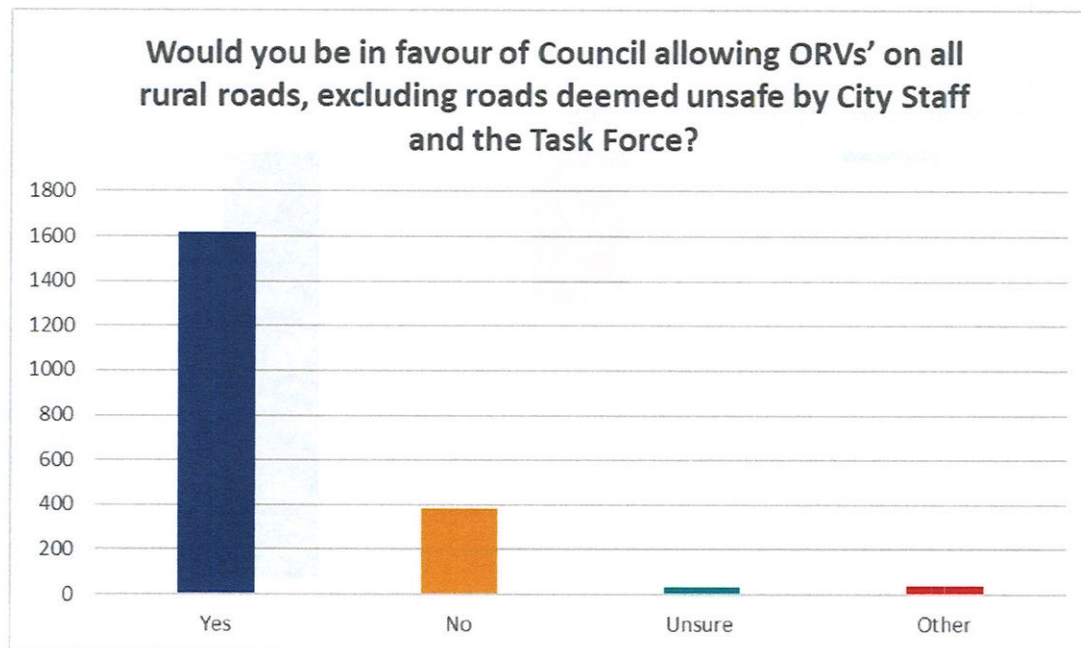
## Quick Glance



**Majority respondents own ORVs**

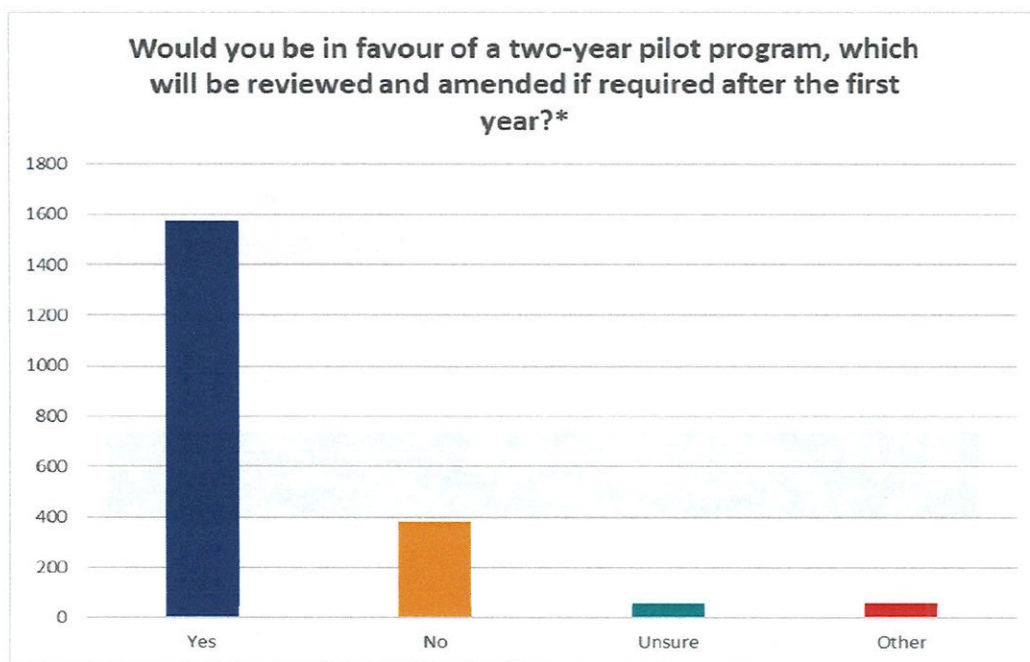


## Quick Glance



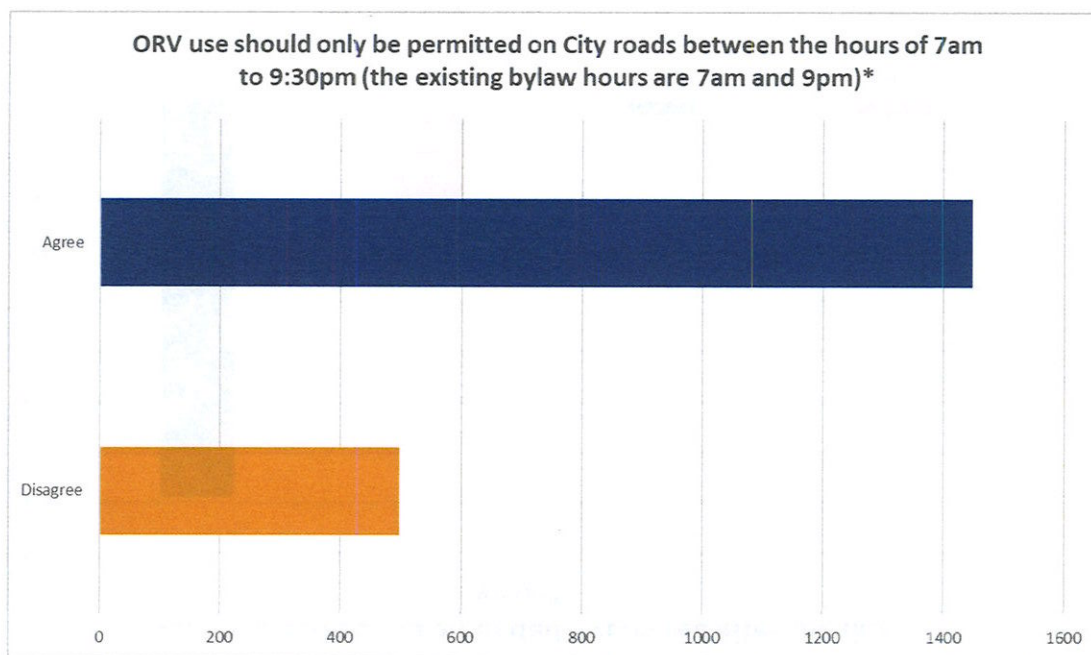
**78%** are in favour  
of allowing ORVs on  
rural roads

## Quick Glance



**76%** are in favour  
of a pilot program

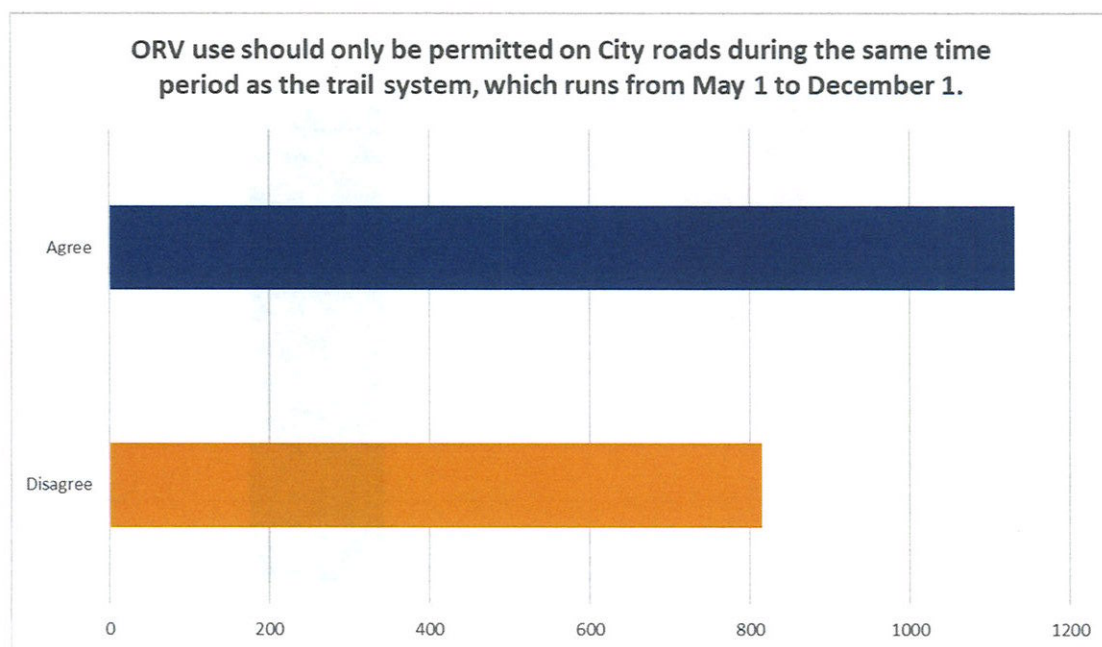
# Quick Glance



**70%** agree with  
extending time until  
9:30pm

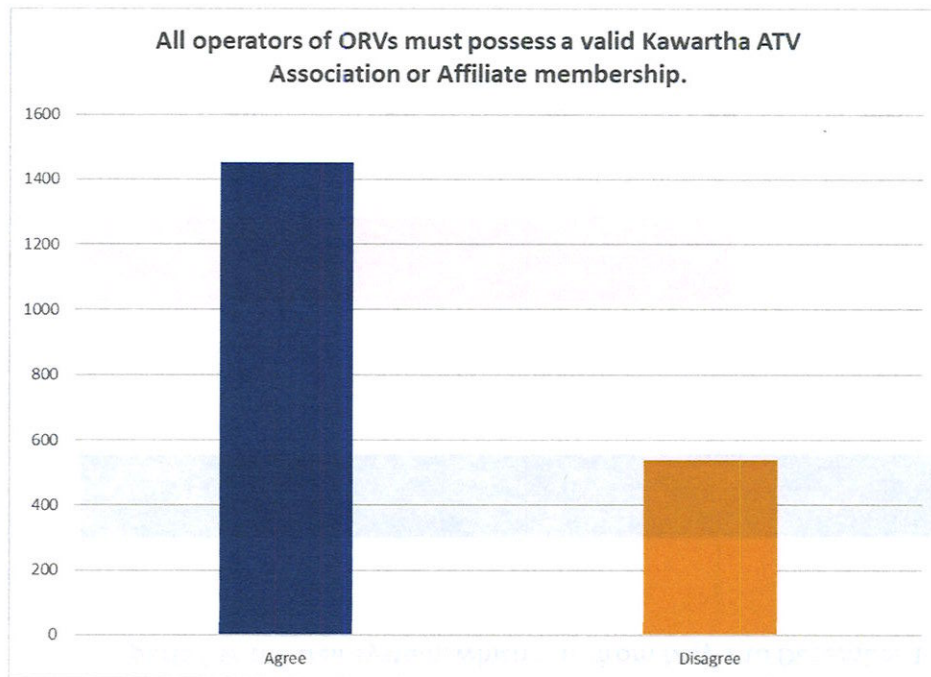


# Quick Glance



**55%** agree with  
seasonal permissions

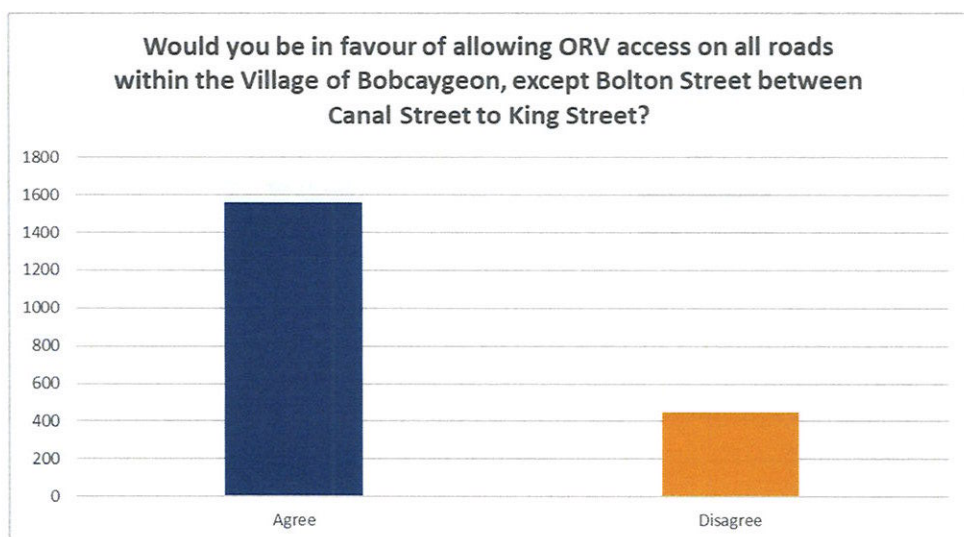
## Quick Glance



**70% agree with  
KATVA association**

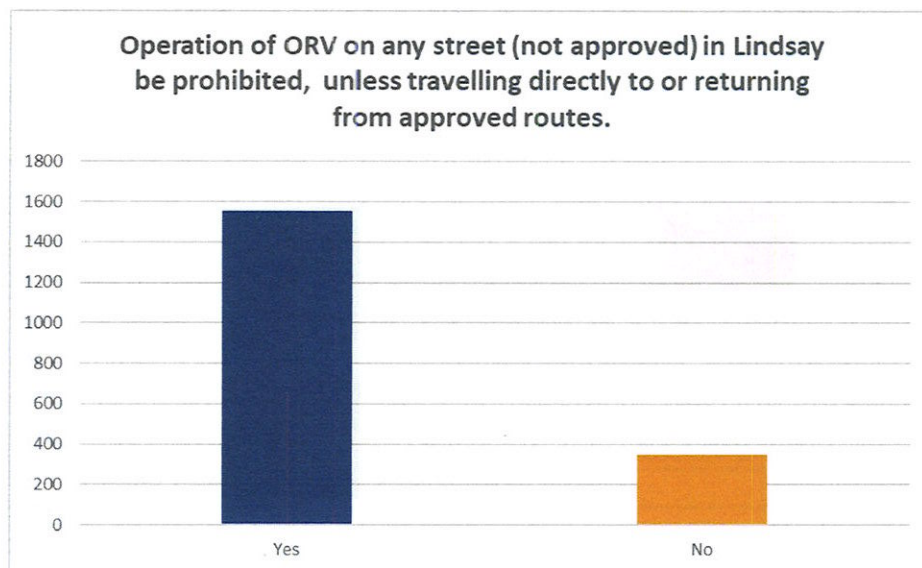


# Quick Glance



**76%** are in favour of allowing ORV access on roads within Bobcaygeon

## Quick Glance



**75%** agree with the  
operation of ORVs in Lindsay  
**IF** they are traveling directly  
to or from an approved route



Community Services Department  
50 Wolfe Street  
Lindsay, ON K9V 2J2  
(705)324-9411 ext 1304  
cshanks@kawarthalakes.ca

April 15, 2021

City of Kawartha Lakes  
ORV Task Force

**Re: ORV Task Force Recommendations**

Thank you for the opportunity to provide comments regarding the ORV Task Force recommendations. Please accept these comments on behalf of the **Community Services Department**.

Comments on recommendations;

- There is no definition between rural and urban so how are rural and urban roads defined?
- The recommendation is as a 2-year Pilot Project. Both the Active Transportation Plan and the Trails Master Plan are about to be implemented. What if the time of use for the VRTC changes within it and creates a contradiction in this Pilot?
- A recommendation is for a user to be a member of the KATVA or affiliate. Who are affiliates? Will enforcement agencies know?
- While the KATVA gives annual support to the City, these recommendations seem as though they will boost KATVA revenues. Perhaps the City should have an agreement with the KATVA which stipulates a formal annual provision of funding support of a set amount.
- While it is understood that certain routes in urban centres are recommended as permitted or not, it further recommends that any road being used for travel to a trail is permitted. Therefore, this is effectively opening up all roads because enforcement agencies will not be able to prove that this is not the purpose of the travel.
- In Lindsay specific it references using the road route until the trail head for the VRTC on the northern end of Lindsay. There is no formal/official VRTC trail head in the North of Lindsay.
- The recommendation is to allow access to the VRTC via road routes for all ORVs. However, side-by-sides are currently only permitted on the VRTC north of Somerville Concession #3. Therefore, why would road routes south of Somerville Concession #3 be permitted to allow side-by-sides access to a trail they are not permitted access too.

Thanks you for the opportunity to provide comment on behalf of the Community Services Department. If you have any questions, please do not hesitate to contact me directly.

Sincerely,

Craig Shanks  
Director of Community Services  
City of Kawartha Lakes  
50 Wolfe Street  
Lindsay, ON K9V 2J2



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1-866-888-4577

April 14, 2021

Off Road Vehicle Use of City Roads Task Force  
Attention: Pat Dunn, Chair ORV Task Force

(via [bharrison@kawarthalakes.ca](mailto:bharrison@kawarthalakes.ca))

Re: Off Road Vehicle Consultation

Dear Mr. Dunn,

The Haliburton, Kawartha, Pine Ridge District Health Unit (HKPRDHU) is mandated by the *Health Promotion and Protection Act* (HPPA) and the Ontario Public Health Standards to deliver public health programs and services that promote and protect the health of residents in Haliburton and Northumberland Counties and the City of Kawartha Lakes (CKL).<sup>1</sup> This includes addressing road safety to reduce the burden of preventable injuries as well as promoting active transportation and supporting the creation of age-friendly communities.

We understand that the recently introduced provincial Bill 107 has made it necessary for municipalities to address if and where the use of Off-Road Recreational Vehicles (ORVs) will be permitted on municipal roads. As this has potential implications for the health of CKL residents, I am providing recommendations for the CKL ORV Task Force to carefully consider prior to submitting a final report to CKL Council.

The recommendations included in this letter address road safety related to ORV use but also address the connection between ORV use and active transportation where it may be relevant and necessary to do so.

Attached please find a report from our Epidemiology Department which provides health and safety-related evidence and information relating to general and on-road ORV use. For the purpose of this letter, the term ORV is inclusive of all-terrain vehicles (ATVs), side-by-side ATVs, utility-terrain vehicles, and off-road motorcycles (i.e., dirt bikes), and does not include snowmobiles, except where specified.

Over a 5-year period from 2015 to 2019, statistics in the attached report show that there were 1,286 ATV related emergency department (ED) visits among HKPR residents, with almost half of these (602 visits) involving CKL residents. Among residents of CKL, the age groups 10-19, 20-29 and 30-39 accounted for 74.3% of ATV related ED visits during that time. Also in CKL, there was an increase in ED visits from 119 in 2018 to 141 in 2019. During this same 5-year time period, there were 140 hospitalizations in HKPR as a result of ORV injuries, 55 of them involving CKL residents. Of note, the age-standardized rate of ATV-related hospitalizations in CKL in 2019 was 5 times greater than the rest of Ontario.

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## PROTECTION · PROMOTION · PREVENTION

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Pat Dunn  
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ORV-related incidents are classified according to whether they occur on roadways ("traffic") or off-roadways ("non-traffic"). Research indicates that there are higher rates of fatalities and serious injuries for ORV riders on roadways compared to off-roadways,<sup>2,3,4</sup> being on roadways increases the risk of collisions with other motor vehicles.<sup>2,5,6</sup> Also, certain design characteristics of these vehicles, particularly ATVs, make them unsafe on roadways.<sup>2,7</sup> As indicated in the attached report, CKL experienced 45.8% of all HKPR traffic-related ED visits. Some of the risk factors for ORV associated injury in Ontario include alcohol and drug use, riding at night, lack of helmet use, and excessive speed.<sup>8,9</sup> Research has shown that the majority of ORV-related ED visits occur on the weekend (Friday to Sunday), and almost all are related to recreational use of ORVs.<sup>8</sup> It is also important to note that accidents involving ORVs are classified as non-traffic accidents unless the contrary is stated, which may under-report ATV related traffic accidents.

Restricting ORVs to trail use only would be the preferred best practice from a public health standpoint, but as CKL has already included limited road access in its current bylaw, HKPRDHU understands that reverting to trail use only is probably not a viable option. We would however recommend that the City continue to take a precautionary approach in their response to the provincial legislation change. A precautionary approach would mean to continue with a restrictive ORV by-law, that identifies specific routes that connect trails, possibly in the southern end of the municipality as the current bylaw is more focused on the northern section. Implementing any changes for a set period of time and then reviewing and possibly revising, as the ORV Task Force is currently recommending, is a sensible and safe approach. It allows for additional access to be granted if this is deemed appropriate or for access to be restricted/revised if necessary.

Taking a precautionary approach would also allow time and space for coordination of the ORV bylaw with the Active Transportation (AT) Master Plan, which is also in process. The HKPRDHU is concerned that opening up ORV access to the extent currently being recommended by the ORV Task Force will be at cross purposes with the goals of the AT Master Plan. Active transportation systems are designed to create infrastructure that supports citizens to conduct their essential activities in an active manner first with increased recreation opportunities as a secondary benefit. Priority areas for active transportation infrastructure development are settlement areas as this supports citizens being able to walk, cycle, or wheel to access essential goods and services. Expanding and enhancing ORV use through increased access is primarily about supporting a recreational activity that has grown significantly in recent years. The HKPRDHU appreciates the challenge faced by CKL Council to implement active transportation and to also increase opportunities for ORV recreational use but believes that this would be best achieved by prioritizing access (and infrastructure) in settlement areas for active transportation by not allowing ORV use in these areas. By doing so, this also promotes safe accessibility within a community which is an important building block of age friendly communities.

In addition, if the CKL ORV Task Force feels that ORV use cannot be restricted to trail use and trail connections only, the HKPRDHU recommends:

1. Restrict ORV use on rural arterial municipal roads. Rural arterial roads tend to have higher traffic volume and higher traffic speeds.
2. In addition to restricting ORV use on rural arterial municipal roads, additional CKL roads or sections thereof may also be restricted if public or staff feedback suggest that road characteristics would not be safe for ORV use. This could include sections of CKL roads that traverse through settlement areas, areas where the road is heavily used by cyclists or walkers/pedestrians or roads that have already been identified as a road cycling route, promoted through City maps.

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Pat Dunn  
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3. Any exceptions to this restriction (Recommendation 1.) being considered should be based on an objective assessment of the risks and benefits and a clear understanding of what criteria needs to be met for a road to be deemed safe for ORV use. A process would need to be determined for quantifying and comparing the benefits and risks of permitting ORVs on the section of the rural arterial municipal road.

4. The ORV by-law should continue to include information that is applicable to the roads where ORVs are permitted:

- Specify speed limits
  - As per O. Reg. 316/03 (2018), set maximum speed limits of 20 kilometres per hour, if the roads speed limit is not greater than 50 kilometres per hour, and 50 kilometres per hour, if the roads speed limit is greater than 50 kilometres per hour.
- Specify restrictions to time of operation.
  - Prohibit night-time riding. Language that references “dusk to dawn” better addresses seasonality of night-time and is preferred to set times e.g., 7 a.m. to 9:30 p.m. as is currently being proposed.
  - Align the timing of access to roads with that of the trail system (May 1<sup>st</sup> to December 1<sup>st</sup>) as the ORV Task Force has proposed.
  - Emphasize provincial regulations relating to minimum age and safety requirements, such as requirement to wear an approved helmet.
  - Determine ways that users can be educated about ORV road-use laws and the risks of riding on the roads. If ORVs are to be permitted on more CKL roads, a coordinated communication strategy for all road users should be employed. This may be a role for the Kawartha ATV Association.
  - Work with local police services to increase enforcement campaigns and gather data that can be used to determine if ORV access should be revised/expanded at the end of the pilot period.

In summary, ORV-related accidents continue to cause injury and death. We ask that as the ORV Task Force moves forward with updating the CKL ORV bylaw, they consider the health implications of increased ORV use on municipal roads, not only in the context of safety itself but also in relation to how it impacts the development of the AT Master Plan and the implications for all other road users and/or impacts on accessibility of settlement areas. We trust that the information and recommendations provided by the HKPRDHU will assist the municipality in establishing a bylaw that meets the needs of not only ORV users, but all citizens of the City of Kawartha Lakes.

Please feel free to use the local statistics provided in the attached report and direct any questions related to this letter of recommendations to Andrew Harris, Epidemiologist ([aharris@hkpr.on.ca](mailto:aharris@hkpr.on.ca)) or Doreen Boville, Health Promoter ([dboville@hkpr.on.ca](mailto:dboville@hkpr.on.ca)).

Sincerely,

BOARD OF HEALTH FOR THE HALIBURTON,  
KAWARTHA, PINE RIDGE DISTRICT HEALTH UNIT



Natalie Bocking, MD MIPH CCFP FRCPC  
Medical Officer of Health, Haliburton, Kawartha, Pine Ridge District Health Unit

## References

1. Ontario Ministry of Health and Long-term Care. (2018). *Ontario Public Health Standard: Requirements for Programs, Services, and Accountability*. Toronto, ON: Author.
2. Denning, G. M., Harland, K. K., Ellis, D. G., & Jennissen, C. A. (2013). More fatal all-terrain vehicle crashes occur on the roadway than off: increased risk-taking characterises roadway fatalities. *Injury prevention*, 19(4), 250-256.
3. Williams, A. F., Oesch, S. L., McCartt, A. T., Teoh, E. R., & Sims, L. B. (2014). On-road all-terrain vehicle (ATV) fatalities in the United States. *Journal of safety research*, 50, 117-123.
4. Denning, G. M., & Jennissen, C. A. (2016). All-terrain vehicle fatalities on paved roads, unpaved roads, and off-road: Evidence for informed roadway safety warnings and legislation. *Traffic injury prevention*, 17(4), 406-412.
5. Yanchar NL, Canadian Paediatric Society Injury Prevention Committee. (2012). Position statement: Preventing injuries from all-terrain vehicles. Retrieved from <http://www.cps.ca/en/documents/position/preventing-injury-from-atvs>.
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7. Fawcett, V. J., Tsang, B., Taheri, A., Belton, K. & Widder, S. L. (2016). A review on all terrain vehicle safety. *Safety*, 2, 15.
8. Ontario Agency for Health Protection and Promotion (Public Health Ontario), Chu A, Orr S, Moloughney B, McFaull S, Russell K, Richmond SA. The epidemiology of all-terrain vehicle- and snowmobile-related injuries in Ontario. Toronto, ON: Queen's Printer for Ontario; 2019.
9. Lord, S., Tator, C. H., & Wells, S. (2010). Examining Ontario deaths due to all-terrain vehicles, and targets for prevention. *The Canadian Journal of Neurological Sciences*, 37(03), 343-349.

Epidemiology report, which provides health and safety-related evidence and information relating to general and on-road ORV use.

#### Methods

Data were obtained from the National Ambulatory Care and Reporting System (NACRS), the Discharge Abstract Database (DAD), and Vital Statistics (VS), via the Ontario Ministry of Health's IntelliHEALTH application. Population estimates and projections were obtained from the Ontario Ministry of Health's IntelliHEALTH application, extracted March 13<sup>th</sup>, 2021.

Emergency department (ED) visits and hospital discharge records in Canada are coded using the International Statistical Classification of Diseases and Related Health Problems, 10<sup>th</sup> revision, Canada (ICD-10-CA). Overall injuries for ATV-related ED visits were identified by the ICD-10-CA codes listed in Table 1 below. The included codes for other all-terrain or other off-road motor vehicles, where the vehicle type was known, do not include snowmobiles (with the exception of V86.2, V86.4, and V86.7, where these are not separated), specialty vehicles mainly used in agriculture, or special construction vehicles. These codes also exclude motorcycles and three-wheeled motor vehicles, unless their primary purpose is for off-road use. Geography is assigned to residents based on where they reside, not where an injury occurred or the location of the emergency department attended.

**Table 1. All-terrain or other off-road motor vehicle codes, International Statistical Classification of Diseases and Related Health Problems, 10<sup>th</sup> revision, Canada (ICD-10-CA). CIHI, 2015.**

V86.08 Driver of other all-terrain or other off-road motor vehicle injured in traffic accident
V86.18 Passenger of other all-terrain or other off-road motor vehicle injured in traffic accident
V86.2 Person on outside of all-terrain or other off-road motor vehicle injured in traffic accident
V86.38 Unspecified occupant of other all-terrain or other off-road motor vehicle injured in traffic accident
V86.4 Person injured while boarding or alighting from all-terrain or other off-road motor vehicle
V86.58 Driver of other all-terrain or other off-road motor vehicle injured in nontraffic accident
V86.68 Passenger of other all-terrain or other off-road motor vehicle injured in nontraffic accident
V86.7 Person on outside of all-terrain or other off-road motor vehicle injured in nontraffic accident
V86.98 Unspecified occupant of other all-terrain or other off-road motor vehicle injured in nontraffic accident

Note: V86.2, V86.4, AND V86.7 may include persons injured from snowmobiles.

Within the ICD-10-CA, a traffic accident is defined as any vehicle accident occurring on a public highway (i.e., originating on, terminating on, or involving a vehicle partially on the highway): "A public highway or street is the entire width between property lines (or other boundary lines) of land open to the public as a matter of right or custom for purposes of moving persons or property from one place to another. A roadway is that part of the public highway designed, improved and customarily used for vehicular traffic" (p.888; ICD-10-CA; Canadian Institute for Health Information (CIHI), 2015). Accidents involving



off-road motor vehicles are classified as nontraffic accidents unless the contrary is stated, which may under-report ATV-related traffic accidents. For ED visits specifically identified as traffic accidents the ICD-10-CA codes used are listed in Table 2 below.

Table 2. Traffic accident all-terrain or other off-road motor vehicle codes, International Statistical Classification of Diseases and Related Health Problems, 10 <sup>th</sup> revision, Canada (ICD-10-CA). CIHI, 2015.
V86.08 Driver of other all-terrain or other off-road motor vehicle injured in traffic accident
V86.18 Passenger of other all-terrain or other off-road motor vehicle injured in traffic accident
V86.2 Person on outside of all-terrain or other off-road motor vehicle injured in traffic accident
V86.38 Unspecified occupant of other all-terrain or other off-road motor vehicle injured in traffic accident

Note: V86.2 may include persons injured from snowmobiles; traffic-related ATV accidents may be under reported as accidents involving off-road motor vehicles are classified as nontraffic accidents unless the contrary is stated.

The data provided include a combination of counts, percentages, and age-standardized rates. Age-standardized rates were calculated using the 2011 Canadian population as the standard population. Age-standardization <sup>4</sup>is statistical method to account for differences between age-distributions in the populations being compared. Confidence intervals (CIs) are the range of variability around an estimate. The 95% CI displays the range surrounding an estimate in which there is a 95% probability that the population value occurs.

<sup>4</sup> Statistics Canada. [Age-standardized Rates \(statcan.gc.ca\)](https://www150.statcan.gc.ca/n1/pub/82-625-x/2013001/article/00001-eng.htm)

## Results

### Overall ATV-related emergency department (ED) visits

Over the 5-year period 2015 – 2019, there were 1,286 ATV-related emergency department (ED) visits among residents of the Haliburton, Kawartha, Pine Ridge District Health Unit (HKPRDHU), an average of 257.2 per year. Across counties, the majority of these ATV-related ED visits occurred among residents of Kawartha Lakes (602), followed by Northumberland (516), and Haliburton (168). By 10-year age-group, the highest number of ATV-related ED visits occurred among residents 10-19 years of age (386; 30.0%), 20-29 years of age (363; 28.2%), and 30-39 years of age (159; 12.4%) (Table 3). These three age-groups accounted of 70.6% of all ATV-related ED visits over the 2015 – 2019 period.

Among residents of Kawartha Lakes, the highest number of ATV-related ED visits occurred among residents 10-19 years of age (197; 32.7%), 20-29 years of age (163; 27.1%), and 30-39 years of age (87; 14.5%). These three age-groups accounted of 74.3% of ATV-related ED visits for residents of Kawartha Lakes, over the 2015 – 2019 period.

Table 3. Number of ATV-related emergency department visits by age-group, 2015 – 2019, HKPRDHU.

Age-group	ATV-related ED visits (#) 2015 - 2019	Percent of all ATV- related ED visits (%) 2015 - 2019
00-09	34	2.6
10-19	386	30.0
20-29	363	28.2
30-39	159	12.4
40-49	144	11.2
50-59	123	9.6
60-69	45	3.5
70-79	25	1.9
80+	7	0.5
All Ages	1,286	100.0

Table 4. Age-standardized rates of ATV-related emergency department visits, 2015 - 2019, by selected geography.

Geography	Year	ATV-related ED Visits	Age-standardized Rate per 100,000	Lower 95% Confidence Interval	Upper 95% Confidence Interval
KAWARTHA LAKES	2015	110	174.9	143.3	211.1
	2016	105	169.9	138.7	205.7
	2017	127	198.8	165.3	236.9
	2018	119	190.2	157.2	227.8
	2019	141	226.0	189.8	266.8
HKPRDHU	2015	238	156.0	136.4	177.6
	2016	253	171.6	150.8	194.4
	2017	251	167.6	147.2	190.0
	2018	276	185.4	163.8	209.0
	2019	268	186.4	164.4	210.3
ONTARIO*	2015	5,285	39.1	38.0	40.1
	2016	5,190	37.9	36.9	39.0
	2017	5,099	36.9	35.9	38.0
	2018	4,894	34.9	33.9	35.9
	2019	4,843	34.2	33.3	35.2

\*For comparison purposes, Ontario contains all other areas in the province, excluding the HKPRDHU.

#### Traffic accidents ATV-related ED visits

From 2015 – 2019 there were 48 ATV-related ED visits specifically identified as traffic accidents<sup>2</sup> among residents of the HKPRDHU (3.7% of all ATV-related ED visits), an average of 9.6 per year. Traffic-related ATV injuries resulting in an ED visit occurring among residents of the HKPRDHU occurred most frequently among those 20-29 years of age (20; 41.7%), 10-19 years of age (12; 25.0%), and 30-39 years of age (6; 12.5%). Over the 5-year period, residents of Kawartha Lakes accounted for 45.8% (22/48) of ED visits specifically identified as a traffic-related ATV injury, ranging from an annual high of 71.4% to a low of 33.3%.

#### Overall ATV-related hospitalizations

Over the period of 2015 – 2019, there were 140 hospitalizations from ATV-related injuries, an average of 28 per year. The majority of these ATV-related hospitalizations occurred among residents of Northumberland (61), followed by Kawartha Lakes (55), and Haliburton (24). By 10-year age-group, the highest number of ATV-related hospitalizations occurred among residents 20-29 years of age (29;

<sup>2</sup> Traffic-related ATV accidents may be under reported as accidents involving off-road motor vehicles are classified as nontraffic accidents unless the contrary is stated.

20.7%), 50-59 years of age (27; 19.3%), and 40-49 years of age (23; 16.4%) (Table 5). These three age-groups accounted of 56.4% of all ATV-related hospitalizations over the 2015 – 2019 period.

Among residents of Kawartha Lakes, the highest number of ATV-related hospitalizations occurred among individuals 10-19 years of age (11; 20.0%), 50-59 years of age (10; 18.2%), and both 40-49 and 30-39 and year-olds (9 each; 16.4% each). These four age-groups accounted of 70.1% of ATV-related hospitalizations for residents of Kawartha Lakes from 2015 – 2019.

Table 5. Number and percent of ATV-related hospitalizations by age-group, 5-year total (2015 – 2019), HKPRDHU.

Age-group	ATV-related Hospitalizations (#) 2015 - 2019	Percent of all ATV-related Hospitalizations (%) 2015 - 2019
00-09	3	2.1
10-19	20	14.3
20-29	29	20.7
30-39	17	12.1
40-49	23	16.4
50-59	27	19.3
60-69	10	7.1
70-79	7	5.0
80+	4	2.9
All Ages	140	100.0

In 2019, the age-standardized rate of ATV-related hospitalization for residents of the HKPRDHU was 15.8 per 100,000 population, about 3.5 times greater than the rest of Ontario (4.4 per 100,000). The age-standardized rate of ATV-related hospitalizations in 2019 for Kawartha Lakes residents was 22.8 per 100,000 population, about five times greater than the rest of Ontario (4.4 per 100,000) (Table 6). Over the 5-year period 2015 – 2019, the number of ATV-related hospitalizations ranged from a low of 23 to a high of 33, though no annual trend over time was observed (Table 7).

Table 6. Age-standardized rates of ATV-related hospitalizations, 2019, by selected geography.

County	Year	Hospitalizations (#)	Age-standardized Rate per 100,000	Lower 95% Confidence Interval	Upper 95% Confidence Interval
KAWARTHA LAKES	2019	14	22.8	12.4	38.0
HKPRDHU	2019	23	15.8	9.9	23.7
ONTARIO*	2019	627	4.4	4.2	4.9

\* For comparison purposes, Ontario contains all other areas in the province, excluding the HKPRDHU.

Table 7. Number of ATV-related hospitalizations, 2015 – 2019, HKPRDHU and Kawartha Lakes.

Year	HKPRDHU ATV-related hospitalizations (#)	Kawartha Lakes ATV-related hospitalizations (#)	Kawartha Lakes percent (%) of HKPRDHU ATV- related hospitalizations
2015	27	9	33.3%
2016	31	10	32.3%
2017	26	14	53.8%
2018	33	8	24.2%
2019	23	14	60.9%
2015 - 2019	140	55	39.3%

#### ATV-related Mortality

Currently, provincial mortality data is only available until the end of 2015, therefore mortality data covering the same 2015 – 2019 period is not available. Over the ten-year period 2005 – 2015, there were 11 ATV-related deaths among residents of the HKPRDHU. The youngest death occurred in the 10–14-year-old age group and the oldest death occurred in the 75-79-year-old group. The majority of deaths (54.5%) occurred among residents aged 25-29 and 45-49. Over the most recent six-year period (2010-2015) there were 3 ATV-related fatalities within the HKPRDHU (Table 8).

Table 8. Number of ATV-related deaths, 2010 – 2015, HKPRDHU and Kawartha Lakes.

County	Year	ATV-related deaths, 5-year total (#)	Age-standardized Rate per 100,000	Lower 95% Confidence Interval	Upper 95% Confidence Interval
HKPRDHU	2010 – 2015	3	2.2	0.5	6.2
ONTARIO	2010 – 2015	235	1.8	1.5	2.0



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# Memo

To: Councilor Pat Dunn, Chair ORV Task Force  
From: Jolene Ramsay, Insurance Risk Management Officer  
Date: April 14, 2021  
Re: ORV Task Force Recommendations

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Thank you for the opportunity to comment with respect to the ORV Task Force recommendations and your request of March 24, 2021.

The following are the risk management considerations that were provided and included in the Off Road Vehicle Use on Municipal Roads Presentation - CC2020-08.7.1, presented to Council on August 20, 2020:

## **RISK MANAGEMENT CONSIDERATIONS**

Conduct road review to determine suitability of roadway/shoulder for ORV use, including:

- Traffic volumes, haul routes, cycling routes or pedestrian usage
- Adequate shoulder width to reduce need for ORVs to drive on paved portion of roadway
- Condition of pavement/shoulder, drop offs or deteriorated edges
- Avoidance of areas prone to flooding, washouts
- Sight lines, hidden entrances, hazards and general topography of the roadway
- Future construction, upgrades or issues that may impact usage
- Limit/identify specific roadways and segments to lessen impact on traffic

Determine if roadway/shoulders are suitable for Extreme Terrain Vehicles (XTV) and Off-Road Motorcycles (ORM) or if such use should be restricted on CKL roadways;

Restrict usage to spring-fall season (May to November) to avoid winter maintenance operations;

Media / Update City Website to educate public where ORVs are permitted, operational requirements, restrictions;

Appropriate signage for all users of the roadway including 'Share the Road' as well as warning signs of any additional hazards;

Consult with KATVA and other stakeholders.

**The City has a Duty of Care to ensure compliance with the Minimum Maintenance Standards (MMS):**

- Determine additional maintenance /inspection requirements such as grading of shoulders to remove ruts left by ORVs, increased inspection during peak usage.
- Update existing policies, procedures and documentation to consider ORV usage and ensure staff are trained.
- Financial implications will include increased resources to manage the additional maintenance/inspection requirements to ensure Minimum Maintenance Standards are being met as well as the purchase and installation of any additional signage deemed necessary.
- The costs related to potential liability claims are unknown however would be subject to the City's deductible. Insurance premiums may increase due to the additional exposure and the potential claims as Joint and Several Liability will be a consideration.

**OPTION: Engage the City insurer to conduct a risk assessment**

It is understood that the mission of the ORV Task Force is to provide advice and recommendations to Council on the use of Off Road Vehicles (ORV) on municipal roads. For the purpose of this review, the term ORV applies solely to All-Terrain Vehicles (ATVs) and Side-by-Side units and does not include Extreme Terrain Vehicles (XTV) and Off-Road Motorcycles (ORM).

It is further understood that for the purpose of the Task Force, ORVs are not for general transportation, but to encourage users to enjoy the use of permitted trails.

Any amendments to By-law 2019-077 will need to align with the provincial regulations and any additional rules the City adopts as noted in the General Recommendations provided by the Task Force. The amended by-law should clearly identify the roadways where ORV use is permitted and roadways, parks, trails etc. where ORVs are prohibited. Updated mapping and enhanced public education for ORV users and non-users will be required. The MTO Smart Ride Safe Ride handbook provides clear information regarding the on-road riding requirements for drivers, passengers and ORVs. A link to this document or similar publications could be added to the City's website to increase public education, awareness and promote safe riding:

<http://www.mto.gov.on.ca/english/driver/pdfs/smart-ride-safe-ride-ATV.pdf>

The Task Force recognizes that ORVs are not for general transportation, but to encourage users to enjoy the use of permitted trails. It is therefore recommended that the usage of ORVs is limited to certain municipal roadways and segments which would facilitate user access to the nearest designated ORV trail. This would help to limit the potential for conflicts between pedestrians, cyclists, motor vehicles and other users of the roadway to effectively manage the risk. Roadways with lower traffic volumes and routes through less populated areas would be better suited for ORV use. The distance ORVs are permitted to travel on the municipal roadways should be limited when considering roadways/routes with the primary goal being to provide the closest and most direct route to a sanctioned trail. Roadway shoulders should be wide enough to accommodate safe ORV use. Roads without shoulders place ORVs in conflict with other motorists as they would be required to share the road, albeit at a much reduced speed than other roadway users.

The Minimum Maintenance Standards (MMS) will need to be reviewed to determine what standards are applicable to areas travelled by ORVs and any increased inspection and maintenance obligations of the City:

<https://www.ontario.ca/laws/regulation/020239>

The Task Force may also need to consider designated parking areas at trail heads to accommodate vehicles with trailers and provide sufficient space to load/unload ORVs in order to avoid any unpermitted or roadside parking and safety issues.

The Task Force has recommended that all ORV operators possess a valid KATVA or Affiliate Membership. Use of municipal roadways would likely not require such a membership, however accessing a KATVA or Affiliate sanctioned trail would. Further investigation into membership requirements for municipal roadway usage is recommended.

Any commitments between the City and KATVA should be formalized with an agreement or amendments to existing agreements to clarify the roles and



responsibilities of both parties. Any roadways that border with a neighboring municipality will require further discussion and possible updates to Boundary Road Agreements with those neighboring municipalities.

The City's insurance broker has advised that permitting the use of ORVs on municipal roadways will not have an immediate impact on insurance premiums. A claim or poor claims experience related to ORV use will however have a direct effect on future premiums. Due to the City's high self-insured retention (deductible), the costs incurred to investigate and defend any such claim(s) would largely be the responsibility of the City. If the ORV owner was uninsured or has insufficient liability limits, joint and several liability would apply which would further expose the City to increased costs, claims expense and future premium increases.

In addition to the risk management considerations and recommendations provided, the link below and publications attached from Frank Cowan Company identify additional issues for the consideration of the Task Force:

<https://www.frankcowan.com/centre-of-excellence/view/risk-management-considerations-for-off-road-vehicles-on-municipal-roads>



# Risk Management Considerations for Off Road Vehicles on Municipal Roads

**O**ff Road Vehicles (ORV's) are popular year-round utility and recreational vehicles. ORV's include several different vehicles designed for off-road use, however only ORV's meeting the requirements of Ontario Regulation 316/03 – Operation of Off-Road Vehicles on Highways will be permitted to operate on Ontario's municipal roads.

Recent amendments to the Highway Traffic Act and O.Reg. 316/03 have changed the rules for allowing ORV's on roads as follows:

1. For municipalities listed in Ontario Regulation 08/03 – Local Municipalities where 80 kilometers per hour speed limit applies, after January 1, 2021 all ORV vehicles types including the new types of vehicles will be permitted on all municipal roads unless the municipality passes a bylaw to restrict or prohibit their use. Current bylaws permitting ORV use will no longer apply.
2. Municipalities which are not listed in O.Reg. 08/03, where a bylaw was passed to permit ORV use, the current bylaw remains valid after January 1, 2021. If a municipality wants to include the two new types of ORV's permitted by the revision to O.Reg. 316/03 (off-road motorcycles and extreme terrain vehicles) and the bylaw was passed prior to July 1, 2020, the bylaw will require amendment.
3. Municipalities who have not passed a bylaw and who are not listed in O.Reg. 08/03, ORV's are prohibited unless a bylaw is passed to allow ORV's.

Upper and lower tier municipalities may want to work together and provide consistency as to what type of roads (arterial, collector, local residential, urban or rural, paved or unpaved) ORV use will be restricted, prohibited or allowed across a region or county. The upper tier may consider promoting where ORV's are permitted and where they are not allowed for all

roads within the upper tier and lower tier to enable ORV groups in the planning of trips.

## Definitions

**All-Terrain Vehicle** means an off-road vehicle that, (a) has four wheels, the tires of which are all in contact with the ground, (b) has steering handlebars, (c) has a seat that is designed to be straddled by the driver, and (d) is designed to carry, (i) a driver only and no passengers, or (ii) a driver and only one passenger, if the vehicle, (a) has one passenger seat that is designed to be straddled by the passenger while sitting facing forward behind the driver, and (b) is equipped with foot rests for the passenger that are separate from the foot rests for the driver and includes:

1. Single-Rider All-Terrain Vehicle
2. Two-Up All-Terrain Vehicle

**Highway** includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof.

**Off-Road Vehicle** means a vehicle propelled or driven otherwise than by muscular power or wind and designed to travel, (a) not more than three wheels, or (b) on more than three wheels and being of a prescribed class of vehicle.

**ORV** means an Off-Road Vehicle and includes:

1. Extreme Terrain Vehicle
2. Multi-Purpose Off-Highway Utility Vehicle
3. Off-Road Motorcycle
4. Recreational Off-Highway Vehicle

**Roadway** means the part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively.

### Rules of the Road

According to Section 24 of O.Reg. 316/03, an ORV is to operate on the shoulder of the highway in the same direction as the traffic using the same side of the highway. If there is no shoulder or the shoulder is not wide enough or if the shoulder is obstructed an ORV may operate on the roadway in the same direction as the traffic using the same side and as close to and parallel with the right edge of the roadway as can be done practicably and safely. An ORV shall not be driven in a median strip or within a part of the highway designated as a construction zone or where highway maintenance is being carried out.

Section 22 of O.Reg. 316/03 states: an ORV shall not drive at a rate of speed greater than; (a) 20 kilometres per hour, if the speed limit established under the Highway Traffic Act

(the Act) for that part of the highway is not greater than 50 kilometres per hour; or (b) 50 kilometres per hour, if the speed limit established under the Act for that part of the highway is greater than 50 kilometres per hour.

### Restricting, Prohibiting or Allowing ORV Use

If a municipality is listed in O.Reg. 08/03, the municipality must enact a bylaw to restrict or prohibit the use of ORV's on select or all municipal roads. If a municipality is not listed in O.Reg. 08/03 the municipality must pass a bylaw to allow ORV's on municipal roads. To restrict, prohibit or allow ORV use, as the case may be, a municipality should undertake a field review of their road network that includes but may not be limited to conditions identified in the following table. Once the field review is complete staff at the municipality should determine if there are means of mitigating any hazards found during the review as an alternate to restricting or prohibiting. Before passing a bylaw, the findings on restricting, prohibiting or allowing ORV use, the public and ORV user groups should be consulted to acquire their input both for and against ORV use on highways.

ORV Operation	Review Should Consider	Discussion
Road shoulder	If the shoulder is wide enough to allow operation of the ORV on the shoulder, identify all fixed object hazards on the shoulder (e.g. guiderail, bridge abutment, etc.).	Ensure that any fixed object hazards are continuously visible on the approach to the hazard so that the ORV operator can visually detect and recognize the hazard ahead and make a decision on the appropriate action (slow or stop the ORV and ensure the way is clear) rather than make an evasive maneuver which may be a swerve into the path of a motor vehicle to avoid hazard.
Road surface paved	If operation on the shoulder is not possible, determine the condition of the pavement.	Look at the condition of the entire travel portion of the pavement identifying: bumps, depressions, potholes, ruts, surface discontinuities and other distortions that may cause the driver of the ORV to swerve potentially into the path of motor vehicles to avoid bumps, depressions, potholes, etc. at the edge of pavement and likewise the driver of a motor vehicle may also swerve into the path of the ORV to avoid bumps, depressions, potholes, etc.
Road surface unpaved	Determine the condition of the road surface.	Determine the frequency in which bumps, depressions, potholes, ruts, surface discontinuities (washboards) and other distortions return to the road surface after maintenance grading is complete and will these bumps, depressions, potholes, ruts, surface discontinuities (washboards) be an issue causing the ORV operator to drive an irregular path to avoid bumps, depressions, potholes, ruts, surface discontinuities (washboards) and create a potential for conflict with motor vehicles.
Highways without sidewalks	Identify other vulnerable road users (cyclists, pedestrians, seniors) who may use the roadway or shoulder for walking or cycling.	Determine the frequency of use by pedestrians and cyclists and all potential conflicts including sight obstructions.

ORV Operation	Review Should Consider	Discussion
Narrow roadway	Determine if there are any sight obstructions on the roadway.	Sharp curves and steep hills are two (2) examples of sight obstructions where the driver of a motor vehicle may not see an ORV ahead. If a significant speed differential exists, the driver of the motor vehicle may not have enough sight distance or sufficient space (due to on-coming motor vehicles) to implement an evasive maneuver to avoid the ORV.
Downtown core area or other similar areas of the municipality	Identify areas with high pedestrian movement, high volume of on-street parking turnover, transit stops, dedicated bicycle lanes, etc.	Adding another moving object hazard (ORV's) to areas with high pedestrian movement, high volume of on-street parking turnover, transit stops, dedicated bicycle lanes, etc. may increase potential conflicts between motor vehicles, cyclists, pedestrians and ORV's.
Time of day	Operating ORV's at night may increase potential conflicts with other motor vehicles on the road. Operating ORV's at night may be a disturbance in otherwise quiet neighbourhoods.	Determine if street lighting is adequate for safe operation of a slower moving vehicle (ORV) operating along the curb at night. Also, illuminated or digital signage at businesses may be a distraction for drivers who may be focusing their attention on the sign rather than what is occurring along the curb.
Time of year	Operation of ORV's in winter	Determine if snow banks at intersections and driveways would be kept at a height that would not obstruct the sight triangle at an intersection or driveway and offer a clear view of an approaching ORV.

While the Frank Cowan Company does its best to provide useful general information and guidance on matters of interest to its clients, statutes, regulations and the common law continually change and evolve, vary from jurisdiction to jurisdiction, and are subject to differing interpretations and opinions. The information provided by the Frank Cowan Company is not intended to replace legal or other professional advice or services. The information provided by the Frank Cowan Company herein is provided "as is" and without any warranty, either express or implied, as to its fitness, quality, accuracy, applicability or timeliness. Before taking any action, consult an appropriate professional and satisfy yourself about the fitness, accuracy, applicability or timeliness of any information or opinions contained herein. The Frank Cowan Company assumes no liability whatsoever for any errors or omissions associated with the information provided herein and furthermore assumes no liability for any decision or action taken in reliance on the information contained in these materials or for any damages, losses, costs or expenses in a way connected to it.

## **Risk Management Considerations for ORV/ATVs on Municipal Roads**

Effective July 1, 2015, more types of ORVs and ATVs are allowed on municipal roads, where permitted. These vehicles now include:

- Single-rider ATV
- Two-up ATVs
- Side-by-Side ORVs
- Utility Terrain Vehicles (UTV)

According to the Highway Traffic Act, Regulation 316/03 – Operation of Off-Road Vehicles on Highways, Section 4.1, off-road vehicles may be driven on municipal roads only if the municipality passes a by-law.

The municipality may stipulate in the by-law the designated roads, the months of operation and the hours these vehicles may access the roads. Without a by-law, these vehicles cannot operate on municipal roads. If the municipality had passed such a by-law in 2006, then they only need to update the existing by-law

The Highway Traffic Act applies to these vehicles. The vehicles must be insured in accordance with the Insurance Act and with Section 2 of the Compulsory Automobile Insurance Act. The speed limits that apply are 20 km/hr maximum on roads that have speed limits 50 km/hr or less and 50 km/hr maximum on roads that have speed limits over 50 km/hr. The municipality can designate a lower speed limit.

### **Municipal Issues to Consider:**

- Private property damage and trespassing issues may be more prevalent as these vehicles access municipal roads
- Public property damage
- Financial impacts on policing and education
- Do police have the required equipment to go after drivers that are breaking the rules?
- Increased municipal maintenance requirements
- Increased municipal liability
- Road safety audit to address the risks/threats to the safe operation of these vehicles on the shoulder and road allowance
- If these vehicles are allowed on the roads, will this put pressure on the municipality to allow them on their trail systems?
- Does the municipality have the manpower to maintain the roads and enforce the rules?

### **Risk Management Recommendations:**

- Let the public know (via newspaper/radio/social media/website) that ORV/ATVs are allowed/are not allowed on municipal roads



- Specify the roads and the months of operation as well as the hours of operation on municipal roads in all communications
- Post signage as drivers approach the designated roads, such as “You are now entering an area where ORV/ATVs are allowed to operate – please share the road.”
- Post speed limits for ORV/ATV vehicles
- Determine your inspection and maintenance requirements and update your existing road policies/procedures and documentation
- Gravel shoulders and drop-offs must be properly maintained for common law duty of care purposes
- Review the sufficiency of the shoulder that would permit the operation of the ORV/ATV on the shoulder. If the ORV/ATV must be operated on the roadway, are there stopping sight distance constraints (horizontal or vertical alignment) on the roadway that would cause a motorist overtaking an ORV/ATV to take evasive action to avoid a collision with a slower moving ORV/ATV?
- Municipalities should avoid including in the by-law roads where the shoulders are not adequate for the use of ORV/ATVs
- Municipalities should determine which roads are not compatible with recreational usages, i.e. commuter routes/truck routes

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## What to look for

### Section

- 1 Single-rider ATV  
Two-up ATV
- 2 Side-by-side Off-Road Vehicle  
Utility Terrain Vehicle
- 3 Riding on-road  
Riding off-road
- 4 Municipal by-laws  
Private property  
Liability  
Enforcement
- 5 Impairment
- 6 Young riders
- 7 Be prepared  
Legislation sources

All-Terrain Vehicles (ATVs) and Off-Road Vehicles (ORVs) are popular year-round vehicles for outdoor enthusiasts. Before riding, it is important to be aware of the applicable laws and safety precautions.

This booklet is a guide and outlines the legal requirements for ATVs/ORVs in Ontario and promotes safe and responsible riding practices.

For more information on legal requirements, go to the Off-Road Vehicles Act (ORVA) and the Highway Traffic Act (HTA) by visiting: [ontario.ca/laws](https://ontario.ca/laws)

### In Ontario:

- No passengers under the age of 8 when on-road
- Drivers and passengers must wear an approved motorcycle helmet, and
- Must use a seat belt and foot rests, where provided, when travelling on-road
- Graduated licensing requirements apply to young and novice drivers when travelling on-road

**Find out more inside...**

### Single-rider All-Terrain Vehicle (ATV)

A type of ORV that has:

- Four wheels
- Steering handlebars
- A seat that is straddled by the driver to carry only a driver

*No passengers are allowed.*



### Two-up All-Terrain Vehicle (ATV)

A type of ORV that has:

- Four wheels
- Steering handlebars
- A seat that is straddled by the driver
- A passenger seat directly behind the driver
- Separate foot rests for the passenger

*May carry a passenger who is at least 8 years old and able to reach the foot rests when on-road.*



**A single-rider ATV that has been modified to carry a passenger by installing an after-market seat and foot rests is not considered a two-up ATV.**

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### Side-by-side Off-Road Vehicle (ORV)

A type of ORV that has:

- Four or more wheels
- Steering wheel
- A driver's seat
- Seating for passengers beside/behind the driver
- Seat belts for each seating position
- Roll-over protective structure
- Maximum engine displacement of 1,000 cubic centimetres

*May carry passengers who are at least 8 years old when on-road.*

*Passengers must wear a seat belt properly.*



### Utility-Terrain Vehicle (UTV)

A type of ORV that is similar to a side-by-side that has:

- Four or more wheels
- Steering wheel
- A driver's seat
- Seating for a passenger beside/behind the driver
- Seat belts for each seating position
- Occupant protective structure
- A cargo box with a minimum cargo capacity of 159 kilograms

*May carry passengers who are at least 8 years old when on-road.*

*Passengers must wear a seat belt properly.*



## On-Road Riding

### Driver/Passenger Requirements

- Driver must be at least 16 years of age and hold a valid G2, M2 licence or greater
- Driver must carry the registration permit of the ATV/ORV or a true copy
- No passengers under the age of 8
- Driver and passengers must wear an approved motorcycle helmet securely fastened under the chin by the chin strap
- Drivers and passengers on ORVs must occupy a seating position with a seat belt which must be worn properly
- Passengers on 2-up ATVs must be able to reach and use the footrests provided

ATVs and ORVs that have a compliance label on the machine are allowed to operate on roads where permitted.

### Speed limits for ATVs/ORVs

Posted speed limit  
of 50 km/h or less

Maximum speed is  
**20 km/h**



Posted speed limit  
more than 50 km/h

Maximum speed is  
**50 km/h**

## On-Road Riding

### ATV/ORV Requirements

- ATV/ORV must be registered, have a rear licence plate and must be insured under a motor vehicle liability policy
- ATVs cannot exceed the manufacturer's overloading warning label when travelling on-road
- Side-by-sides and UTVs must not exceed the width and weight requirements of the manufacturer
- Must be driven in the same direction of traffic on the shoulder of the road with all lights on. If the shoulder is unsafe, impassable or not wide enough so all tires can be completely on the shoulder, then the travelled portion of the road may be used.
- Can travel on Highways 500 to 899, many 7000 series and low traffic highways
- Prohibited from the 400 series highways, the Queen Elizabeth Way and sections of the Trans-Canada Highway

*For a complete list, refer to the Ontario Highway Traffic Act Regulation 316/03, Schedules A and B.*

## Off-Road Riding

### Driver/Passenger Requirements

- Driver must be at least 12 years of age unless they are under direct supervision of an adult. It is highly recommended that young riders are always supervised by an adult.
- Cannot directly cross a highway until they are at least 16 years old and have a valid driver's licence, e.g. G1, M1 or greater
- Driver must carry the registration permit of the ATV/ORV or a true copy
- Driver and passengers must wear an approved motorcycle helmet securely fastened under the chin by the chin strap

## Off-Road Riding

### ATV/ORV Requirements

- ATV/ORV must be registered, have a rear licence plate except in exempt areas such as Far Northern Ontario
- Must be insured under a motor vehicle liability policy

## Be a Responsible Rider

- Ride according to trail, road and weather conditions
- Use extreme caution when turning, crossing, climbing and descending hills and when crossing obstacles
- Ride in designated areas only
- Preserve the environment and keep noise levels low.



## **Municipal Bylaws**

ATVs/ORVs are prohibited from travelling on a municipal road if a bylaw has not been issued. Municipalities decide which roads, the time of day and season when they are permitted. They can also establish additional rules. It's the rider's responsibility to check with the municipality if ATVs/ORVs are allowed.

## **Private Property**

ATVs and ORVs that are driven on the vehicle owner's land are exempt from the following:

- Insurance
- Driver must be at least 12 years of age unless they are under direct supervision of an adult. It is strongly recommended that young riders are always supervised by an adult.
- Wearing a helmet, although it is strongly recommended that drivers and passengers wear a helmet when they ride

## **Liability**

The owner of an ATV/ORV is liable for injury or damage that may occur when someone else is operating their vehicle. The owner may also be charged and convicted of an offence under the Off-Road Vehicles Act (ORVA), its regulations or a municipal bylaw if the driver of the vehicle is not complying with the Act.

## **Enforcement**

When stopped by police or a conservation officer, you must produce the following when requested:

- Driver's licence, when required
- Registration permit
- Proof of insurance

Remember, when riding on private property, you must stop when signaled by a land owner and provide your name and address if requested.

## Impairment

### Off-Road

Drivers operating an ATV/ORV along a roadway, on Crown Land, private property, or a trail system while impaired with a Blood Alcohol Concentration level greater than .08 will face impaired driving charges under the Criminal Code of Canada.

### On-Road

In addition to the impaired driving laws under the Criminal Code, drivers operating an ATV/ORV along a roadway, on Crown Land, private property, or a trail system, must also obey Ontario's drinking and driving laws under the Highway Traffic Act (HTA) as noted below.

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#### **Drivers caught with a Blood Alcohol Concentration level of .05 to .08 face the following:**

- Escalating roadside driver's licence suspension of 3, 7, 30 days
- \$180 administrative monetary penalty
- Remedial Measures Program for second and subsequent offence
- 6 month ignition-interlock condition on driver's licence for third or subsequent offence

#### **Drivers caught with a Blood Alcohol Concentration level greater than .08 or who fail /refuse to comply with a demand of alcohol/drug testing face the following:**

- Roadside driver's licence suspension for 90 days
- Roadside vehicle impoundment for 7 days
- \$180 administrative monetary penalty

Note: If the driver is later convicted, they face a further suspension period upon conviction (minimum 1 year for first offence). They must also complete the Remedial Measures Program, followed by the installation of an ignition interlock device in any of the driver's vehicles for a minimum of 1 year.



#### **Novice and Young drivers (under 22)**

If caught with any amount of alcohol in their system, they face an immediate 24-hour driver's licence suspension, and, if convicted, a minimum 30-day suspension and a fine up to \$500.



## Young Riders



### Age

- 12 years of age or older to ride off-road, e.g. trails, private property, or Crown Land. If under age 12 must be under direct supervision of an adult. No licence required.
- 16 years of age or older with a valid G1, M1 or greater driver's licence to directly cross a permitted road
- 16 years of age or older with a valid G2, M2 driver's licence or greater to drive along a permitted road
- Must be at least 8 years old to be a passenger on a side-by-side, UTV, and also be able to reach and use the foot rests on a 2-up ATV when on-road

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### Ability

- Manufacturers strongly recommend that adult sized ATVs/ORVs not be driven by anyone under the age of 16
- Young riders should only drive ATVs/ORVs that are designed for their size, strength and ability
- Young riders should always be supervised by an experienced adult and take an ATV training course

### Safety Gear

- Riders and passengers must wear an approved motorcycle helmet that is securely fastened under the chin by the chin strap
- Goggles, boots, pants, gloves and a long sleeved shirt are recommended

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## Be Prepared

- Take an ATV/ORV safety course. Learn to ride from an expert. For information on courses and other related information, visit the Ontario Federation of All-Terrain Vehicles at: **ofatv.org**
- Know your machine. Read the operator's manual.
- Ride within your ability and skill level. Always stay in control.
- Always check your machine and keep it in good working condition. Check oil, gas, other fluid levels, lights, brakes, tires and air pressures.
- Ride with others if possible. Always let someone know where you are going and when you expect to return.
- Carry an emergency kit, and a mobile phone if service is available
- Be courteous and responsible when riding

### Legislation information sources

Visit: [ontario.ca/laws](https://ontario.ca/laws)

Highway Traffic Act Ontario Regulation 316/03

- Part 1 Definitions
- Part III Equipment Requirements
- Part IV Exemptions

- Schedule A: Prohibited Highways
- Schedule B: Permitted Highways

Off-Road Vehicles Act, Ontario Regulation 863

- Schedule 1: Prohibited Highways for crossing

For more safety and legal information on ATVs/ORVs

Visit: **ontario.ca/atv**



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**KAWARTHA LAKES POLICE SERVICE**

6 Victoria Avenue North, LINDSAY, Ontario K9V 4E5  
Telephone (705) 324-5252  
Facsimile (705) 324-6492  
kawarthalakespolice.com

April 9, 2021

Off Road Vehicle Task Force  
Attention: Councilor Pat Dunn (Task Force Chair)  
Sent via email

Councilor Dunn, members of the ORV Task Force and Kawartha Lakes Council:

Thank you for your March 24 correspondence, inviting comment from the Kawartha Lakes Police Service (KLPS) on the ORV Task Force recommendations.

As our elected representatives, Council for the City of Kawartha Lakes is responsible for establishing public policy at the municipal level. The Police Service respects that role and will support any decision by Council to the best of our ability. The following information is submitted to assist council in their deliberations and ultimate decision.

KLPS has reviewed the recommended travel routes that would allow recreational ATV riders to follow a road route through Lindsay and connect the Northern trail head to the Southern trail head. We recognize the concerns regarding the combination of ATV's, regular motor vehicles and pedestrians on busy roadways. In particular, ATV's that are limited to 20 km/h and sharing the roadway with motor vehicles travelling at 50 km/h, is an area of concern. We also acknowledge that any route through Lindsay will inevitably require some access to these roadways.

If a road route(s) through Lindsay is approved, proper management will be an important consideration to ensure public safety. Whether education and enforcement are the responsibility of police, by-law, volunteer trail wardens or a combination of these resources, it is important that the associated risks are properly mitigated. Those risk factors include speed, underage use, and failing to use proper safety equipment.

Council should be aware that KLPS does not currently have its own off-road vehicles to provide a motorized presence on the trail system. If the intended purpose of the recommendations is to increase the volume of ATV's coming to Lindsay, Council may wish to make a request to the KLPS Police Services Board for the Service to increase its capacity in this area. The Board will also be discussing this issue at their May 20, 2021 meeting.

We have also reviewed Recommendation 3 under "Lindsay", which would allow an operator to drive on any street in Lindsay if they are traveling between their residence and the designated route(s). This provision would be very difficult for the police to enforce. Without arbitrarily stopping an ATV operator, an officer would not be able to determine if the operator was in compliance with the by-law.

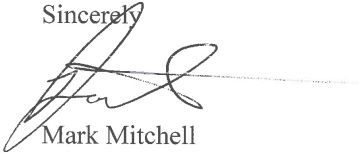
*ADDRESS ALL CORRESPONDENCE TO THE CHIEF OF POLICE*



As requested by the Task Force, we have already submitted data on motor vehicle collisions involving off road vehicles in our policing jurisdiction. We will continue to collect those statistics so that Council and the community can evaluate the impact of any changes, once implemented.

We appreciate the opportunity to submit this information for your consideration. As stated earlier, we will provide our support to whatever direction Council chooses on this issue. I would also be happy to appear before either the task force or Council to answer any further questions.

Sincerely



Mark Mitchell  
Chief of Police

*ADDRESS ALL CORRESPONDENCE TO THE CHIEF OF POLICE*



The Corporation of the  
City of Kawartha Lakes  
Municipal Law Enforcement & Licensing  
37 Lindsay Street South  
Lindsay, Ontario  
K9V 2L9  
Tel: (705) 324-9411 ext. 1223  
Or 1 888-822-2225  
Fax: (705) 324-8619  
esloan@kawarthalakes.ca

April 12, 2021

Pat Dunn  
Chair ORV Task Force

Re: Use of City Roads Task Force

Dear Mr. Chair and Committee members,

Thank you for allowing me the opportunity to submit my input and comments concerning the committee recommendations and proposed trail connections.

Currently, we have by-laws that permit an access route through Fenelon Falls connecting two sections of the VRTC trail and permits limited road use in the northern portion of the municipality. These long-standing bylaws have resulted in very few MLEL complaints regarding VRTC trail use, road use and noise. Most riders/users, who use the trails and roads, do so in a respectable manner.

I am submitting this letter to speak in support of the proposed general recommendations, Bobcaygeon routes, and the Lindsay route 1). I prefer the second option that directs the traffic off the trailhead at Logie St. and straight out to Lindsay St. I support the rest of the recommendations as written. These routes will allow riders to access a route that provides access to amenities in the communities such as fuel and food services, while using the roadways of sufficient width and visibility to be safe. I would also suggest that each community designate specific parking areas, to allow for walking use of the downtown core areas.

I do not recommend that we permit riders to drive in Lindsay on Kent St. W. or park downtown in the on street parking stalls.

Keeping in mind that these recommendations are a starting point for the trial period. I will suggest that complaints received by the various enforcement bodies and BIA's are monitored, summarized and supplied in a future report to Council at the conclusion of the trial period.

Currently, my concerns with permitting the activity also consider that the Municipal Law Enforcement and Licensing Division could see an increase in complaints regarding road



use (areas where not permitted) and noise. I will suggest to the committee that the MLEL authority is very limited and does not extend to stopping vehicles on public roadways for passes, insurance checks, speeding and/or noise. The future version of the by-law should detail this authority limitation.

Additional detail regarding the MLEL services can be provided if needed.

Yours truly

A handwritten signature in black ink, appearing to read "A. Sloan", written over a horizontal line.

Aaron Sloan, CPSO, MLEOC, CMMIII  
Manager of Municipal Law Enforcement and Licensing  
City of Kawartha Lakes

Ontario  
Provincial  
Police

Police  
provinciale  
de l'Ontario



**City of Kawartha Lakes Detachment**  
**Detachement de la ville de Kawartha Lakes**

3028 Highway 35  
Lindsay, ON K9V 4R1

3028, Autoroute 35  
Lindsay, ON K9V 4R1

Tel: 705 324-6741  
Fax: 705- 324-8479

Tél. : 705 324-6741  
Télééc.: 705 324-8479

File Reference:

Dear Chair Dunn  
ORV Task Force

I have taken the opportunity to review the ORV Taskforce recommendations dated March 24<sup>th</sup> 2021. Although I will not provide comment on whether I feel that the municipality should, or should not, implement a bylaw allowing the expanded operation of ATV's on the roadway, I have no concerns with any of the recommendations put forth by the Taskforce. I support the direction of the Taskforce to encourage ORV operators towards the permitted trails and away from using the roadways for general transportation.

We have previously provided collision data that indicates that for all ORV collisions that have been investigated by my detachment between 2016-2021 YTD, 47% have occurred on the highway and 53% have occurred on trails/private property.

We will support the municipality in whichever direction they decide to proceed on this bylaw.

Kindest regards,

A handwritten signature in black ink, appearing to read "Tim Tatchell", is written over a horizontal line.

Inspector Tim Tatchell  
Detachment Commander  
Ontario Provincial Police  
City of Kawartha Lakes Detachment

**From:** "Flindall, Robert (OPP)" <  
**Date:** April 13, 2021 at 9:40:31 AM EDT  
**To:** Kathleen Seymour-Fagan <  
**Cc:** "Tatchell, Timothy (OPP)" <  
**Subject:** RE: Orv injuries

Good morning Kathleen,

I've reviewed all ORV collisions occurring on CKL roadways from 2016-2020. This has resulted in 23 personal injury collisions in which 28 people were injured and required medical attention. There have been no ORV fatalities on CKL roadways during this time period. All fatalities have occurred on private property.

Have a great day,

Robert FLINDALL | [REDACTED] | City of Kawartha Lakes OPP  
3028 Highway 35, Lindsay, ON K9V 4R1 | [REDACTED]  
P: 705.324-6741 | F: 705.324-8479 | [REDACTED]  
OPP 24 Hour Police Service 1-888-310.1122 | [www.opp.ca](http://www.opp.ca)

**From:** Bryan Robinson <brobinson@kawarthalakes.ca>  
**Sent:** Friday, April 2, 2021 12:44 PM  
**To:** ORVTaskForce <orvtaskforce@kawarthalakes.ca>  
**Cc:** Tracy Richardson <trichardson@kawarthalakes.ca>; Kathleen Seymour-Fagan <kseymourfagan@kawarthalakes.ca>; Ron Taylor <rtaylor@kawarthalakes.ca>  
**Subject:** RE: ORV letter

Thanks for reaching out to me Pat.

On October 6, 2020, Staff presented report RD2020-008 with the following proposed recommendations which remain our recommendations:

**That** Report RD2020-008, **Off Road Vehicle Use of Municipal Roads**, be received;

**That** ORV and ATV use on Municipal Highways in the City of Kawartha Lakes be reviewed in conjunction with the Trails Master Plan in 2021;

**That** the amendments to Section 2.07 and Section 4.01 of By-Law 2019-077, being a By-Law to Regulate the Operation of ATV's and ORV's on Municipal Highways, outlined in Appendix A be approved;

**That** the necessary By-Law to amend By-Law 2019-077 be forwarded to Council for approval; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

As you are aware, Council chose to develop the current task force in lieu of review with the Trails Master Plan. As a general comment and in alignment with most municipalities, PW remains of the opinion that the matter should be deferred and reviewed in conjunction with the relating master plans (Trails Master Plan and the Transportation Master Plan). With that said, PW's operational comments specifically related to the recommendations presented are:

- 1) The Task Force has yet to review and distinguish between ORVs and ATVs and the types of vehicles within each category. Currently the recommendation is to open roads to both types of vehicles. I understand that some of our trails north of Northline Road currently permit the use of ORVs only as a pilot. All trails south of Northline Road do not permit ORV's, so opening roads to that vehicle type could cause confusion. By permitting ORV's on roads with intent of accessing trails, the pilot could become complicated and there would be increased pressure to keep those trails open to both types of vehicles and expand trail use north and south of Lindsay. This is a decision that should form part of the discussion in the Trails Master Plan and Transportation Master Plan update.
- 2) PW believes if the City moves forward with approval of road use, only MTO regulations for safe use should apply. There is no MTO requirement for holding a valid KATVA pass.
- 3) Within the two-year pilot recommended there is recommendation to review. What are the indicators or factors that are to be reviewed and who will be assigned to undertake the review? Consider items such as complaints, damage, cost impact, number of accidents? Review via task force, public consultation or Staff (PW, Engineering, Office of Strategy Management?)

- 4) Concerns have been raised from the public about safety of the Task Force's recommendations. Due to their shorter wheel base, effects of surface discontinuities (potholes) on ATV/ORVs is heightened and risk of accidents increase. As always, public safety should be considered paramount. Should Council adopt opening of roads, one would naturally expect that incidents on municipal roads would increase. To the best of CKL's Staff knowledge, there is no established criteria for review of safety. Staff are currently discussing how best to evaluate safety of roads should general ORV / ATV use be approved. Timing of this review is currently undetermined.
- 5) Enforcement is the responsibility of the respective police agency. Comments should be obtained on the capability for active enforcement and if there are any fiscal impacts for desired enhanced activity. Any additional costs and/or resources should be included in the recommendations to Council.
- 6) Recommend the task force request and consider an opinion from the City's Insurance and Risk Management Division and our insurance provider before any recommendation are brought to Council. Should Council endorse opening roads, PW would recommend direction for PW to document and record any damage or increased maintenance costs resulting from ATV/ORV activity and would amend the annual operational budget request accordingly.
- 7) The Task force needs to provide more specifics on increase Communication and Education (added after the public meeting). Again, what is expected and who is this expected from (KATVA, Police, CKL Staff, etc.) ?
- 8) General recommendations from experts recommend against use of ATV/ORVs on asphalt roads (<https://atvexpertwitness.com/dangers-of-asphalt-riding-or-driving/>). Manuals for ORVs and ATVs recommend against it. Has the task force considered this in their recommendations?

Ultimately PW is an operational department. If Council adopts the recommendations, we will continue to implement necessary measures to maintain the road network and request budgets accordingly. The greater question of infrastructure requirements and safety should form part of master plans.

Thanks for the opportunity to provide feedback into the Task Force recommendations. If you have any questions, please feel free to reach out to me.

Regards,  
Bryan Robinson  
Director of Public Works  
City of Kawartha Lakes  
[www.kawarthalakes.ca](http://www.kawarthalakes.ca)

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**From:** Laurie McCarthy  
**Date:** March 19, 2021 at 12:48:18 AM EDT  
**To:** Kathleen Seymour-Fagan  
**Cc:** Rebecca Mustard; Chris Marshall  
**Subject:** Atv statement

Hi Kathleen,

Thank you for the opportunity to comment on the economic impact of ATV's and Off-road vehicle tourism in Kawartha Lakes.

*Tourism is one of the top economic drivers in Kawartha Lakes. The natural assets that exist including our waterways, conservation areas and trail systems are identified as the strongest assets for driving tourism in the region. ATV and Off-Road Vehicle tourism is an increasingly popular tourist activity throughout Ontario, and has the potential to increase visitor spending in our local communities. Connected trail systems that allow these visitors to safely visit the downtowns and nearby businesses is essential in generating economic impact from the ATV and Off-Road Vehicle tourist market.*

*The 2020 Kawartha Lakes Strategic Plan identifies the goal to Enhance Tourism under the priority of A Vibrant and Growing Economy. The Economic Development Strategy recognizes the objectives to develop operator experiences to boost tourism traffic; develop a guided touring sector; and expand visitation into the shoulder seasons and winter. Development within the ATV and Off-Road Vehicle tourist market aligns well with these objectives particularly the opportunity to increase visitation and spending during the shoulder season months.*

Kind Regards,

Laurie McCarthy  
Economic Development Officer – Tourism  
Development Services, City of Kawartha Lakes  
705-324-9411 ext. 1233  
mobile: [REDACTED]  
[www.kawarthalakes.ca](http://www.kawarthalakes.ca)  
[www.explorekawarthalakes.com](http://www.explorekawarthalakes.com)





### **Topic: CKLEAC Motion on ORV Task Force Recommendations**

**At the CKLEAC meeting on April 8<sup>th</sup> the following motion was passed by the committee.**

**Motion: That the City of Kawartha Lakes Environmental Advisory Committee recommends to Council that it retain current bylaw 2019 - 077 (A By-Law to Regulate the Operation of ATVs and ORVs in the City of Kawartha Lakes**

### **Rationale**

1. The majority of the committee would like to keep the status quo on streets in CKL
2. There are significant concerns about the safety of ORVs on roadways, especially in urban areas. A healthy environment and personal /public safety go together.
3. Measures that will expand and enhance recreational use of carbon-emitting ORVs are inconsistent with the environmental goals set and commitments made by Council.

A healthy environment is one of Council's three main goals in the municipality's Corporate Strategic Plan." In 2019 Council adopted the Healthy Environment Plan, the product of two year's effort and shaped through conversations with over 2,600 people and 40 organizations, institutions and community groups. The plan's intro states: "As a community and a corporation, Kawartha Lakes is committed to taking action to protect our local environment."

The aim of the Healthy Environment Plan (HEP) is to reduce Green House Gas emissions. It's worth noting, as the plan does, that in 2015 transportation accounted for close to half of those emissions (48%). It sets as a goal cultivating sustainable, low-carbon transportation---encouraging walking, bicycling, use of transit, electric vehicles.

4. Preparation of an Active Transportation Master Plan funded by Council is now underway and the committee recommends that this be a priority for Council before expanding access to ORVs
5. A focus on promoting and enabling active forms of transportation is a good economic driver and helps create a quality of life that would make our community appealing as a destination. In a presentation to council, data showed “The average non-cycling tourist in CKL spends \$83 per day and the average cycling tourist spends \$127 per day”

(Your CKLEAC committee respectfully suggests that Council wait until an AT plan is completed before expanding access and consider linking trail heads outside urban areas at that time).

The Corporation of the City of Kawartha Lakes

Office Consolidation of By-law 2019-077

Consolidated on October 23, 2020

Passed by Council on April 23, 2019

Amendments:

- 1) By-law 2020-112      October 20, 2020      Sections 2.07 and 4.01

Note: This consolidation is prepared for convenience only. For accurate reference the original by-laws should be reviewed.

**The Corporation of the City of Kawartha Lakes**

**By-Law 2019-077**

**A By-law to Repeal and Replace By-law 2009-116 as amended,  
Being a By-law to Regulate the Operation of ATVs and ORVs on  
Municipal Highways in the City of Kawartha Lakes**

**Recitals**

1. The Highway Traffic Act, R.S.O. 1990, Chapter H.8, Section 191.1, subsection (1) states that no person shall drive an off-road vehicle on a highway except in accordance with the regulations and any applicable municipal by-laws. 1999, c. 12, Sched. R, s. 17
2. The Highway Traffic Act, R.S.O. 1990, Chapter H.8, Section 191.8, subsection (3) provides that a Council of a municipality may pass by-laws permitting the operation of off-road vehicles with three or more wheels and low pressure bearing tires on any highway within the municipality that is under the jurisdiction of the municipality, or on any parts of such highway.
3. Ontario Regulation 316/03, Part 1, includes definitions for both **All Terrain Vehicle (ATV) and Multi-Purpose Off-Highway Utility Vehicle (UTV)**.
4. Council deems it advisable to allow ATVs on certain roads as previously approved by Resolution CR2009-650 and By-law 2009-116, as amended.
5. Council adopted Resolution CR2019-225 on March 26, 2019 directing amendments to By-law 2009-116, as amended, to temporarily permit the use of Side by Side Off Road Vehicles on designated City Highways to allow for implementation of a pilot project.
6. This by-law repeals and replaces By-law 2009-116, as amended, to implement Council's decision, align definitions with applicable legislation and address any minor amendments required as identified by staff.

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2019-077.**

## Section 1.00: Definitions and Interpretation

### 1.01 Definitions: In this by-law,

**“All Terrain Vehicle (ATV)”** as defined in Section 1 of the Ontario Regulation 316/03 as an off-road vehicle (ORV) that,

- a) has four wheels, the tires of which are all in contact with the ground
- b) has steering handlebars,
- c) has a seat that is designed to be straddled by the driver; and
- d) is designed to carry,
  - i. a driver only and no passengers, or
  - ii. a driver and only one passenger, if the vehicle,
    - a. has one passenger seat that is designed to be straddled by the passenger while sitting face forward behind the driver; and
    - b. is equipped with foot rests for the passenger that are separate from the foot rests for the driver.
    - c.

**“City”, “City of Kawartha Lakes” or “Kawartha Lakes”** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**“City Clerk”** means the person appointed by Council to carry out the duties of the clerk described in section 228 of the Municipal Act, 2001;

**“Council” or “City Council”** means the municipal council for the City;

**“Director of Public Works”** means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council.

**“Helmet”** includes the requirements for a helmet for the purpose of section 19 of the Off-Road Vehicles Act, R. S. O. 1990, c.O.4 and are those set out for motorcycles in Regulation 610 of the Revised Regulations of Ontario, 1990 made under the Highway Traffic Act. O. Reg. 317/03, s. 3, as amended.

**“Highway(s)”** includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge viaduct or trestle within the city of Kawartha Lakes, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof or as defined in the most recent revision of the Highway Traffic Act, R.S.O. 1990, Chapter H.8;

**“Multi-Purpose Off-Highway Utility Vehicle” (UTV)** as defined in Section 1 of the Ontario Regulation 316/03 means an off-road vehicle (ORV) that,

- a) has four or more wheels, the tires of which are all in contact with the ground,
- b) has a steering wheel for steering control,
- c) has seats that are not designed to be straddled, and

d) has a minimum cargo capacity of 159 kilograms;

**“Municipal Law Enforcement Officer”** means a person appointed by Council under the Police Services Act to enforce the By-laws of the City;

**“Off-Road Vehicle” (ORV)** is as defined within the Off-Road Vehicles Act, R.S.O. 1990, as amended;

**“Police Officer”** means a chief of police or other police officer in a police service which is responsible for enforcing the provisions of this By-law;

**“Recreational Off-Highway Vehicle” (ROV)** as defined in Section 1 of the Ontario Regulation 316/03 as amended below means an off-road vehicle that,

- a) has four or more wheels, the tires of which are all in contact with the ground,
- b) has a steering wheel for steering control,
- c) has seats that are not designed to be straddled,
- d) has an engine displacement equal to or less than 1,000 cubic centimeters, and
- e) does not exceed 1625 mm (64 inches) in width.

**“VRTC”** means the Victoria Rail Trail Corridor.

#### 1.02 **Interpretation Rules:**

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

1.03 **Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

### **Section 2.00: Operation of ORVs**

2.01 No person shall operate an ORV on highways unless otherwise permitted in accordance with the Off Road Vehicles Act, R.S.O 1990, c.O.4, as amended and where defined in Section 3.00 herein.

2.02 That an ORV shall not be operated on highways unless it meets the equipment requirements of Section 7-15 of Ontario Regulation 316/03 and it is operated in accordance with Sections 16-24 of the Regulation.

- 2.03 That an ORV shall not be permitted to travel on a municipal highway if the exhaust system has been altered over the manufacturer's recommended decibel level. Operation and use of ORV must be in accordance with City Noise By-law, as amended.
- 2.04 No person shall operate an ORV on any highways between 9:00 p.m. and 7:00 a.m.
- 2.05 No person shall operate an ORV over and upon any municipally owned or municipally maintained land used as parks, playgrounds or for utility purposes.
- 2.06 No person shall travel on an ORV on any highway in a direction opposite to that of traffic.
- 2.07 No person shall operate an ORV on a highway without wearing a motorcycle helmet as required by the Highway Traffic Act, R.S.O.1990, as amended.
- Effective October 20, 2020 By-law 2020-112
- 2.08 No person shall operate an ORV on a highway without a valid driver's license issued under section 32 of the Highway Traffic Act R.S.O. 1990, Chapter H.8. and insurance.
- 2.09 No person shall travel on an ORV on any part of the highway other than the shoulder of the highway. The exception to this provision is if the shoulder is unsafe the ORV may be operated on the highway.

### **Section 3.00: Location and ORV Type**

- 3.01 North of Kawartha Lakes Road 8: ATV's and ROV's shall be permitted on highways, which are described in Schedule "A" – ATV Routes, attached to this by-law.
- 3.02 North of Kawartha Lakes Road 8: In addition to Section 3.01, ATV's and ROV's shall be permitted:
- i. on all highways north of Kawartha Lakes Road 8 and Kawartha Lakes Road 121 as it connects Kawartha Lakes Road 8 in Fenelon Falls, excluding all roads within the settlement area of Fenelon Falls except those included in Section 3.03 and 3.04
  - ii. on Kawartha Lakes Road 36 from the intersection of Kawartha Lakes Road 8 north to Main Street to the Kawartha Lakes boundary in Bobcaygeon, and save and except Highway 35, for the express purpose of travelling from the place of residence to the nearest designated ATV and/or ROV route.
- 3.03 Fenelon Falls: North to South Road Access Route VRTC to Garnett Graham Park, east on Francis Street to Colborne Street, south on Colborne Street to Lindsay Street, east on Elliot Street and south on Murray Street to VRTC.

- 3.04 Fenelon Falls: South to North Road Access Route VRTC, north on Murray Street, west on Elliot Street to Lindsay Street, north on Lindsay Street to Colborne Street, west on Francis Street to Garnett Graham Park to VRTC.
- 3.05 Lindsay Municipal Law Enforcement Access Route: for the purpose of connecting the North and South parts of the VRTC Municipal Law Enforcement Officers/Police Officers shall be permitted to ride ATVs, or ROVs on the following highways (streets) in the Town of Lindsay.
- Wellington Street – between Lindsay St. North and Victoria Ave. N.;
  - William St. N. – between Wellington St. and Orchard Park Rd.;
  - Queen St. – between Lindsay St. N. and Caroline St.;
  - King St. – between Lindsay St. N. and St. David St.;
  - St. David St.;
  - Logie St.; and
  - Lindsay St. North and South.

#### **Section 4.00: Rate of Speed**

- 4.01 That the ATV or UTV shall not be driven at a rate of speed greater than:
- a. 20 km/hr if the speed limit established under the Highway Traffic Act or by municipal by-law for that part of the Highway is not greater than 50 km/hr; or
  - b. 50km/hr if the speed limit established under the Highway Traffic Act or by municipal by-law for that part of the Highway is greater than 50 km/hr.

Effective October 20, 2020 By-law 2020-112

#### **Section 5.00: Exemptions**

- 5.01 This by-law does not apply to police, fire, ambulance, search and rescue or other emergency vehicles while engaged in an emergency situation.

#### **Section 6.00: Enforcement, Offence and Penalties**

- 6.01 **Enforcement:** This by-law may be enforced by every municipal law enforcement officer and police officer.
- 6.02 **Offence and Penalty:** It is an offence for a person to contravene any provision of this by-law, and every person who contravenes this by-law is guilty of an offence and, on conviction, is liable to maximum penalty as set out in section 61 of the Provincial Offences Act R.S.O 1990, c.P.33 as amended or any successor thereof and to any other applicable penalty.

#### **Section 7.00: Administration and Effective Date**

- 7.01 **Administration of the By-law:** The Director of Public Works is responsible for the administration of this by-law.
- 7.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

## Section 8.00: Repeals

8.01 **Repeal:** By-law 2009-116 and amending by By-Law 2015-167 are repealed.

By-law read a first, second and third time, and finally passed, this 23 day of April, 2019.

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Andy Letham, Mayor

---

Cathie Ritchie, City Clerk



By-law 2019-077 Set  
Fines.pdf



## Schedule “A” To By-Law 2019-077

### Designated Atv Routes

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Type of Road</b>
Black River Rd.	Dalton/Digby Line	Chisholm Trail (Road #6)	Open Road Allowance
Chisholm Trail (Road #6)	Black River Rd.	Road #45	Open Road Allowance
Road #45 (Taylor's Rd.)	Road #6	Hill's Road	Open Road Allowance
Hill's Rd.	Taylor's Rd.	Wolf Run Lane	Part Open Road Allowance – Part unopened
Wolf Run Lane	Hill's Rd.	Lake Dalrymple Rd	Unopened Road Allowance
Lake Dalrymple Rd.	Wolf Run Lane	Alvar Rd.	Open Road Allowance
Alvar Rd.	Lake Dalrymple Rd.	Wylie Rd.	Open Road Allowance
Alvar Rd.	Wylie Rd.	Victoria Rd.	Open Road Allowance
Victoria Rd. (Road #35)	Alvar Rd.	South to North Mountain Rd.	Open Road Allowance
North Mountain Rd.	Victoria Rd. (Road #35)	CKL Road #41	Open Road Allowance
CKL Road #41	North Mountain Rd.	North East to Bexley Laxton Township Line	Open Road Allowance
Bexley Laxton Township Line	CKL Road #41	West to Deer Lake Rd.	Open Road Allowance
Deer Lake Rd.	Bexley Laxton Township Line	North-East to Monck Rd. (Road #45)	Open Road Allowance
Monck Rd. (Road #45)	Deer Lake Rd.	East through the Hamlet of Norland to Buller Rd.	Open Road Allowance
Wylie Rd.	Alvar Rd.	Kirkfield Rd. (Road #6)	Open Road Allowance
Kirkfield Rd. (Road #6)	Wylie Road	Lift Lock Road	Open Road Allowance
Lift Lock Rd.	Kirkfield Rd. (Road #6)	Rockview Rd.	Part Open Road Allowance – Part unopened
Rockview Rd.	Lift Lock Rd.	Portage Rd. (Road #48)	Unopened Road Allowance
Rockview Rd.	Portage Rd. (Road #48)	Eldon Station Rd.	Open Road Allowance
Eldon Station Rd.	Rockview Rd.	Sandringham Rd.	Open Road Allowance
Sandringham Rd.	Eldon Station Rd.	Lorneville Rd.	Open Road Allowance
Lorneville Rd.	Sandringham Rd.	Windemere Rd.	Open Road Allowance
Windemere Rd.	Lorneville Rd.	Woodville Rd. (Road #9)	Open Road Allowance
Woodville Rd. (Road #9)	Windemere Rd.	The West Limit of the Village of Woodville	Open Road Allowance
Glenarm Rd. (Road #8)	Sandringham Rd.	East to Road #36 (Village of Bobcaygeon)	Open Road Allowance

Northline Rd,	Glenarm Rd. (Road #8)	North to Somerville 7 <sup>th</sup> Conc. Rd.	Open Road Allowance
<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Type of Road</b>
Somerville 7 <sup>th</sup> Conc. Rd.	Northline Rd.	West to Baseline Rd. (Road #42)	Open Road Allowance
Baseline Rd. (Road #42)	Somerville 7 <sup>th</sup> Conc. Rd.	Sticky Lane	
Somerville 11 <sup>th</sup> Conc. Rd.	Sticky Lane	East to Woodcock Line	Unopened Road Allowance
Woodcock Line	Somerville 11 <sup>th</sup> Conc. Rd.	North to Monck Rd. (Road #45)	Open Road Allowance
Monck Rd. (Road #45)	Woodcock Line	West to Buller Rd.	Open Road Allowance
Buller Rd.	Monck Rd. (Road #45)	North to Boundary Rd. With Lutterworth Twp.	Open Road Allowance
Boundary Rd. (with Lutteworth Twp.)	#380 Boundary Rd.	West to Road #121	Open Road Allowance
Road #121	Boundary Rd.	South to the Hamlet of Kinmount	Open Road Allowance
Road #121	South Limits of the Village of Kinmount	South to Somerville 11 <sup>th</sup> Conc. Rd.	Open Road Allowance
Somerville 11 <sup>th</sup> Conc. Rd.	Road #121	West to Pinery Rd.	Open Road Allowance
Pinery Rd.	Somerville 11 <sup>th</sup> Conc. Rd.	South West to Burnt River Rd.	Open Road Allowance
Burnt River Rd. (Road #44)	Pinery Rd.	South to Somerville 6 <sup>th</sup> Conc. Rd.	Open Road Allowance
Somerville 6 <sup>th</sup> Conc. Rd.	Burnt River Rd. (Road #44)	West to Northline Rd.	Open Road Allowance
Somerville 3 <sup>rd</sup> Conc. Rd.	Brook Rd.	East to Road #49	Part Open Road Allowance – Part unopened.

## Committee of the Whole Report

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<b>Report Number:</b>	<b>RS2021-019</b>
<b>Meeting Date:</b>	May 4, 2021
<b>Title:</b>	<b>Proposed Land Management Team Management Directive</b>
<b>Description:</b>	Review of Proposed Land Management Team Management Directive and Overview of Land Sale Process
<b>Author and Title:</b>	Sharri Dyer, Manager – Realty Services

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### Recommendations:

**That** Report RS2021-019, **Proposed Land Management Team Management Directive**, be received;

**That** the “Land Management Committee” be renamed the “Land Management Team” and all by-laws, policies, management directives and standard operating procedures of the City of Kawartha Lakes referencing the “Land Management Committee” be amended, accordingly; and

**That** these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

At the Council Meeting of July 17, 2018, Council adopted the following resolution:

### **CR2018-460**

**Moved By** Councillor Strangway

**Seconded By** Councillor Elmslie

**That** Report RS2018-023, **Land Management Committee Policy CP2018-007**, be received; and

**That** Staff draft a Management Directive for approval by the CAO with respect to the activities of the Land Management Committee, which Directive provides – at a minimum – that:

1. The Manager of Realty Services is to circulate the Agenda for the upcoming Land Management Committee to all members of Council and the Mayor one week in advance of an upcoming meeting;
2. Councillors will have an opportunity to submit written comment/ information to the Manager of Realty Services up to 4:30 pm on the day proceeding the Land Management Committee Meeting, which written comment/ information will be added to the Agenda for discussion.
3. Councillors will have an opportunity to attend the meeting, to make a statement or provide information to the Committee.
4. Councillors may attend the deliberations of the Committee.
5. Councillors expressing interest in an item will be copied on correspondence out to the applicant(s) of that item, in which the Committee advises of the Committee's decision and reasons therefore. This letter will advise the applicant that – if he/she is not satisfied with the decision of the Committee – he/she may make a deputation to Council.

**Carried**

This report addresses that direction.

## **Rationale:**

The proposed Management Directive (attached as Appendix A) includes the requirements as set out in the above-noted Council Resolution. In addition, the proposed Management Directive sets out general decision making precedents that the Land Management Committee – to be renamed the “Land Management Team” – will follow for common requests.

This report recommends renaming the Land Management Committee the Land Management Team, so as to clarify for the public that this is a staff group exercising an administrative function and functions delegated to it by Council through by-law and policy; not a Committee of Council exercising the executive function of the City.

Other staff groupings of this nature, such as the “Senior Management Team”, “Development Review Team”, “Portfolio Management Team” have adopted “Team” as their descriptor. Accordingly, adopting “Team” in this instance would provide consistency.

Appendix B is a document outlining the land sale process, which begins with a review by the Land Management Committee. The procedure in Appendix B is established by the Disposition of Land By-law 2018-020. This is provided for information purposes, only.

## **Other Alternatives Considered:**

None

## **Alignment to Strategic Priorities:**

The recommendations set out in this Report align with the following strategic priority:

- Good Government
  - Effective management of the municipal building and land portfolio
  - Provide direction to Staff through clear by-laws, policies, and management directives

## **Financial/Operation Impacts:**

None.

## **Consultations:**

Land Management Committee  
Senior Management Team

## **Attachments:**

Appendix A – Proposed Land Management Team Management Directive



Appendix A -  
Proposed Land Man

Appendix B – Land Sale Process



Appendix B - Land  
Sale Process.pdf

**Department Head E-mail:** rcarlson@kawarthalakes.ca

**Department Head:** Robyn Carlson

Management Directive No.:	
Management Directive Name:	<b>Land Management Team Management Directive</b>
Date Approved by CAO or Designated Person:	
Date revision approved by CAO or Designated Person:	
Related SOP, Management Directive, Council Policy, Forms	<b>Land Management Team Policy CP2018-007</b>  <b>Dock Encroachment Policy CP2018-001</b>  <b>Road Construction Policy – Existing Lots of Record CP2021-XXX</b>

## Directive Statement and Rationale:

On July 17, 2018, Council passed Resolution CR2018-460, requiring that a Management Directive be drafted for approval by the CAO with respect to the activities of the Land Management Team. That Resolution set out the minimum directives for the Land Management Team.

The Land Management Team was created by the Property Disposition Task Force in 2001, with the approval by Council of the Land Management Policy 032-CAO-005, now numbered as CP2018-007 (the “Policy”).

The Policy defines the Land Management Team as “a staff committee chaired by the Realty Services Manager composed of representatives of each of the departments of Community Services, Public Works, Development Services, Engineering and Corporate Services, as appointed by the Director of each relevant department. Realty Services Law Clerk provides a recording secretary function, and minutes of decisions are recorded for every meeting. The Land Management Team is the administrative and legal arm for the management of the real estate portfolio owned by the City.”

The Policy includes the function of a Portfolio Management Team, defined as “a staff committee co-chaired and project managed by Strategy Management Office (which also acts as recording secretary), co-chaired by Manager of Building and Property, and comprised of the Asset Manager and Realty Services Manager. The Portfolio Management Team is the asset management function for the real estate portfolio owned by the City.”

The roles, functions and activities of each of these staff teams is set out in the Policy. Council has the sole authority to sell or acquire property according to sections 5.01 and 5.02 of the Signing By-law 2016-009. In the case of a potential sale or acquisition of property, the function of the Land Management Team is to provide a recommendation to Council with respect to a potential acquisition or disposition of land. Land sales (process for public notice prior to sale, amount charged for land, etc.) are governed by the By-law 2018-020, being a By-Law to Regulate the Disposition of Municipal Real Property in and for The Corporation of the City of Kawartha Lakes, and Disposal of Real Property Policy CP2018-013.

The City Solicitor has been delegated authority to sign Lease Agreements with revenue/expense of up to \$10,000.00 per year and a term of up to 5 years, without the necessity of the matter proceeding to Council (section 5.03 of Signing By-law 2016-009). Similarly, the City Solicitor has been delegated authority to sign License Agreements of up to \$10,000.00 per year without the necessity of the matter proceeding to Council (section 5.05 of Signing By-law 2016-009).

The Director of Engineering and Corporate Assets has been delegated authority to release easements in favour of the City registered on private land and to release subdivision agreements on private land, without obtaining instruction from Council (By-Law 2016-059).

In each of these cases, where Council has delegated authority to Staff, the Land Management Team is a convenient forum to vet matters before that delegated authority is exercised. Specifically, the intent is that each potentially impacted department will provide input to the decisions made at the Team meeting.

Matters proceeding to Council for decision are required, subject to certain exemptions, to be public (section 239 of the Municipal Act, 2001). The potential acquisition or disposition of land can be presented to Council in a closed meeting (section 239(2)(c) of the Municipal Act, 2001). Likewise, the potential lease or license of land can be presented to Council in a closed meeting (section 239(2)(k) of the Municipal Act, 2001). The meetings of the Land Management Team are not public meetings due to the fact that virtually every matter discussed would be subject to privilege should it proceed in a public forum. This allows Staff to freely discuss confidential matters – such as negotiation strategy – that would otherwise have to go to a closed session if the matter was before Council or a Committee of Council.

### Scope:

This Management Directive applies to the activities of the Land Management Team. In addition to this Management Directive, the Land Management Team is bound to the provisions of the Land Management Team Policy.



### Management Directive:

#### Procedure

- 1.1 The meetings of the Land Management Team are confidential and are not to be attended by members of the public. Notwithstanding this, the names and addresses of applicants, as well as the application itself, will be treated as public information. The applicant will be informed of this on the application form itself.
- 1.2 Realty Services is to circulate the Agenda for the upcoming Land Management Team to all members of Council and the Mayor a minimum of one week in advance of an upcoming meeting.
- 1.3 Mayor and Council members will have an opportunity to submit written comment/information to the Manager of Realty Services up to 4:30 p.m. on the day preceding the Land Management Team Meeting, which written comment/information will be added to the Agenda for discussion.
- 1.4 Mayor and Council members will have an opportunity to attend the meeting, to make a statement or provide information to the Team.
- 1.5 Mayor and Council members may attend the deliberations of the Team.
- 1.6 The decision of the Land Management Team on an item will be communicated to the applicant in writing, along with the reasons for the decision.
- 1.7 The Mayor and Ward Councillor will be copied on correspondence out to the applicant(s), in which the Team advises of the Team's decision and reasons therefore. Letters advising of denial will advise the applicant that – if he/she is not satisfied with the decision of the Team – he/she may make a deputation to Council. Realty Services will advance a copy of the letter of denial to Council for inclusion on the same agenda as the deputation.

#### Consistency in Decision Making

To be consistent with past practice and to treat all members of the public fairly and equally, the Team will make the following decisions in the following circumstances, as a general rule. There may be facts specific to a certain situation that distinguish it from the general rule.

## *Decision Making – Land Sales – Road Allowances*

- 2.1 Road allowances, if sold, will only be sold to the adjacent owner(s), unless considered a viable and developable building lot, in which case the sale will be with the consent of the adjacent owner(s).
- 2.2 When road allowances are being considered for sale, all adjacent owners will be contacted to determine their interest in acquiring the half adjacent to their property. If they are not interested in acquiring the half adjacent to their property, the City will sell the entire width to applicant.
- 2.3 Road allowances that are sold to the adjacent owner will be sold on the condition that the road allowance will merge with the adjacent parcel, so that no new developable parcel is created.
- 2.4 Road allowances leading to water will not be sold, pursuant to By-Law 2018-020, as amended, due to the fact that they provide public access to the water. However, where alternative and sufficient access in the immediate area exists, road allowances leading to water may be sold to the adjacent landowner(s).
- 2.5 When road allowances that are under water, or partially under water, are being considered for surplus and sale, the City will consult with the Ministry of Natural Resources and Forestry pursuant to the recommendation, as per the requirements in section 43 of the Municipal Act, 2001.

## *Decision Making – Land Sales*

- 3.1 Parcels (or portions thereof) adjacent to bridges that may be used for construction lie-down area will not be sold.
- 3.2 Vacant parcels (or portions thereof) adjacent to existing City buildings will only be sold if the 20 year land needs of the City are such that the land is unlikely to be required to construct a new replacement building/expansion upon failure or insufficiency of the existing building.

## *Decision Making – License – Docks and Boathouses*

- 4.1 Decisions will be made in accordance with Dock Encroachments Policy CP2018-001.

## *Decision Making – Vesting Orders or Acquisitions – City Infrastructure on Private Property*

- 5.1 Where City infrastructure, such as an assumed road or water or sewer, is on privately owned property and the current owner is deceased or cannot be located, the City will obtain a Vesting Order to acquire title to the property.
- 5.2 Where the City has underground infrastructure on private property and no easement is registered on title, nor can one be found by a search of the Registry Office, the City will register Notice on title pursuant to section 71 of the Land Titles Act. If a Registry search discloses an easement not registered on title, the City will attempt to register the easement on title.
- 5.3 Where a City assumed road is on private property and the current owner can be located, the City will attempt to acquire the portion of property on which the travelled road is located (as well as 33 feet from the centerline of the travelled road, where possible) from the current owner for no consideration and all costs of the transaction payable by the City, including reimbursement of the transferor's legal costs up to a maximum of \$2,000.00 (inclusive of HST).
- 5.4 Road acquisitions will be to a minimum 66 foot width, when possible.
- 5.5 Where the City is approached by a landowner to acquire title to a forced road over their property to clear up their title (e.g. remove a "subject to the interest of the municipality" notation from a property description), and allow that title to convert from the Registry system to the Land Titles system, the City will acquire the road under all the above conditions but with the exception that the transferor will pay the costs of the transfer (survey, and both their own legal costs and that of the City).
- 5.6 The City will not acquire ownership of unassumed private roads.
- 5.7 Where title to a road/walkway was to transfer to the City pursuant to a plan of subdivision, but it is subsequently discovered that the land was not transferred, the City will acquire the ownership by application to the Land Registry Office for a name change.

## *Decision Making - License to Construct a Road*

- 6.1 Where a person makes an application to the Land Management Team to construct a road on an unopened road allowance, the Land Management Team will consider such request in accordance with Council Policy CP2021-XXX concerning Road Construction for Existing Lots of Record.

Revision History:

Proposed Date of Review:

Revision	Date	Description of changes	Requested By
0.0	[Date]	Initial Release	

DRAFT

## **Land Sale Process**

1. Background Research
  - Realty Services Law Clerk obtains title searches, MPAC property reports, and historical records
  - Records are reviewed by Realty Services Law Clerk and Manager to confirm that there are no restrictions to selling the property or any historical decisions which would indicate the property should not be sold
  
2. Land Management Committee
  - All potential property sales are reviewed by the Land Management Committee
    - The Land Management Committee is currently meeting every other month
  - The Committee reviews the data provided by Realty Services and confirms whether the property is required by any City department
  - If the Committee does not feel there is a need for the City to retain the property, they will recommend proceeding through the disposition process
  
3. Utility Consultation
  - Realty Services Law Clerk reaches out to utility companies to confirm whether any easements are required prior to sale
  - Utility companies are provided with an initial deadline of 30 days to provide a response. If a response is not provided within that timeframe, an additional 30 days is granted, noting that if a response is not provided within that extension the City will proceed under the assumption that an easement is not required
  
4. Public Notice
  - Realty Services Law Clerk arranges for public notice (noting that the property is being considered for surplus declaration and sale)
  - If the property is a road allowance, shoreline road allowance, or non-viable property (cannot be built upon), notice is posted in the Kawartha Lakes This Week (and Peterborough This Week if property is in the former Townships of Emily or Manvers) for three consecutive weeks, with the notice also posted on the City's website
    - The three week advertising period must take place at least four weeks prior to the Committee of the Whole Report being presented to Council
  - If the property is a developable lot, in addition to notices being posted in the newspaper and City website, a "Potential Surplus Property" sign is posted on-site for the three week advertising period
  
5. Committee of the Whole Report
  - Realty Services Law Clerk authors a Report to Council setting out the Land Management Committee's recommendation to sell the property

- Council hears any deputations in opposition to the sale
  - Council makes their recommendation as to whether or not to proceed with a sale of the property
6. Surplus Declaration – Regular Council Meeting
- If Council recommended at the Committee of the Whole meeting to proceed with a sale of the property, property is declared surplus at the next Regular Council meeting
7. Survey
- A Reference Plan is generally required in order to properly identify the property for sale
    - In the case of a road allowance or shoreline road allowance, a Reference Plan is necessary to establish and identify the specific portion of the road allowance to be sold
    - In the case of other types of City-owned property, the legal description is often outdated and not satisfactory to the Land Registry Office, therefore requires a survey to create an appropriate property identification
    - If an easement is required, a Reference Plan will be required, regardless of whether a satisfactory property description exists
  - Realty Services Law Clerk requests quotes from five survey companies and provides a deadline of two weeks for response
  - Once the two week deadline has passed (or responses from all survey companies have been received), Realty Services Law Clerk requests that the survey company who provided the lowest quote commence preparation of the Reference Plan
  - Completion of the Reference Plan takes, on average, 6-12 weeks
    - Completion of the Reference plan may be delayed depending on the terrain of the property (e.g. a marshy property may need to be surveyed in the winter to properly establish boundary lines), review by utility companies to confirm the location of their easements, etc.
8. Appraisal
- An appraisal is required for all developable lots and for any other City-owned property in which Council has determined that the appraised value is more appropriate than the minimum set price as set out in By-Law 2018-020
  - Realty Services Law Clerk requests quotes from two appraisal companies and provides a deadline of two weeks for response
  - Once the two week deadline has passed (or responses from both appraisal companies have been received), Realty Services Law Clerk requests that the appraisal company who provided the lowest quote commence preparation of an Appraisal Report based on highest and best use of the property
  - Completion of the Appraisal Report takes, on average, 2-4 weeks

9. Closed Session Report to Council

- The Appraisal Report is presented to Council in closed session, for information only

10. List on Open Market

- If the property is intended to be sold by open market sale, Realty Services Law Clerk makes arrangements with a real estate agent to list the property on MLS and to list the property on the City website
- All offers are held for a 10-day period following initial listing, after which the highest offer is accepted

11. Disposition By-Law

- Once an offer has been accepted (or the Agreement of Purchase and Sale has been fully executed, in the case of a direct sale), Realty Services Law Clerk prepares a By-Law to be presented to Council to authorize the sale of the property (and, in the case of a road allowance or shoreline road allowance, stop-up and close the road allowance)

## Committee of the Whole Report

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**Report Number:** CORP2021-010  
**Meeting Date:** May 4, 2021  
**Title:** 2021 Tax Policy Decisions  
**Author and Title:** Linda Liotti, Manager, Revenue and Taxation

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### Recommendation(s):

**That** Report **CORP2021-010, 2021 Tax Policy Decisions**, be received; and

**That** optional property classes for the 2021 tax year are not adopted; and

**That** the tax rate reduction for vacant and excess land in the commercial and industrial class be set as 30% and 35% respectively for 2021; and

**That** the tax rate reduction for First Class Undeveloped Farm Land be set at 45% for 2021; and

**That** the capping and threshold parameters be established as follows:

	Commercial	Industrial
Annualized Tax Limit	10%	10%
Prior Year's CVA Tax Limit	10%	10%
CVA Tax Threshold for Protected Properties (Increases) (\$0 to \$500)	500	500
CVA Tax Threshold for Clawed Back Properties (Decreases) (\$0 to \$500)	500	500
Properties that were at CVA Tax in 2019 or that would cross over CVA Tax in 2020 are to be excluded from capping.	Yes	Yes

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_



**That** the decrease claw back parameters for 2021 be set at 0% for multi-residential, commercial and industrial; and

**That** Council approve the 2021 tax ratios as outlined in Appendix A to report CORP2021-010; and

**That** these recommendations and the embedded draft by-laws be brought forward to Council for consideration at the next regular Council Meeting.

## **Background:**

This report is intended to establish tax policy for 2021.

The Municipal Act, 2001 and the Assessment Act provide Council with the authority to make decisions concerning property taxation.

These decisions include:

1. adoption of optional property classes;
2. tax rate reductions for commercial and industrial properties where the land is in the property subclass of vacant land, or excess land;
3. capping and threshold parameters for properties in the multi-residential, commercial, and industrial property classes;
4. limiting the decrease for commercial, industrial, and multi-residential property classes subject to “claw back” provisions; and
5. revising tax ratios to mitigate tax shifts between the broad property classifications.

Also, on March 29, 2020, Council adopted the following resolution relating to the Streetlights Special Rate Area tax levy:

CW2020-065

**That** street lights be moved from the Special Rate Area Tax Levy to the General Rate Tax Levy; and

**That** the Special Rate Area Tax Levy for street lights be phased into the General Rate Tax Levy over the next four-year assessment period.

**Carried**

## **Rationale:**

Assessment values were last updated by MPAC with a valuation date of January 1, 2016. These assessments were implemented on January 1, 2017 and were to be used to levy taxes for the 2017 to 2020 taxation years. As a result of the COVID-19 pandemic, the Province of Ontario announced in March 2020 that the Province-wide Assessment Update scheduled to take effect January 1, 2021 was being postponed. The Province recently announced that the Assessment Update will be further postponed and will not take effect in 2022. Property assessments for the 2021 and 2022 tax years will continue to be based on January 1, 2016 values.

In alignment with Council's resolution CW2020-065, the Special Rate Area Tax Levy for street lights will continue to be calculated as it was in 2020 until the Assessment Update is implemented.

Tax policy changes have implications on the final tax bill of each property. Provincial regulations may dictate some of the shifts in taxation and direction provided by Council also has an impact.

The below are recent Provincial tax policy changes that were considered in recommendations made for this report:

1. Small-Scale On-Farm Business Subclasses:

On May 3, 2018, the Government of Ontario established two new optional subclasses for small-scale on-farm businesses to promote and support local farms across Ontario. The commercial and industrial subclasses were created to provide a tax rate that is 75% lower than the existing commercial and industrial tax rates. The reduced tax rate applies to the first \$50,000 of eligible commercial or industrial assessment. To qualify, the commercial and/or industrial facility must be an extension of the farming operation. In addition, 51% of the facility must be used to sell, process or manufacture something from a product produced on the farmland. If the commercial and/or industrial operation has an assessed value equal to or greater than \$1M, it is not eligible for the small-scale on-farm business subclass.

In Kawartha Lakes, there continue to be no properties eligible for this subclass.

2. Small Business Tax Class:

As part of the 2020-21 Provincial Budget delivered on November 5, 2020, the Province provided municipalities with the ability to establish a new Small Business tax sub-class. Under this change, municipalities can now establish a tax ratio, specifically, for small businesses.

The parameters for determining how a property qualifies for inclusion under this class would be at the discretion of each Single and Upper Tier jurisdiction. The Province has also indicated it may provide matching relief in the form of an education tax reduction, however, has not provided further details at this time.

It is recognized that small businesses have been disproportionately impacted by the COVID-19 pandemic, however, this class cannot be implemented before the 2022 taxation year as municipalities are awaiting the Province to publish the required regulation(s).

The Province currently has a number of programs intended to support businesses through the COVID-19 pandemic including:

- Cost recovery for personal protective equipment through one time grants of up to \$1,000
- Grants to support businesses which were required to shut down or restrict services with respect to fixed costs such as property taxes and utility costs
- \$8 million COVID-19 Energy Assistance Program for Small Business

Once the regulation is published, staff will undertake a review and engage other municipalities and MPAC and bring a report forward to Council with recommendation(s) whether the Small Business tax class is appropriate for Kawartha Lakes.

All recommendations noted below are consistent with the prior taxation year.

#### 1. Optional Property Classes

The Assessment Act provides for the implementation of optional property classes. This allows Council to apply different tax ratios to different property classes within the “main” property classes of commercial and industrial. Optional property classes include:

- Shopping Centre (included in the Commercial Broad Class)
- Parking Lots (included in the Commercial Broad Class)
- Office Building (included in the Commercial Broad Class)
- Large Industrial (included in the Industrial Broad Class)
- New Multi-Residential (included in the Multi Residential Broad Class)

Different tax ratios may be implemented if optional property classes are adopted. The tax ratios in these situations must fall within the legislated ranges of fairness.

The City of Kawartha Lakes has not adopted optional property classes ensuring that all properties within a defined “broader” property class are taxed at the same level.

#### **Recommendation 1:**

**That Council does not adopt optional property classes for the 2021 tax year.**

#### 2. Tax Rate Reduction Factors

Subsection 313(1) of the Municipal Act, 2001 provides that tax rates levied for property in the commercial and industrial classes that are not classed as “occupied” be reduced.

**Recommendation 2:**

**The tax rate reduction by-law for 2021 provide for reductions as follows:**

<b>Commercial:</b>	<b>30%</b>
<b>Industrial:</b>	<b>35%</b>
<b>First Class Undeveloped Farm Land:</b>	<b>45%</b>

**3. 2021 Capping and Threshold Parameters**

The tools allowing for the movement of properties out of the capping calculation were updated in 2016, and implemented in 2017. The updated limits are reflected below:

- 5 - 10% of prior year capped taxes, or
- 0 - 10% of the prior year CVA taxes, and
- If the property is within \$500 of paying CVA taxes (either capped or claw backed).

Staff is recommending Council continue approving the maximum options available to move as many properties to CVA tax as possible once again this year.

**Recommendation 3:**

**The City of Kawartha Lakes implements the capping and threshold parameters as shown above.**

**4. Claw back**

Each year a by-law is required to provide the percentage of the tax decrease that is retained by the municipality (clawed back) in order to fund the properties that receive capping protection. The purpose of this by-law is to allow staff to apply these provisions to subsequent adjustments to the tax roll after the final tax bills are calculated.

**Recommendation 4:**

**As in 2020, it is recommended that the decrease claw back parameters be established at 0% for multi-residential, commercial and industrial properties.**

## 5. Tax Ratios

Section 308 of the Municipal Act, 2001 requires municipalities to pass a by-law establishing tax ratios for each taxation year. Municipalities have the opportunity to decrease tax ratios, moving the ratios closer to the “range of fairness”.

Property Class	Range		Kawartha Lakes
	Lower Limit	Upper Limit	
Residential	1.00		1.00
Multi-Residential	1.00	1.10	1.956823
New Multi-Residential	1.00	1.10	1.00
Commercial / Office / Shopping Centre	0.60	1.10	1.379305
Industrial / Large Industrial	0.60	1.10	1.346448
Pipeline	0.60	0.70	2.001314
Farm	up to 0.25		0.25
Managed Forests	0.25		0.25

### Recommendation 5:

The City of Kawartha Lakes establishes tax ratios as outlined in Appendix A.

### Other Alternatives Considered:

N/A

### Alignment to Strategic Priorities

This report aligns with the strategic priority of Good Government.

### Operation Impacts:

There are no financial implications for the municipality with the recommendations.

## **Attachments:**

### Appendix A – 2021 Tax Ratios



APPENDIX A - 2021  
Tax Ratios.pdf

### Appendix B – 2021 Tax By-laws



2021 Tax By-laws.pdf

**Department Head email:** [jstover@kawarthalakes.ca](mailto:jstover@kawarthalakes.ca)

**Department Head:** Jennifer Stover

**2021 Tax Ratios**

<b>Property Class</b>	<b>Tax Ratio</b>
Residential and Farm	1.000000
New Multi Residential	1.000000
Residential FAD 1	0.550000
Farmland	0.250000
Managed Forest	0.250000
Multi Residential	1.956823
Commercial Occupied	1.379305
Commercial Excess Land	1.379305
Commercial Vacant Land	1.379305
Landfill Occupied	1.353442
Industrial Occupied	1.346448
Industrial Excess Land	1.346448
Industrial Vacant Units	1.346448
Pipelines	2.001314



## The Corporation of the City of Kawartha Lakes

### By-Law 2021-xxx

#### A By-law to Establish 2021 Tax Ratios in the City of Kawartha Lakes

##### Recitals

1. Subsection 308 (4) and 308.1 (4) of the Municipal Act, 2001 provides that the council shall pass a by-law in the year to establish the tax ratios for that year.
2. Subsection 308 (6) requires the municipality to pass a by-law adopting tax ratios subsequent to the setting of transition ratios.
3. Ontario Regulation 162/09, amending Ontario Regulation 385/98, provides for the exclusion of properties in a property class in the calculation of tax ratios.
4. The tax ratios determine the relative amount of taxation to be borne by each property class.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2021-xx.

##### Section 1.00: Definitions and Interpretation

###### 1.01 Definitions: In this by-law,

**“City”, “City of Kawartha Lakes” or “Kawartha Lakes”** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**“Commercial classes”** means the commercial property class and the property classes each of which is a property class that a municipality may opt to have apply under the regulations under the Assessment Act and that contains property that, if the municipality did not opt to have the property class apply, would be in the commercial property class.

**“Council”** means the municipal council for the City.

**“Industrial classes”** means the industrial property class prescribed under the Assessment Act and the property classes each of which is a property class that a municipality may opt to have apply under the regulations under the Assessment Act and that contains property that, if the municipality did not opt to have the property class apply, would be in the industrial property class.

**“Manager of Revenue and Taxation”** means the person within the administration of the City which fulfills the function of the Tax Collector and

his or her delegate(s), as required by the Municipal Act, 2001 or, in the event of organizational changes, another person designated by Council.

**1.02 Interpretation Rules:**

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

**1.03 Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

**1.04 Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

**Section 2.00: Tax Ratios**

**2.01 Transition Ratios:** On April 16, 2009 Ontario Regulation 162/09 was made setting out the method of setting transition ratios.

**2.02 Tax Ratios:** The Tax Ratios for the taxation year 2021 shall be as follows:

Property Class	Tax Ratio
Residential and Farm	1.000000
New Multi Residential	1.000000
Residential FAD 1	0.550000
Farmland	0.250000
Managed Forest	0.250000
Multi Residential	1.956823
Commercial Occupied	1.379305
Commercial Excess Land	1.379305
Commercial Vacant Land	1.379305
Landfill Occupied	1.353442
Industrial Occupied	1.346448
Industrial Excess Land	1.346448
Industrial Vacant Units	1.346448
Pipelines	2.001314

**2.03 Optional Property Classes:** For the purpose of this By-law:

- a) the commercial property class includes parking lot property, major office buildings, commercial (new construction) and shopping centres; and
- b) the industrial property class includes large industrial properties and industrial (new construction).

### **Section 3.00: Administration and Effective Date**

3.01 **Administration of the By-law:** The Manager, Revenue and Taxation is responsible for the administration of this by-law is responsible for the administration of this by-law.

3.02 **Effective Date:** This By-law shall come into force on the date it is finally By-law read a first, second and third time, and finally passed, this [redacted] day of [redacted], 202[redacted].

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Andy Letham, Mayor

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Cathie Ritchie, City Clerk

# **The Corporation of the City of Kawartha Lakes**

## **By-Law 2021-**

### **A By-law to Set Tax Rate Reductions for the Prescribed Subclasses in the City of Kawartha Lakes for the Year 2021**

#### **Recitals**

1. Subsection 313(1) of the Municipal Act provides that the tax rates that would otherwise be levied for municipal purposes for the subclasses prescribed under Subsection 8 (1) of the Assessment Act shall be reduced in accordance with the rules in that section of the Municipal Act.
2. Ontario Regulation 383/98 prescribes the farmland awaiting development subclasses and tax reduction percentages
3. Council has determined the rates for reductions in the various subclasses prescribed

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2021-xxx**

#### **Section 1.00: Definitions and Interpretation**

##### **1.01 Definitions:** In this by-law,

**“By-Law”** means this by-law, as it may be amended from time to time. The Recitals to, and Schedules attached to this By-Law are considered integral parts of it.

**“City”, “City of Kawartha Lakes” or “Kawartha Lakes”** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**“City Clerk”** means the person within the administration of the City which fulfils the function of the City Clerk as required by the Municipal Act.

**“Commercial Property Class”** includes all major office property, shopping centre property and parking lot property.

**“Manager, Revenue and Taxation”** means the person within the administration of the City which fulfills the function of the Tax Collector or his or her delegate(s), as required by the Municipal Act, 2001 or, in the event of organizational changes, another person designated by Council.

**“Council”** means the municipal council for the City.

The **“First and Second Classes of Farmland Awaiting Development”** consist of land as defined in accordance with Ontario Regulation 282/98, as amended.

**“Industrial Property Class”** includes all large industrial property.

## 1.02 Interpretation Rules:

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) Wherever this By-law refers to a person or thing with reference to gender or the gender neutral, the intention is to read the By-law with the gender applicable to the circumstances.
- (c) References to items in the plural include the singular, as applicable.
- (d) The words "include" and "including" are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

1.03 **Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

## Section 2.00: Tax Rate Reductions

2.01 **Commercial:** The tax rate reduction for the vacant land and excess land subclasses in the Commercial Property Class is thirty (30%) percent

2.02 **Industrial:** The tax rate reduction for the vacant land and excess land subclasses in the Industrial Property Class is thirty-five (35%) percent.

2.03 **First Class Undeveloped Farm Land:** The tax rate reduction for the First Class of Farm Land Awaiting Development in the residential/farm, multi-residential, Commercial or Industrial Property Classes is forty-five (45%) percent.

2.04 **Second Class Undeveloped Farm Land:** The tax rate reduction for the Second Class of Farm Land Awaiting Development in the residential/farm, multi-residential, Commercial or Industrial Property Classes is zero (0%) percent.

## Section 3.00: Administration and Effective Date

3.01 **Administration of the By-law:** The Manager, Revenue and Taxation is responsible for the administration of this by-law.

3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this    day of   , 2021.

# **The Corporation of the City of Kawartha Lakes**

## **By-Law 2021-xxx**

### **A By-law to Limit Tax Decreases on Commercial, Industrial and Multi-Residential Properties for 2021 in the City of Kawartha Lakes**

#### **Recitals**

1. Section 330 of the Municipal Act, 2001 provides that the council of a municipality may pass a by-law to establish a percentage by which tax decreases are limited for 2021.
2. The Council considers it appropriate to limit the tax decreases for commercial, industrial and multi-residential properties this year.

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2021-xxx.**

#### **Section 1.00: Definitions and Interpretation**

##### **1.01 Definitions:** In this by-law,

**“By-law”** means this by-law, as it may be amended from time to time. The Recitals to, and the Schedules attached to this By-law are considered integral parts of it

**“City”, “City of Kawartha Lakes” or “Kawartha Lakes”** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**“City Clerk”** means the person appointed by Council to carry out the duties of the clerk described in section 228 of the Municipal Act, 2001;

**“Manager of Revenue and Taxation”** means the person within the administration of the City which fulfills the function of the Tax Collector and his or her delegate(s), as required by the *Municipal Act, 2001* or, in the event of organizational changes, another person designated by Council.

**“Council” or “City Council”** means the municipal council for the City;

##### **1.02 Interpretation Rules:**

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) Wherever this By-law refers to a person or thing with reference to gender or the gender neutral, the intention is to read the By-law with the gender applicable to the circumstances.

- (c) References to items in the plural include the singular, as applicable.
  - (d) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.
- 1.03 **Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.
- 1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

## **Section 2.00: Limitation of Tax Decreases**

- 2.01 **Application of By-law:** This By-law applies to all properties in the affected property classes whose taxes for municipal and school purposes for 2021, as determined pursuant to the Municipal Act, 2001, exceed their taxes for municipal and school purposes for 2020, as adjusted in accordance with the Provincial Regulations.
- 2.02 **Commercial Property Class:** The property tax decrease percentage retained by the municipality for all property within the commercial class is 0% of the decrease, which would otherwise have been applicable under By-law 2021-xxx.
- 2.03 **Industrial Property Class:** The property tax decrease percentage retained by the municipality for all property within the industrial class 0% of the decrease, which would otherwise have been applicable under By-law 2021-xxx.
- 2.04 **Multi-Residential Property Class:** The property tax decrease percentage retained by the municipality for all property within the multi-residential class is 0% of the decrease, which would otherwise have been applicable under By-law 2021-xxx.

## **Section 3.00: Administration and Effective Date**

- 3.01 **Administration of the By-law:** Manager of Revenue and Taxation is responsible for the administration of this by-law.
- 3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this      day of     , 2021.

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Andy Letham, Mayor

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Cathie Ritchie, City Clerk



# **The Corporation of the City of Kawartha Lakes**

## **By-Law 2021-xxx**

### **A By-law to Establish 2021 Tax Rates in the City of Kawartha Lakes**

#### **Recitals**

1. Section 312 of the Municipal Act, 2001, as amended, provides that the Council of a local municipality shall, after the adoption of estimates for each year, pass a by-law to levy a separate tax rate on the assessment in each property class, including any adjustments made under Sections 32, 33, 34, 39.1 or 40 of the Assessment Act for the purposes of raising the general local municipal levy.
2. Section 326 (1) (c) of the Municipal Act, 2001, as amended provides that the City may designate the area of the municipality in which the residents and property owners receive or will receive an additional benefit from the special service that is not received or will not be received in other areas of the municipality.
3. Section 326 (4) (a) of the Municipal Act, 2001, as amended, states the municipality shall levy a special local municipal levy under section 312 on the rateable property in the area designated in cause (1) (c) to raise the costs determined under clause (1) (e).
4. Tax Billing and Collection Policy, Section 5.01 provides for a minimum tax bill at the amount permitted under the Act.
5. Council Resolution 2016-295 approved a minimum installment amount of \$250.
6. Section 342(b) of the Municipal Act, 2001, as amended, provides that a by-law under 342(1)(a) may establish different installments and due dates for taxes on property.
7. Council has adopted a budget for the 2021 taxation year.

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2021-xxx.**

#### **Section 1.00: Definitions and Interpretation**

1.01 **Definitions:** In this by-law,

**"City", "City of Kawartha Lakes" or "Kawartha Lakes"** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**"City Clerk"** means the person appointed by Council to carry out the duties of the clerk described in section 228 of the Municipal Act, 2001;

**"Manager, Revenue and Taxation"** means the person within the administration of the City which fulfills the function of the Tax Collector and his or her

delegate(s), as required by the Municipal Act, 2001 or, in the event of organizational changes, another person designated by Council;

**“Council” or “City Council”** means the municipal council for the City;

**“Collector”** means the Manager, Revenue and Taxation and his or her delegate(s) or, in the event of organizational changes, another person designated by Council;

**“MPAC”** means the Municipal Property Assessment Corporation;

**“RTC”** means the Realty Tax Class in relation to the Property Class, as defined within the Assessment Act;

**“RTQ”** means the Realty Tax Qualifier in relation to the Property Class, as defined within the Assessment Act;

#### 1.02 **Interpretation Rules:**

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.
- (c) All references to the municipalities, which existed prior to January 1, 2001, and which were amalgamated to form the City, are references to the geographic areas of those former municipalities.
- (d) This By-law is subject to By-law 2021-xxx (Limit Tax Decreases on Commercial, Industrial, and Multi-Residential Properties) and must be read and applied in accordance with that By-law.

1.03 **Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

1.04 **Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

### **Section 2.00: Adoption of Estimates**

2.01 **Adoption:** The Council adopts the current estimates of all sums required during the year 2021 for the purposes of the City in the gross amount of \$ 210,578,942 and in the net amount of \$120,950,543.

### **Section 3.00: Payment Due Dates**

3.01 **All Property Classes:** Taxes levied under this By-law for properties within the Residential & Farm, Farmlands, Managed Forest, Commercial, Industrial and Pipeline property classes, are payable in two installments. The first installment is payable on June 29, 2021 and the second installment is payable on September 29, 2021.

## Section 4.00: Alternative Installment Payment Due Dates

- 4.01 **12-Month Preauthorized Payment Program:** Where a property is registered for the 12-month preauthorized debit program taxes are payable in twelve installments and are due on the fifteenth day of each month.
- 4.02 **10-Month Preauthorized Payment Program:** Where a property is registered for the 10-month preauthorized debit program taxes are payable in ten installments. Payments are due on the first day of each month, for the 10-month period beginning in February and ending in November.

## Section 5.00: Establishment of Tax Rates

- 5.01 **Assessment:** The whole of the assessment on real property in the City of Kawartha Lakes according to the last assessment roll for the City as amended by MPAC is in the amount of \$14,389,991,644 upon which the rate of taxation for Municipal and Education purposes for the year 2021 shall be fixed and levied pursuant to the provisions of the Municipal Act, 2001. The assessment used for calculation purposes is outlined in Schedule 'A'.

- 5.02 **Rates:** For the year 2021, there shall be levied and collected on the assessment in each property class in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC, the rates of taxation for current value assessment for general purposes to raise a sum of \$94,475,765. The amount set out in Schedule "B" in column "a" as the General Levy.

2021 Budget Requirement	\$97,350,461
2021 Generally Rated	\$197,031
Streetlights Total General Levy	<u>\$97,547,492</u>

- 5.03 **Fire Area A:** A special levy for fire services in Area A, as defined on Schedule "C", shall be levied and collected on the assessment in each property class in Area A service area in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule "B", column "b", to raise the sum of \$2,777,571.
- 5.04 **Fire Area C:** A special levy for fire services in Area C, as defined on Schedule "C", shall be levied and collected on the assessment in each property class in Area C service area in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule "B", column "c", to raise the sum of \$2,407,966.
- 5.05 **OPP Police Services:** A special levy for Ontario Provincial Police Services shall be levied and collected on the assessment in each property class in the geographic areas other than Lindsay and Ops, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule "B", column "d", to raise the sum of \$8,342,610.
- 5.06 **Kawartha Lakes Police Services (Lindsay):** A special levy for Kawartha Lakes Police Services shall be levied and collected on the assessment in each property class in the geographic area of Lindsay in Kawartha Lakes, according to the last

assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule “B”, column “e”, to raise the sum of \$6,963,732.

- 5.07 **Kawartha Lakes Police Services (Ops):** A special levy for Kawartha Lakes Police Services shall be levied and collected on the assessment in each property class in the geographic areas of Ops in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule “B”, column “f”, to raise the sum of \$1,111,308.
- 5.09 **Transit:** A special services levy for transit shall be levied and collected on the assessment in each property class in the geographic area of Lindsay in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule “B”, column “g” to raise the sum of \$962,930.
- 5.10 **Parks:** A special levy for parks shall be levied and collected on the assessment in each property class in the geographic area of Lindsay in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule “B”, column “h” to raise the sum of \$290,116.
- 5.11 **Street Lights:** A special services levy for street lights shall be levied and collected on the assessment in each property class in the geographic areas of Lindsay, Omemee, Bobcaygeon, Fenelon Falls, Woodville, and Sturgeon Point in Kawartha Lakes, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule “B”, column “i” to raise the sum of \$485,906.
- 5.12 **Business Improvement Area (BIA):** A special levy for the Business Improvement Area shall be levied and collected on the assessment in each property class for each property defined in Schedule “D”, according to the last assessment roll for the City as amended by MPAC. This special municipal levy shall be at the rates of taxation set out in Schedule “B”, column “j”, to raise the sum of \$143,500.
- 5.13 **Education:** In addition to the municipal taxes levied by this By-law, education rates as prescribed by Ontario Regulation 06/20 amending O.Reg. 400/98 shall be levied and collected on the assessment in each property class defined in Schedule “A”, according to the last assessment roll for the city as amended by MPAC.
- 5.14 **Reduction:** The amount raised by the levy provided for in this By-law shall be reduced by the amount previously raised by the interim levy in 2021 and collected.
- 5.15 **PIL Payments:** For payment-in-lieu of taxes due to the City, the actual amount due to the City is based on the last assessment roll for the City as amended by MPAC and the tax rates for the year 2021.

- 5.16 **Application:** Every property owner shall be taxed according to the applicable tax rates in this By-law.

## **Section 6.00: Public Hospitals, Provincial Mental Health Facilities, Universities, Colleges and Correctional Institutions**

- 6.01 The sum of \$75 is fixed as the amount levied in 2021 on each:

- (a) full time student of a designated university or college of applied arts and technology;
- (b) resident place of a designated correctional institution or training school or youth custody facility; and
- (c) provincially rated bed in a designated public hospital or provincial mental health facility;

as determined by the relevant Provincial Minister.

- 6.02 The taxes levied by section 6.01 are due and payable on or before August 31, 2021.

## **Section 7.00: Minimum Tax**

- 7.01 **Minimum Tax:** Where the assessment times the tax rates equals an amount less than \$50.00, the minimum tax bill that will be issued will be \$50.00. For those properties where the taxes generated would be less than \$10.00, those taxes will not be levied and will be cancelled. The difference between the taxes levied at current value assessment times the tax rate and the taxes billed the minimum amount will form part of the general funds of the City.

## **Section 8.00: Minimum Installment**

- 8.01 **Minimum Installment:** Where the total amount of the taxes is \$250.00 or less, the amount shall be payable on the first installment due date.

## **Section 9.00: Late Payments**

- 9.01 **Late Payment Charge:** A percentage charge of one and one-quarter (1.25%) per cent shall be imposed as a penalty for non-payment of taxes under this By-law and shall be added to every tax installment, or part of a tax installment, on the first day of each calendar month after the default in which the default continues, up to and including December of the year concerned.
- 9.02 **Future Installments Due:** The immediate payment of any installments may be required if earlier installments are not paid on time. (Municipal Act, 2001, Section 342(1)(e).

## **Section 10.00: Notice of Taxes Due**

- 10.01 **Notices:** The Collector is authorized and directed to cause to be mailed or delivered, the notice of taxes due under this By-law to the address of the residence or place of business of the person to whom such notice is required to be given according to the last assessment roll for the City as amended by MPAC.

## **Section 11.00: Where and How Taxes are Payable**

- 11.01 **Payments:** All taxes payable pursuant to this By-law shall be payable to the City. All taxes, including local improvement assessments, water and wastewater rates and other rents, rates or charges payable or collected as taxes, can be paid as follows:
- a) at the office of the Manager, Revenue and Taxation, at 26 Francis Street, Lindsay;
  - b) at any City Municipal Service Centre;
  - c) by mail addressed to City of Kawartha Lakes, P.O. Box 696, Lindsay, Ontario, K9V 4W9; or
  - d) provided they are paid on or before the due dates as specified in Section 3.00 of this By-law may be paid into any Chartered Bank of Canada, Trust Company, Credit Union or Caisse Populaire Incorporated subject to The Credit Unions and Caisses Populaires Act, to the credit of the City, in person, or via internet or telephone banking.
  - e) Through a third party service provider through an agreement entered into by the City and subject to any fees charged by the service provider.
  - f) Payment options may be altered, at the discretion of the City when an emergency has been declared by the Head of Council or Premier of Ontario in all or part of the City of Kawartha Lakes under Section 4 or 7.0.1 of the Emergency Management and Civil Protection Act. Should this occur, the City will advise residents of the changes through various media outlets.

## **Section 12.00: Part Payment of Taxes Due and Owing and Application of Payment**

- 12.01 **Partial Payment:** The Manager, Revenue and Taxation is authorized and directed to accept part payment from time to time on account of any taxes due and to give a receipt for the payment, provided that acceptance of any payment shall not affect the collection of any percentage charge imposed and collectable under Section 7.00 of this By-law in respect of non-payment of any taxes or any class of taxes or of any installment of taxes.
- 12.02 **Application of Tax Payment:** A tax payment will be applied in accordance with subsection 347 (1) of the Municipal Act, 2001.

## Section 13.00: Administration and Effective Date

13.01 **Administration of the By-law:** The Manager, Revenue and Taxation is responsible for the administration of this by-law.

13.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this [REDACTED] day of [REDACTED], 2021.

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Andy Letham, Mayor

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Cathie Ritchie, City Clerk

**Schedule "A" to By-law 2021-xxx  
Assessment Returned to the Municipality**

Unit Class/Tax Class/Tax Qualifier					2021 Assessment
COM PIL: FULL	C	F	N	S	\$ 12,989,218
COM PIL: GENERAL	C	G	N	S	\$ 16,978,200
COM TX: FULL, SHARED PIL	C	H	N	S	\$ 3,558,000
COM TX: VACANT LAND, SHARED PIL	C	J	N	S	\$ 724,000
COM PIL: FULL, TX TEN OF PROV	C	P	N	S	\$ 41,200
COM TX: FULL	C	T	N	S	\$ 428,765,838
COM TX: EXCESS LAND	C	U	N	S	\$ 9,118,100
COM TX: VACANT LAND	C	X	N	S	\$ 16,774,200
COM PIL: FULL VACANT LAND	C	Y	N	S	\$ 1,015,900
COM PIL: GENERAL VACANT LAND	C	Z	N	S	\$ 1,598,300
OFFICE BLDG PIL: GENERAL	D	G	N	S	\$ 10,163,500
OFFICE BLDG TX: FULL	D	T	N	S	\$ 4,001,800
OFFICE BLDG TX: EXCESS LAND	D	U	N	S	\$ 7,700
EXEMPT	E		N	S	\$ 439,285,304
FARM TX: FULL	F	T	F	P	\$ 210,000
FARM TX: FULL	F	T	F	S	\$ 1,149,800
FARM TX: FULL	F	T	E	P	\$ 1,257,675,313
FARM TX: FULL	F	T	E	S	\$ 61,095,350
PARKING LOT TX: FULL	G	T	N	S	\$ 208,000
LANDFILL PAYMENT IN LIEU: FULL	H	F			\$ 873,382
IND TX: FULL, SHARED PIL	I	H	N	S	\$ 1,576,200
IND TX: VACANT LAND, SHARED PIL	I	J	N	S	\$ 48,000
IND TX: EXCESS LAND, SHARED PIL	I	K	N	S	\$ 56,200
IND TX: FULL	I	T	N	S	\$ 49,500,103
IND TX: EXCESS LAND	I	U	N	S	\$ 6,889,700
IND TX: VACANT LAND	I	X	N	S	\$ 6,845,100
IND PIL: GENERAL VACANT LAND	I	Z	N	S	\$ 68,000
INDUSTRIAL: New Construction	J	T	N	S	\$ 14,367,500
INDUSTRIAL: Excess Land	J	U	N	S	\$ 771,400
LG IND TX: FULL	L	T	N	S	\$ 6,041,800
LG IND TX: EXCESS LAND	L	U	N	S	\$ 157,300
MULTI-RES TX: FULL	M	T	F	P	\$ 166,364
MULTI-RES TX: FULL	M	T	F	S	\$ 114,855
MULTI-RES TX: FULL	M	T	E	P	\$ 183,193,558
MULTI-RES TX: FULL	M	T	E	S	\$ 5,717,791
NEW MULTI-RES TX:FULL	N	T	F	P	\$ 7,437
NEW MULTI-RES TX:FULL	N	T	F	S	\$ 6,408
NEW MULTI-RES TX:FULL	N	T	E	P	\$ 4,386,769
NEW MULTI-RES TX:FULL	N	T	E	S	\$ 445,286
PIPELINE	P	T	N	S	\$ 22,415,000



**Schedule "A" to By-law 2021-xxx  
Assessment Returned to the Municipality**

<b>Unit Class/Tax Class/Tax Qualifier</b>					<b>2021 Assessment</b>
RESIDENTIAL TX: FARM1	R	1	E	P	\$ 2,941,000
RESIDENTIAL PIL: FULL	R	F	F	P	\$ 3,757
RESIDENTIAL PIL: FULL	R	F	F	S	\$ 3,237
RESIDENTIAL PIL: FULL	R	F	E	P	\$ 2,833,780
RESIDENTIAL PIL: FULL	R	F	E	S	\$ 180,526
RESIDENTIAL PIL: GENERAL	R	G	N	S	\$ 8,918,400
RESIDENTIAL TX: FULL, SHARED PIL	R	H	F	P	\$ 216
RESIDENTIAL TX: FULL, SHARED PIL	R	H	F	S	\$ 186
RESIDENTIAL TX: FULL, SHARED PIL	R	H	E	P	\$ 50,310
RESIDENTIAL TX: FULL, SHARED PIL	R	H	E	S	\$ 10,388
RESIDENTIAL PIL: FULL, TXTEN OF PROV	R	P	F	P	\$ 107
RESIDENTIAL PIL: FULL, TXTEN OF PROV	R	P	F	S	\$ 93
RESIDENTIAL PIL: FULL, TXTEN OF PROV	R	P	E	P	\$ 1,238,415
RESIDENTIAL PIL: FULL, TXTEN OF PROV	R	P	E	S	\$ 5,185
RESIDENTIAL TX: FULL	R	T	F	P	\$ 16,048,845
RESIDENTIAL TX: FULL	R	T	F	S	\$ 16,778,865
RESIDENTIAL TX: FULL	R	T	N	S	\$ 317,368
RESIDENTIAL TX: FULL	R	T	E	P	\$ 10,915,584,254
RESIDENTIAL TX: FULL	R	T	E	S	\$ 687,275,388
SHOP CENTER TX: FULL	S	T	N	S	\$ 50,554,130
SHOP CENTER TX: EXCESS LAND	S	U	N	S	\$ 830,200
MANAGED FOREST TX: FULL	T	T	F	P	\$ 360,724
MANAGED FOREST TX: FULL	T	T	F	S	\$ 66,200
MANAGED FOREST TX: FULL	T	T	E	P	\$ 50,045,528
MANAGED FOREST TX: FULL	T	T	E	S	\$ 504,066
COMMERCIAL NEW CONSTRUCTION	X	T	N	S	\$ 64,507,500
COMMERCIAL NEW CONSTRUCTION: EXCESS LAND	X	U	N	S	\$ 1,539,100
COMMERCIAL NEW CONSTRUCTION: VACANT LAND	X	X	N	S	\$ 386,000
<b>TOTAL 2021 ASSESSMENT</b>					<b>\$ 14,389,991,644</b>

**Schedule "B" to By-law 2021-xxx**  
**2021 Tax Rates by Realty Tax Class/Qualifier**

2021 Class Description	Realty Tax Class	General	Fire	
			Area A	Area C
	RTC	(a)	(b)	(c)
COMMERCIALPIL: FULL	CF	0.01006258	0.00105811	0.00034063
COMMERCIALPIL: GENERAL	CG	0.01006258	0.00105811	0.00034063
COMMERCIALTX: FULL, SHARED PIL	CH	0.01006258	0.00105811	0.00034063
COMMERCIALTX: VACANT LAND, SHARED PIL	CJ	0.00704380	0.00074068	0.00023844
COMMERCIALPIL: FULL, TAXABLE TENANT OF PROV	CP	0.01006258	0.00105811	0.00034063
COMMERCIALTX: FULL	CT	0.01006258	0.00105811	0.00034063
COMMERCIALTX: EXCESS LAND	CU	0.00704380	0.00074068	0.00023844
COMMERCIALTX: VACANT LAND	CX	0.00704380	0.00074068	0.00023844
COMMERCIALPIL: FULL VACANT LAND	CY	0.00704380	0.00074068	0.00023844
COMMERCIALPIL: GENERAL VACANT LAND	CZ	0.00704380	0.00074068	0.00023844
OFFICE BUILDING PIL: GENERAL	DG	0.01006258	0.00105811	0.00034063
OFFICE BUILDING TX: FULL	DT	0.01006258	0.00105811	0.00034063
OFFICE BUILDING TX: EXCESS LAND	DU	0.00704380	0.00074068	0.00023844
EXEMPT	E	0.00000000	0.00000000	0.00000000
FARM TX: FULL	FT	0.00182385	0.00019178	0.00006174
PARKING LOT TX: FULL	GT	0.01006258	0.00105811	0.00034063
LANDFILL PAYMENT IN LIEU: FULL	HF	0.00987390	0.00103827	0.00033425
INDUSTRIAL TX : FULL, SHARED PIL	IH	0.00982287	0.00103291	0.00033252
INDUSTRIAL TX: VACANT LAND, SHARED PIL	IJ	0.00638487	0.00103291	0.00021614
INDUSTRIAL TX: EXCESS LAND, SHARED PIL	IK	0.00638487	0.00067139	0.00021614
INDUSTRIAL TX: FULL	IT	0.00982287	0.00103291	0.00033252
INDUSTRIAL TX: EXCESS LAND	IU	0.00638487	0.00067139	0.00021614
INDUSTRIAL TX: VACANT LAND	IX	0.00638487	0.00067139	0.00021614
INDUSTRIAL PIL: GENERAL VACANT LAND	IZ	0.00638487	0.00067139	0.00021614
INDUSTRIAL (NEW CONS): FULL	JT	0.00982287	0.00103291	0.00033252
INDUSTRIAL (NEW CONS): EXCESS LAND	JU	0.00638487	0.00067139	0.00021614
LARGE INDUSTRIAL INDUSTRIAL TX: FULL	LT	0.00982287	0.00103291	0.00033252
LARGE INDUSTRIAL INDUSTRIAL TX: EXCESS LAND	LU	0.00638487	0.00067139	0.00021614
MULTI-RES TX: FULL	MT	0.01427580	0.00150115	0.00048326
NEW MULTI-RES TX: FULL	NT	0.00729540	0.00076713	0.00024696
PIPLINE TX: FULL	PT	0.01460038	0.00153528	0.00049425
RESIDENTIAL TX: FARM1	R1	0.00401247	0.00042192	0.00013583
RESIDENTIAL PIL: FULL	RF	0.00729540	0.00076713	0.00024696
RESIDENTIAL PIL: GENERAL	RG	0.00729540	0.00076713	0.00024696
RESIDENTIAL TX: FULL, SHARED PIL	RH	0.00729540	0.00076713	0.00024696
RESIDENTIAL PIL: FULL, TXTEN OF PROV	RP	0.00729540	0.00076713	0.00024696
RESIDENTIAL TX: FULL	RT	0.00729540	0.00076713	0.00024696
SHOPPING CENTER TX: FULL	ST	0.01006258	0.00105811	0.00034063
SHOPPING CENTER TX: EXCESS LAND	SU	0.00704380	0.00074068	0.00023844
MANAGED FOREST TX: FULL	TT	0.00182385	0.00019178	0.00006174
COMMERCIAL (New Construction) TX: FULL	XT	0.01006258	0.00105811	0.00034063
COMMERCIAL (New Construction) TX: EXCESS LAND	XU	0.00704380	0.00074068	0.00023844
COMMERCIAL (New Construction) TX: VACANT LAND	XX	0.00704380	0.00074068	0.00023844

**Schedule “B” to By-law 2021-xxx**  
**2021 Tax Rates by Realty Tax Class/Qualifier**

2021 Class Description	Realty Tax Class	Police		
		OPP	Lindsay	Ops
	RTC	(d)	(e)	(f)
COMMERCIALPIL: FULL	CF	0.00117156	0.00340634	0.00210149
COMMERCIALPIL: GENERAL	CG	0.00117156	0.00340634	0.00210149
COMMERCIALTX: FULL, SHARED PIL	CH	0.00117156	0.00340634	0.00210149
COMMERCIALTX: VACANT LAND, SHARED PIL	CJ	0.00082009	0.00238444	0.00147104
COMMERCIALPIL: FULL, TAXABLE TENANT OF PROV	CP	0.00117156	0.00340634	0.00210149
COMMERCIALTX: FULL	CT	0.00117156	0.00340634	0.00210149
COMMERCIALTX: EXCESS LAND	CU	0.00082009	0.00238444	0.00147104
COMMERCIALTX: VACANT LAND	CX	0.00082009	0.00238444	0.00147104
COMMERCIALPIL: FULL VACANT LAND	CY	0.00082009	0.00238444	0.00147104
COMMERCIALPIL: GENERAL VACANT LAND	CZ	0.00082009	0.00238444	0.00147104
OFFICE BUILDING PIL: GENERAL	DG	0.00117156	0.00340634	0.00210149
OFFICE BUILDING TX: FULL	DT	0.00117156	0.00340634	0.00210149
OFFICE BUILDING TX: EXCESS LAND	DU	0.00082009	0.00238444	0.00147104
EXEMPT	E	0.00000000	0.00000000	0.00000000
FARM TX: FULL	FT	0.00021235	0.00061740	0.00038090
PARKING LOT TX: FULL	GT	0.00117156	0.00340634	0.00210149
LANDFILL PAYMENT IN LIEU: FULL	HF	0.00114960	0.00334247	0.00206209
INDUSTRIAL TX : FULL, SHARED PIL	IH	0.00114365	0.00332520	0.00205143
INDUSTRIAL TX: VACANT LAND, SHARED PIL	IJ	0.00074338	0.00216138	0.00133343
INDUSTRIAL TX: EXCESS LAND, SHARED PIL	IK	0.00074338	0.00216138	0.00133343
INDUSTRIAL TX: FULL	IT	0.00114365	0.00332520	0.00205143
INDUSTRIAL TX: EXCESS LAND	IU	0.00074338	0.00216138	0.00133343
INDUSTRIAL TX: VACANT LAND	IX	0.00074338	0.00216138	0.00133343
INDUSTRIAL PIL: GENERAL VACANT LAND	IZ	0.00074338	0.00216138	0.00133343
INDUSTRIAL (NEW CONS): FULL	JT	0.00114365	0.00332520	0.00205143
INDUSTRIAL (NEW CONS): EXCESS LAND	JU	0.00074338	0.00216138	0.00133343
LARGE INDUSTRIAL INDUSTRIAL TX: FULL	LT	0.00114365	0.00332520	0.00205143
LARGE INDUSTRIAL INDUSTRIAL TX: EXCESS LAND	LU	0.00074338	0.00216138	0.00133343
MULTI-RES TX: FULL	MT	0.00166210	0.00483258	0.00298139
NEW MULTI-RES TX: FULL	NT	0.00084939	0.00246961	0.00152359
PIPLINE TX: FULL	PT	0.00169989	0.00494246	0.00304918
RESIDENTIAL TX: FARM1	R1	0.00046716	0.00135828	0.00083797
RESIDENTIAL PIL: FULL	RF	0.00084939	0.00246961	0.00152359
RESIDENTIAL PIL: GENERAL	RG	0.00084939	0.00246961	0.00152359
RESIDENTIAL TX: FULL, SHARED PIL	RH	0.00084939	0.00246961	0.00152359
RESIDENTIAL PIL: FULL, TXTEN OF PROV	RP	0.00084939	0.00246961	0.00152359
RESIDENTIAL TX: FULL	RT	0.00084939	0.00246961	0.00152359
SHOPPING CENTER TX: FULL	ST	0.00117156	0.00340634	0.00210149
SHOPPING CENTER TX: EXCESS LAND	SU	0.00082009	0.00238444	0.00147104
MANAGED FOREST TX: FULL	TT	0.00021235	0.00061740	0.00038090
COMMERCIAL (New Construction) TX: FULL	XT	0.00117156	0.00340634	0.00210149
COMMERCIAL (New Construction) TX: EXCESS LAND	XU	0.00082009	0.00238444	0.00147104
COMMERCIAL (New Construction) TX: VACANT LAND	XX	0.00082009	0.00238444	0.00147104

**Schedule "B" to By-law 2021-xxx**  
**2021 Tax Rates by Realty Tax Class/Qualifier**

2021 Class Description	Realty Tax Class				
		Transit	Parks	Streetlights	BIA
	RTC	(g)	(h)	(i)	(j)
COMMERCIALPIL: FULL	CF	0.00047102	0.00014191	0.00016339	0.00349621
COMMERCIALPIL: GENERAL	CG	0.00047102	0.00014191	0.00016339	0.00349621
COMMERCIALTX: FULL, SHARED PIL	CH	0.00047102	0.00014191	0.00016339	0.00349621
COMMERCIALTX: VACANT LAND, SHARED PIL	CJ	0.00032972	0.00009934	0.00011437	0.00244735
COMMERCIALPIL: FULL, TAXABLE TENANT OF PROV	CP	0.00047102	0.00014191	0.00016339	0.00349621
COMMERCIALTX: FULL	CT	0.00047102	0.00014191	0.00016339	0.00349621
COMMERCIALTX: EXCESS LAND	CU	0.00032972	0.00009934	0.00011437	0.00244735
COMMERCIALTX: VACANT LAND	CX	0.00032972	0.00009934	0.00011437	0.00244735
COMMERCIALPIL: FULL VACANT LAND	CY	0.00032972	0.00009934	0.00011437	0.00244735
COMMERCIALPIL: GENERAL VACANT LAND	CZ	0.00032972	0.00009934	0.00011437	0.00244735
OFFICE BUILDING PIL: GENERAL	DG	0.00047102	0.00014191	0.00016339	0.00349621
OFFICE BUILDING TX: FULL	DT	0.00047102	0.00014191	0.00016339	0.00349621
OFFICE BUILDING TX: EXCESS LAND	DU	0.00032972	0.00009934	0.00011437	0.00244735
EXEMPT	E	0.00000000	0.00000000	0.00000000	0.00000000
FARM TX: FULL	FT	0.00008537	0.00002572	0.00002961	0.00000000
PARKING LOT TX: FULL	GT	0.00047102	0.00014191	0.00016339	0.00349621
LANDFILL PAYMENT IN LIEU: FULL	HF	0.00046219	0.00013925	0.00016033	0.00343066
INDUSTRIAL TX : FULL, SHARED PIL	IH	0.00045980	0.00013853	0.00015950	0.00341293
INDUSTRIAL TX: VACANT LAND, SHARED PIL	IJ	0.00029887	0.00009005	0.00010367	0.00221840
INDUSTRIAL TX: EXCESS LAND, SHARED PIL	IK	0.00029887	0.00009005	0.00010367	0.00221840
INDUSTRIAL TX: FULL	IT	0.00045980	0.00013853	0.00015950	0.00341293
INDUSTRIAL TX: EXCESS LAND	IU	0.00029887	0.00009005	0.00010367	0.00221840
INDUSTRIAL TX: VACANT LAND	IX	0.00029887	0.00009005	0.00010367	0.00221840
INDUSTRIAL PIL: GENERAL VACANT LAND	IZ	0.00029887	0.00009005	0.00010367	0.00221840
INDUSTRIAL (NEW CONS): FULL	JT	0.00045980	0.00013853	0.00015950	0.00341293
INDUSTRIAL (NEW CONS): EXCESS LAND	JU	0.00029887	0.00009005	0.00010367	0.00221840
LARGE INDUSTRIAL INDUSTRIAL TX: FULL	LT	0.00045980	0.00013853	0.00015950	0.00341293
LARGE INDUSTRIAL INDUSTRIAL TX: EXCESS LAND	LU	0.00029887	0.00009005	0.00010367	0.00221840
MULTI-RES TX: FULL	MT	0.00066824	0.00020133	0.00023180	0.00000000
NEW MULTI-RES TX: FULL	NT	0.00034149	0.00010289	0.00011846	0.00000000
PIPLINE TX: FULL	PT	0.00068343	0.00020591	0.00023708	0.00507286
RESIDENTIAL TX: FARM1	R1	0.00018782	0.00005659	0.00006515	0.00000000
RESIDENTIAL PIL: FULL	RF	0.00034149	0.00010289	0.00011846	0.00000000
RESIDENTIAL PIL: GENERAL	RG	0.00034149	0.00010289	0.00011846	0.00000000
RESIDENTIAL TX: FULL, SHARED PIL	RH	0.00034149	0.00010289	0.00011846	0.00000000
RESIDENTIAL PIL: FULL, TXTEN OF PROV	RP	0.00034149	0.00010289	0.00011846	0.00000000
RESIDENTIAL TX: FULL	RT	0.00034149	0.00010289	0.00011846	0.00000000
SHOPPING CENTER TX: FULL	ST	0.00047102	0.00014191	0.00016339	0.00349621
SHOPPING CENTER TX: EXCESS LAND	SU	0.00032972	0.00009934	0.00011437	0.00244735
MANAGED FOREST TX: FULL	TT	0.00008537	0.00002572	0.00002961	0.00063369
COMMERCIAL (New Construction) TX: FULL	XT	0.00047102	0.00014191	0.00016339	0.00349621
COMMERCIAL (New Construction) TX: EXCESS LAND	XU	0.00032972	0.00009934	0.00011437	0.00244735
COMMERCIAL (New Construction) TX: VACANT LAND	XX	0.00032972	0.00009934	0.00011437	0.00244735

**Schedule “C” to By-law 2021-xxx**



fire map.pdf

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**Schedule "D" to By-law 2021-xxx**  
**Listing of Business Improvement Properties**

Property Class	Roll Number	Assessment
CF	010 00200201.0000	184,000
<b>Commercial PIL: Full Total</b>		<b>184,000</b>
CT	010 00200200.0000	641,000
CT	010 00200300.0000	301,100
CT	010 00200400.0000	190,000
CT	010 00200500.0000	1,518,800
CT	010 00200600.0000	408,500
CT	010 00200650.0000	215,400
CT	010 00200700.0000	181,700
CT	010 00200800.0000	212,800
CT	010 00201000.0000	351,200
CT	010 00201100.0000	320,000
CT	010 00201200.0000	158,100
CT	010 00201300.0000	1,219,000
CT	010 00201400.0000	989,700
CT	010 00201500.0000	330,000
CT	010 00201700.0000	741,700
CT	010 00201800.0000	931,000
CT	010 00202200.0000	249,800
CT	010 00202300.0000	322,000
CT	010 00202400.0000	281,000
CT	010 00202500.0000	294,900
CT	010 00202600.0000	191,800
CT	010 00202700.0000	608,000
CT	010 00202800.0000	296,000
CT	010 00202900.0000	316,000
CT	010 00203000.0000	352,000
CT	010 00203100.0000	584,000
CT	010 00203200.0000	515,700
CT	010 00203300.0000	364,800
CT	010 00203400.0000	263,500
CT	010 00203500.0000	902,700
CT	010 00222500.0000	255,700
CT	010 00222600.0000	122,500
CT	010 00222700.0000	103,400
CT	010 00222900.0000	116,500
CT	010 00223100.0000	205,000

**Schedule "D" to By-law 2021-xxx**  
**Listing of Business Improvement Properties**

Property Class	Roll Number	Assessment
CT	010 00223200.0000	181,600
CT	010 00223300.0000	143,300
CT	020 00200200.0000	869,000
CT	020 00200300.0000	344,000
CT	020 00200400.0000	294,000
CT	020 00200500.0000	500,000
CT	020 00200600.0000	222,300
CT	020 00200700.0000	237,000
CT	020 00200800.0000	587,000
CT	020 00200900.0000	865,000
CT	020 00201000.0000	237,000
CT	020 00201200.0000	187,000
CT	020 00201300.0000	2,190,000
CT	020 00201500.0000	333,049
CT	020 00201600.0000	583,000
CT	020 00201700.0000	372,000
CT	020 00201800.0000	3,489,000
CT	020 00217000.0000	340,000
CT	020 00217200.0000	274,000
CT	020 00300210.0000	189,000
CT	020 00300220.0000	200,100
CT	020 00300230.0000	209,900
CT	020 00300300.0000	537,400
CT	020 00300500.0000	778,100
CT	020 00301000.0000	410,000
CT	020 00301100.0000	329,000
CT	020 00301200.0000	391,000
CT	020 00301400.0000	296,000
CT	020 00301700.0000	1,027,000
CT	020 00326200.0000	364,000
CT	020 00326300.0000	535,000
CT	020 00326500.0000	472,700
CT	040 00325000.0000	841,700
CT	040 00325500.0000	500,500
CT	040 00325600.0000	258,100
<b>Commercial Taxable: Full Total</b>		<b>34,643,049</b>

**Schedule "D" to By-law 2021-xxx**  
**Listing of Business Improvement Properties**

Property Class	Roll Number	Assessment
CU	010 00201200.0000	75,200
CU	020 00300500.0000	123,900
<b>Commercial Taxable: Excess Land Total</b>		<b>199,100</b>
ST	020 00201800.0000	2,357,000
<b>Shopping Centre Taxable: Full Total</b>		<b>2,357,000</b>
XT	010 00223500.0000	748,000
XT	020 00300800.0000	2,389,000
XT	020 00326400.0000	584,000
<b>New Construction Commercial Taxable: Full Total</b>		<b>3,721,000</b>
	<b>GRAND TOTAL</b>	<b>41,104,149</b>



# **The Corporation of the City of Kawartha Lakes**

## **By-Law 2021-xxx**

### **A By-law to Provide Tax Relief To Certain City of Kawartha Lakes Property Owners Who Are Low Income Elderly Persons, Low Income Persons Between The Ages Of 55 And 64, Low Income Disabled Persons Or Ontario Disability Support Program Recipients**

#### **Recitals**

1. Section 319 of the Municipal Act, 2001, S.O. 2001, c.25, provides that for purposes of relieving financial hardship, a municipality may pass a by-law providing for deferrals or cancellation of, or other relief in respect of all or part of a tax increase for 1998 and subsequent years on property in the residential property class for persons assessed as owners who are, or whose spouses are, (a) low-income seniors as defined in the by-law; or (b) low-income persons with disabilities as defined in the by-law.
2. Section 365 of the Municipal Act, 2001, S.O. 2001, c.25, provides that the council of a local municipality may, in any year, pass a by-law to provide for the cancellation, reduction or refund of taxes levied for local municipal and school purposes in the year by the council in respect of an eligible property of any person who makes an application in that year to the municipality for that relief whose taxes are considered by the council to be unduly burdensome, as defined in the by-law.

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2021-xxx.**

#### **Section 1.00: Definitions and Interpretation**

##### **1.01 Definitions:** In this by-law,

**“City”, “City of Kawartha Lakes” or “Kawartha Lakes”** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**"City Clerk"** means the person appointed by Council to carry out the duties of the clerk described in section 228 of the Municipal Act, 2001;

**“Council” or “City Council”** means the municipal council for the City;

**“Manager of Revenue and Taxation”** means the person within the administration of the City which fulfills the function of the Tax Collector or his or her delegate(s), as required by the Municipal Act, 2001 or, in the event of organizational changes, another person designated by Council.

**“Assessment Related Property Tax Increase”** is the increase in property taxes attributed directly to an increase in the assessed value of the eligible property

**“Low-income Senior”** means:

- i) a person who attained the age of 65 years as of December 31st of the previous year and is in receipt of benefits paid under the Guaranteed Income Supplement (GIS) program, as established under The Old Age Security Act (Canada);
- ii) a person aged 55 to 64 years of age as of December 31st of the previous year whose taxable income, as reported on Line 260 of the 2019 Income Tax Notice of Assessment, is less than \$30,000.

**“Low-income person with disabilities”** means a person who is in receipt of benefits paid under the Ontario Disability Support Program Act, 1997; or a disability amount paid under the Family Benefits Act (Ontario); or a Canada Pension Plan Disabilities Pension, and be eligible to claim a disability amount as defined under the Income Tax Act (Canada).

**“Eligible person”** means a “low-income senior” or a “low-income person with disabilities” or the spouse of such eligible person whose name also appears as a registered owner of the property.

**“Eligible property”** means residential property located in the City of Kawartha Lakes that is utilized as a principle residence and must be solely owned (with their spouse, if applicable) and occupied by the eligible person(s) as of January 1st of the year for which a tax credit is being applied.

**“Owner”** means a person assessed as the owner of residential real property, and includes an owner within the meaning of the Condominium Act.

**“Tax increase”** means the difference between current year tax on assessment and the previous year tax on assessment – excluding tax increases resulting from an assessment increase from new construction and/or improvements to a property.

**“Eligible amount”** means for

- (i) Low Income Senior as defined in section 1.01 (c) (i) and Low income person with disabilities, a combined amount totaling \$175 that first addresses the assessment related increase for the eligible property, and if the assessment related increase is less than \$175, the balance of the \$175 is related to taxes considered to be unduly burdensome.
- (ii) Low Income Senior as defined in section 1.01 (c) (i) and Low income person with disabilities, where the taxes have decreased from 2019, an amount equivalent to the difference between the \$175 and the amount of the total property tax reduction.

- (iii) Low Income Senior aged from 55 to 64 the amount of the property tax increase assessment related property tax increase to a maximum of \$175 per year, with a minimum rebate of \$25, if there is an increase in property taxes from the previous year.

The tax relief applies only to increases in tax based upon assessment values and does not apply to any additional charges that may be levied against the property, including but not restricted to local improvement charges, or any other miscellaneous types of charges added to the Tax Roll for collection purposes.

The tax relief amount shall be prorated from the date of ownership to December 31st, if the applicant subsequent to January 1st of the year for which the relief is sought purchases the property.

**1.02 Interpretation Rules:**

- (a) The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- (b) The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

**1.03 Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

**1.04 Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

**Section 2.00: Tax Relief Provisions**

**2.01** Tax relief granted pursuant to this by-law shall be in the form of an outright cancellation of the annual eligible amount, provided that:

(a) the Owner, or the spouse of such Owner, or both, occupies or occupy the property in respect of which real property taxes are imposed, as his, her or their principle residence;

(b) the Owner, or the spouse of such Owner, or both, have been or has been the assessed owner of the residential real property in the City on or before January 1st of the year for which they are applying for the credit

**2.02** No tax relief granted pursuant to this by-law shall be allowed to an Owner in respect of more than one (1) single family dwelling unit in any year and the residence must be solely classified in the Residential tax classification.

**2.03** Tax relief shall be granted, pursuant to this by-law, to only one eligible person per household.

- 2.04 Applications for the property tax rebate must be in writing on a form prepared by the City for this purpose and must be submitted to the City of Kawartha Lakes on or before August 31 of this taxation year for which the property tax rebate is sought.
- 2.05 The application must be submitted to:
- Manager of Revenue & Taxation  
P.O. Box 696  
26 Francis St.  
Lindsay ON K9V 4W9
- 2.06 Applications must include documentation in supporting the applicant is an eligible person and that the property with respect to which the application is made is an eligible property.
- 2.07 Successful applications will result in a credit applied to the eligible property tax account to be deducted from the final tax installment for the year.
- 2.08 Credits will not be refunded but will be applied to future property taxes.

### **Section 3.00: Administration and Effective Date**

- 3.01 **Administration of the By-law:** Manager of Revenue and Taxation is responsible for the administration of this by-law is responsible for the administration of this by-law.
- 3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this [redacted] day of [redacted], 2021.

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Andy Letham, Mayor

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Cathie Ritchie, City Clerk

# The Corporation of the City of Kawartha Lakes

## By-Law 2021-

### **A By-law to Provide Water Rate Relief To Certain City of Kawartha Lakes Property Owners Who Are Low Income Elderly Persons, Low Income Persons Between The Ages Of 55 And 64, Low Income Disabled Persons Or Ontario Disability Support Program Recipients**

#### **Recitals**

1. Section 10 of the *Municipal Act*, 2001, S.O. 2001, c.25, provides a municipality may provide any service or thing that the municipality considers necessary or desirable for the public.
2. Section 391 of the *Municipal Act*, 2001, S.O. 2001, c.25, provides that the council of a local municipality may impose fees and charges that include administration charges

**Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2021-      .**

#### **Section 1.00: Definitions and Interpretation**

**1.01 Definitions:** In this by-law,

**“City”, “City of Kawartha Lakes” or “Kawartha Lakes”** means The Corporation of the City of Kawartha Lakes and includes its entire geographic area;

**“City Clerk”** means the person appointed by Council to carry out the duties of the clerk described in section 228 of the *Municipal Act*, 2001;

**“Council” or “City Council”** means the municipal council for the City;

**“Dependant”** means a child if:

- i. he/she is under 18;
- ii. he/she resides in the same home with his/her parent(s);
- iii. the parent(s) is an ODSP applicant/recipient or his/her spouse; and

The applicant/recipient receives the Canada Child Tax Benefit on behalf of the child or if that does not apply, has been determined to be the child's primary caregiver.

In addition, if the child is of school age, the child must be attending school. If the child is over 16 years of age, the child must be making satisfactory progress in school. The child is exempt from the school requirement, if the

child is unable to attend school due to a physical or mental disability, or for reasons outside his/her control.

**“Eligible person”** means a “low-income senior” or a “low-income person with disabilities” or the spouse of such eligible person whose name also appears as a registered owner of the property who meets the qualifications set out in this By-law.

**“Eligible property”** means

- i. a property classified as residential real property on the annual assessment roll for the City of Kawartha Lakes, or
- ii. a portion of real properties classified as residential real property that is utilized as a principle residence and must be solely owned (with their spouse, if applicable) and occupied by the eligible person(s).

**“Household income”** means the combined gross income of all eligible persons occupying the eligible property in respect of which the application for a water bill rebate is made.

**“Low-income person with disabilities”** means:

- i. Who has owned and occupied, as the principal residence, the eligible property for a period of not less than one year immediately preceding the date of application for the rebate;
- ii. Who is in receipt of one or more of the following: benefits paid under the Ontario Disability Support Program Act, 1997; or a disability amount paid under the Family Benefits Act (Ontario); or a Canada Pension Plan Disabilities Pension.

**“Low-income Senior”** means:

- i. Who has owned and occupied, as the principal residence, the eligible property for a period of not less than one year immediately preceding the date of application for the rebate;
- ii. a person who attained the age of 65 years as of December 31st of the previous year and is in receipt of benefits paid under the Guaranteed Income Supplement (GIS) program, as established under The Old Age Security Act (Canada);
- iii. a person between the ages of 55 to 64 years of age as of December 31st of the previous year whose combined taxable income, with their spouse (if applicable), as reported on Line 260 of the 2019 Income Tax Notice of Assessment, is less than \$30,000.

**“Manager of Revenue and Taxation”** means the person who holds that position and his or her delegate(s) or, in the event of organizational changes, another person designated by Council.

**“Owner”** means a person assessed as the owner of the eligible property, and includes the owner within the meaning of the Condominium Act.

**“Treasurer”** means the Director of Finance and Treasurer for the City of Kawartha Lakes or their designate.

**1.02 Interpretation Rules:**

- i. The Schedules attached to this by-law form part of the by-law, and are enforceable as such.
- ii. The words “include” and “including” are not to be read as limiting the meaning of a word or term to the phrases or descriptions that follow.

**1.03 Statutes:** References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

**1.04 Severability:** If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

**Section 2.00: Water bill rebate for eligible low income disabled persons and low income seniors**

**2.01** The City shall, where an eligible person has made a successful application in relation to an eligible property under this portion of this By-law relating to the water bill rebate, provide a rebate in accordance with the provisions set out in Sections 2 to 5 of this By-law, inclusive.

**2.02** The water bill rebate shall be set at a rate representing a twenty-percent reduction from the water rate, as set out in the City of Kawartha Lakes By-law 218-039, A By-Law To Regulate Water and Wastewater Services in The City Of Kawartha Lakes, or at such other rate as determined by City Council from time to time.

**Section 3.00: Eligibility to receive a water bill rebate.**

**3.01** A person is eligible to receive a water bill rebate if:

- i. The person is an eligible low-income disabled person or low-income senior;
- ii. The person occupies the eligible property, which is the subject of the rebate application, as his or her personal principal residence;
- iii. The person has made an application for the water bill rebate program in accordance with the provisions of Section 4.00 of this By-law.
- iv. The application for a water bill rebate is in respect of only the water bill for the year in which the application is made;

- 3.02 The person agrees to notify the Treasurer of any change in circumstances which would alter his or her status as an eligible person, or the amount of the water bill rebate to which they are entitled;
- 3.03 The person is an owner who has occupied the eligible property, which is the subject of the rebate application, for a period of not less than one year immediately preceding the date of application for the rebate;
- 3.04 Where title to the eligible property, which is the subject of the rebate application, is held by an eligible person and his or her spouse or same sex spouse and no other owner, one of the joint owners must qualify as an eligible person, but where title to the eligible property is held jointly by an eligible person and a person or persons who are not his or her spouse or same sex spouse, all of the joint owners must qualify as an eligible person;
- 3.05 Payment to the City for all taxes payable for all previous years and water and wastewater bill charges payable for the current year related to the eligible property, which is the subject of the rebate application, have been made in full.
- 3.06 The water consumption for the eligible property, which is the subject of the rebate application, must be
- i. 175 cubic metres or less of water per calendar year for a qualifying low income Senior; or
  - ii. 175 cubic metres or less for a low-income disabled person with up to 2 permanent residents; or
  - iii. 300 cubic metres or less for a low-income disabled person with more than 2 permanent residents residing at the property and residents of the property who are not registered owners of the property are dependants of the property owner(s).
- 3.07 The eligible property, which is the subject of the rebate application, must be metered and the applicant must provide to the City an actual meter reading in or around December 31 or the last quarter of the year, and/or provide access to City staff to obtain an actual reading; or
- 3.08 If the eligible property is one that is on the flat-rate billing system, the applicant must have made a request to the City of Kawartha Lakes, Utility Billing Section for the installation of a water meter and made a reasonable effort to provide the City access to install the new meter, in which case, the water bill rebate shall be calculated to a maximum rebate that an eligible metered customer would be entitled to receive for a consumption of 175 cubic metres, for accounts paid on or before the due date for the year in which the rebate is being sought.

#### **Section 4.00: Administration and Effective Date**

- 4.01 Applications for the water bill rebate must be in writing on a form prepared by the City for this purpose and must be submitted to the City of Kawartha Lakes on or before September 30 of the year for which the water bill rebate is sought.



- 4.02 An application must include documentation in support thereof in a form satisfactory to the Manager of Revenue and Taxation, to establish that the applicant or, in the case of property held jointly in accordance with Section 3.04, the applicant's spouse, is an eligible person, that the eligible property with respect to which the application is made is eligible for such water bill rebate and to establish the amount of water bill rebate to which the eligible person is entitled.

## **Section 5.00: Credit to water bill account**

The following provisions shall apply to the water bill rebate program:

- 5.01 The rebate for eligible low-income seniors and low-income disabled persons shall be in the form of a credit applied to the eligible person's water bill for the eligible property which is the subject of the rebate application;
- 5.02 If all eligibility requirements are met, the credit shall be applied to the eligible person's first water bill of the following year;
- 5.03 If an eligible person sells their eligible property during the year, and provided that a final read was forwarded to the City prior to the change in ownership, a rebate will be credited to the final bill for the portion of the year the eligible property was owned by the eligible person and shall be issued based on the consumption used up to the change of ownership date calculated on a pro-rated basis; and
- 5.04 In any year, or eligible portion thereof, the water bill rebate or credit rate shall be calculated by multiplying the water per cubic metre rate by 20%, and such rates being based on 'paid on or before the due date', applicable for the year or portion thereof in which the rebate is being applied for.

## **Section 6.00: Administration and Effective Date**

- 6.01 **Administration of the By-law:** The Manager of Revenue and Taxation is responsible for the administration of this by-law.
- 6.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this [REDACTED] day of [REDACTED], 2021.

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Andy Letham, Mayor

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Cathie Ritchie, City Clerk

## Committee of the Whole Report

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**Report Number:** CS2021-004

**Meeting Date:** May 4, 2021

**Title:** Release of Fenelon Falls Legacy C.H.E.S.T. Funds

**Author and Title:** LeAnn Donnelly, Executive Assistant, Community Services

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### Recommendation(s):

**That** Report CS2021-004, Release of Fenelon Falls Legacy C.H.E.S.T. Funds, be received;

**That;** Kawartha Works Community Co-operative be approved for funding in the amount of \$5,000.00 with the allocation to come from the Fenelon Falls Legacy C.H.E.S.T. Reserve (3.24350); and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

A grant application for the disposition of Fenelon Falls residual C.H.E.S.T. funding has been received by Community Services Administration on behalf of community interests. The local Councillor is supportive of this request. Total funding requested is \$5,000.00. As per the last financial update received from Treasury dated January – December 2020 there is \$96,567.99 of residual funding available for distribution.

Residual fund distributions are treated in the same manner, and subject to the same criteria as the ongoing C.H.E.S.T. funding programs in Lindsay and Bobcaygeon. The distribution of these funds is also subject to requirement for a full reconciliation of costs at the end of the project.

This report is brought forward to Council to approve the release of funds from the Fenelon Falls C.H.E.S.T. Fund Reserve (3.24350). The application and review comments are summarized below.

## **Rational:**

Kawartha Works Community Co-operative was formed in 2015 for the purpose of improving social infrastructure in Kawartha Lakes by enabling the creation, development, and management of non-profit initiatives in the areas of art, culture, recreation, health, environmental, economic and social improvements.

The Sculpture Project is within the Fenelon Arts Committee (FAC) which is one of Kawartha Works Community Co-operatives many members. The Sculpture Project was established in 2018 in conjunction with the City of Kawartha Lakes Economic Development division. The project includes the installation of two sculptures to be displayed as public art in the "Rain Garden" located just south of Maryboro Lodge (The Fenelon Museum). Upon installation the sculptures will be donated to the City to be permanently displayed.

In 2019 the FAC put out a public call for sculpture submissions. After reviewing all submissions two finalists have been selected by a jury panel formed by the FAC for a total of \$45,300.00 The FAC has been receiving donations from the public and other interested groups to aid with the cost of purchasing the sculptures. The Kawartha Works Community Co-operative is requesting \$5,000.00 from the Fenelon Falls C.H.E.S.T. fund to be used to help reach the amount required to complete the project.

## **Other Alternatives Considered:**

This report is brought to Council at the request of the Ward Councillor in keeping with the established policy for disposition of residual C.H.E.S.T. funds in the absence of a community committee. No alternative has been considered.

## **Alignment to Strategic Priorities**

The recommendations in this report align with the following strategic priority within 2020-2023 Kawartha Lakes Strategic Plan:

An Exceptional Quality of Life – enhancing community areas and encouraging social and healthy interactions.

A Vibrant and Growing Economy – supporting downtown areas to ensure our communities have a strong core.

Good Government – working collaboratively with local groups to foster teamwork within our communities.

## **Financial/Operation Impacts:**

The Fenelon Falls Legacy C.H.E.S.T. Fund has residual funds remaining in the amount of \$96,567.99. With the recommendation outlined within this report if approved a balance of \$91,567.99 remains for further distribution in future years.

## **Servicing Implications:**

The City of Kawartha Lakes will have oversight over the final installation of the sculptures.

## **Consultations:**

Councillor Ward 3

Treasury

## **Attachments:**

N/A

**Department Head email:** [cshanks@kawarthalakes.ca](mailto:cshanks@kawarthalakes.ca)

**Department Head:** Craig Shanks, Director of Community Services

## Committee of the Whole Report

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**Report Number:** WM2021-008

**Meeting Date:** May 4, 2021

**Title:** Bulky Plastic Recycling Program

**Description:** Review the feasibility and cost implications of a bulky plastic recycling pilot program

**Author and Title:** David Kerr, Manager of Environmental Services

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### Recommendation(s):

**That** Report WM2021-008, **Bulky Plastics Recycling Program**, be received;

**That** Council approves the implementation of a two-year (2022-2023) bulky plastic recycling pilot program at the Lindsay Ops landfill; and

**That** staff bring a Pilot Program Evaluation report back to Council by the end of Q2, 2023

**That** these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

One of the initiatives in the Integrated Waste Management Strategy is to develop a recycling program for bulky plastics generated within the municipality. Bulky plastics is a category for waste items including lawn chairs, damaged recycling/waste bins or carts, toys, laundry hampers, hangers and more. Boat and bale wrap are not included in the bulky plastics category for waste streams. Staff are currently exploring options with the Waste Management Advisory Committee to manage boat and bale wrap separately.

The majority of bulky plastics have historically been landfilled in Kawartha Lakes, taking up needless space and shortening the lifespan of our landfills. It demonstrates responsibility and good government to investigate feasible alternatives to enhance diversion of these items from City landfills.

At the Council meeting on November 19, 2019, Council adopted the following resolution:

### **CR2019-641**

**That** Report WM2019-012, Making Waste Matter: Integrated Waste Management Strategy Update, be received;

**That** Council approves the integrated waste management strategy update for implementation with the following accelerated amendments;

**That** an immediate focus be placed on public education;

**That** an immediate enhanced online presence be implemented regarding recycling;

**That** a \$10/ton increase to the tipping fees be implemented in January 2020 and the increase in revenue be used to offset additional operating costs to enhance diversion; and

**That** the by-law for allowable recyclables in waste be amended to reduce the amount from 20% to 10% starting in early 2020.

This report addresses that direction, being action that was recommended within the Integrated Waste Management Strategy.

## **Rationale:**

Currently, the City offers bulky plastic recycling four times per year at the environment round up days. A consistent market to accept large volumes of bulky plastics from municipalities was not in existence until more recently. Historically, the City does not have a setup at our landfills to specifically separate out bulky plastics. As well, the markets have not been historically robust for bulky plastics. As a result, the cost to recycle them has been higher than the revenue received. However, it appears there is the beginning of a sustained market for recycling these items and when factoring in the savings in landfill space there is a strong business case to divert bulky plastics from landfill. In addition, it is good public perception for our municipality to demonstrate how we are a leader in environmental practice and endorse programs that turn waste into useable products.

Based on the data obtained from the environment round up days and previous waste composition studies, there is the potential to divert an estimated 40 tonnes of bulky plastics from our landfills each year. To evaluate the effectiveness and cost of a diversion program, Staff are recommending a trial period or pilot to develop, operate and optimize a program at the Lindsay Ops Landfill. The layout at Lindsay Ops will allow additional drop-off bins whereas there are space restrictions at other landfills. In addition, the majority of the bulky plastics generated within the city will end up at Lindsay ops so this is the chosen location to evaluate a potential program.

The City is proposing to run a pilot program for the years of 2022 and 2023. This would require an estimated budget of \$50,000 in its first year (2022), to cover the cost of transportation, processing and procurement of three (3) additional 40-yard roll off bins. These bins are required to provide storage and a means of transporting the materials to the recycling processing facility. Although the City already owns a number of these bins, they are currently used for other diversion programs. The estimated budgeted costs required for the pilot program in 2023, would be approximately \$20,000.

A pilot program would allow the City to review costs, feasibility and the success of this program. The plan would be to bring a report back to Council by the end of Q2 in 2023 to provide recommendations on the future viability for diversion of the waste stream.

Staff currently anticipate pilot costs to be offset by the diversion savings of the program. The weight of an estimated 40 tonnes of bulky plastic occupies approximately 980m<sup>3</sup> of landfill space. This space could hold 685 tonnes of normal residential waste



compacted to a density of 0.700kg/m<sup>3</sup> (the average compaction for most residential waste). Based on previous reports prepared for the City, landfill space is valued at \$150 per tonne. This would bring to our municipality an annual capital deferral savings of approximately \$100,000 (685 tonnes at \$150 per tonne) in equivalent landfill space and thereby extending the life of the landfill. If the market value of waste bulky plastics increased and/or the volume brought to the landfill increased, our savings would further increase. Our current contracted MRF (Material Recovery Facility) will process bulky plastics for \$50/tonne.

Staff have consulted with the Waste Management Advisory Committee, the Lindsay Ops Landfill Public Review Committee, and the Fenelon Landfill Public Review Committee regarding the pilot program and all committees have been supportive of this recommendation.

At the Waste Management Advisory Committee meeting on March 15, 2021 the following resolution was made:

**Moved By** Councillor Yeo

**Seconded By** Councillor Veale

**Resolved That** the Waste Management Advisory Committee supports the two-year bulky plastic recycling pilot program at the Lindsay Ops landfill.

**Carried**

At the Lindsay Ops Landfill Public Review Committee meeting on March 10, 2021 the following resolution was made:

**Moved By** C. Appleton

**Seconded By** L. Scrivens

**Resolved That** the Lindsay Ops Landfill Public Review Committee supports the two-year bulky plastic recycling pilot program at the Lindsay Ops landfill.

**Carried**

At the Fenelon Landfill Public Review Committee meeting on March 25, 2021 the following resolution was made:

**Moved By** Julia Taylor

**Seconded By** Robert Coleman

**Resolved That** the Fenelon Landfill Public Review Committee supports the two-year bulky plastic recycling pilot program at the Lindsay Ops Landfill.

**Carried**

### **Other Alternatives Considered:**

Council could decide not to pursue a bulky plastic recycling pilot program however this would not be in line with council's approval of the Integrated Waste Management Strategy.

### **Alignment to Strategic Priorities**

The bulky plastic recycling program would be in line with the Strategic Priority of, A Healthy Environment. One of the main items under this priority, is to 'increase waste reduction and diversion'. With the implementation of a bulky plastic recycling pilot program, the City has the opportunity to divert at least 40 tonnes per year, which would directly correlate with this priority's objectives.

### **Financial/Operation Impacts:**

The City has reviewed the most cost-effective way to provide a bulky plastic recycling pilot program at the Lindsay Ops landfill. The budgeted costs would cover storage, transportation and processing of the collected material.

For adequate storage, the City would need to procure three (3) additional 40-yard roll off bins. This would be a one-time cost of approximately \$30,000. If the pilot program were not to proceed beyond the 2-year pilot program, these bins could easily be utilized for other waste diversion programs currently being employed i.e. Construction Demolition diversion, metals diversion, etc.

For transportation, the City has estimated a total of 50 trips will be required to transport the material to the City's contracted Material Recovery Facility (MRF) in Oshawa. Based on an estimate of \$342.15/trip, as per staff research, the annual cost for transportation is \$17,107.50. The processing costs are \$50/tonne and based on 40 tonnes collected

per year, the annual processing cost is \$2,000. The following table outlines the expenses and net savings to the city in each year of the 2 years of the pilot program:

	<b>Annual Expenses/budget</b>	<b>Annual landfill Capital Deferral</b>	<b>Overall Annual Cost Avoidance</b>
<b>2022</b>	\$50,000	\$100,000	<b>\$50,000</b>
<b>2023</b>	\$20,000	\$100,000	<b>\$80,000</b>

\*Numbers have been rounded for simplicity

Therefore, the total operational cost of the pilot program would be approximately \$50,000 in 2022 and \$20,000 in 2023. As shown in the table the annual savings through capital deferral of landfill space far outweigh the cost of each year of the pilot program. These estimated costs will be monitored and a report will be brought back to council with recommendations on how to proceed for future years.

### **Consultations:**

Corporate Services-Treasurer  
Waste Management Operations Supervisor  
Miller Waste Inc.  
GFL

**Department Head email:** brobinson@kawarthalakes.ca

**Department Head:** Bryan Robinson, Director of Public Works



## Committee of the Whole Report

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**Report Number:** PLAN2021-021  
**Meeting Date:** May 4, 2021  
**Title:** Growth Management Strategy (GMS) Task Force  
**Description:** Terms of Reference for the GMS Task Force  
**Author and Title:** Leah Barrie, (Acting) Manager of Planning

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### Recommendations:

**That** Report PLAN2021-021, **Growth Management Strategy (GMS) Task Force**, be received for information;

**That** the GMS Task Force Terms of Reference, substantially in the form attached as Appendix A to Report PLAN2021-021, be approved and adopted by Council;

**That** these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

**(Acting) Department Head:** \_\_\_\_\_

**Legal/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

The Province's Growth Plan for the Greater Golden Horseshoe 2019 provides updated population and employment forecasts to 2051, wherein the City of Kawartha Lakes is expected to grow to 117,000 people and 39,000 jobs. To plan for this population growth, housing and employment needs and to coordinate with infrastructure investments, the Planning Division is initiating a new Growth Management Strategy (GMS). This is the second GMS exercise the City is administering; the first GMS was completed in 2010 and updated in 2011. A series of municipal master plans flowed from the GMS in 2012, and included the Municipal Servicing Assessment, the Transportation Master Plan, and the Solid Waste Management Master Plan Update.

The new GMS will establish where growth can take place, ensuring every development complements the City's strategic priorities. It forms the foundation for the forthcoming updates to the municipal master plans, and sets the cornerstone of the City's municipal comprehensive review (MCR), a multi-year cross-divisional program to update the City's Official Plan. Building on the principles of the Provincial Policy Statement 2020, the MCR program is a conformity exercise that applies the policies and schedules of the Growth Plan, reflects the community's interests, and establishes the Official Plan goals, objectives and policies for land use and development over the next 25 years.

Under the Places to Grow Act, 2005 the official plan of a municipality must be brought into conformity with a growth plan within three years of the growth plan coming into effect. For the 2017 Growth Plan, the Minister directed July 1, 2022 as the alternate date for official plans to be brought into conformity; notwithstanding a series of amendments to the 2017 and 2019 Growth Plans, the date by which municipalities must conform with the policies remains July 1, 2022. The Province is supportive of a phased-approach to completion of the municipal comprehensive review.

Development of the GMS is inextricably linked to the City of Kawartha Lakes Official Plan, 2012 (Official Plan) that provides policies and direction on the growth and development of the municipality, and establishes settlement boundaries. The Official Plan was approved by the Minister of Municipal Affairs and Housing in 2012, and remains subject to a number of appeals, presently before the Local Planning Appeal Tribunal (LPAT). Related Secondary Plans to the Official Plan for urban settlement areas also remain under appeal before the LPAT. Decisions resulting from the hearings of the appeals will be considered throughout the development of the GMS.

## **Rationale:**

Funding in the amount of \$100,000 has been allocated for this project in the City's 2021 Tax-Supported Capital and Special Projects budget. The City has recently awarded the

24-month GMS project contract to a consulting team led by Watson & Associates Economists Ltd. in partnership with Dillon Consulting Limited.

Development of the GMS will include broad public consultation and stakeholder engagement and will ultimately recommend a preferred growth scenario based on an assessment of a variety of factors, including land capacity, servicing capacity and allocations, and ability to achieve the Growth Plan intensification and density targets.

As a resource to help guide this project, staff support the establishment of both a steering committee and an internal technical advisory committee, comprised of the CAO and Directors of Development Services, Engineering & Assets, Public Works, Corporate Services, Human Services, or their designate Managers and Supervisors. The steering committee is in the form of a City Task Force, and as such has members appointed by Council.

### **GMS Task Force**

The Task Force shall be comprised of a maximum of 9 members consisting of up to 5 stakeholders, up to 3 members of the public and 1 Council representative. The contributions of the Task Force are critical to the development of a GMS that is representative of the diverse interests of the community.

The Task Force Terms of Reference at Appendix "A" to this report includes details pertaining to the Task Force Mission, Roles and Responsibilities, Activities, Composition, Appointment of Officers, Resources, Meetings and Logistics, Reporting, Purchasing, and Insurance.

Once appointed, the members of the Task Force will be introduced to the project with an overview of the objectives and the work plan, and a review of the preliminary Discussion Paper. The Task Force will provide direct input to the Project Team, and identify issues, review and discuss strategies, policies and reports including a draft GMS, provide advice on a public consultation process, and attend meetings and open houses. Staff anticipate a minimum of four Task Force meetings over the development of the GMS, resulting in recommendations to the City's Planning Advisory Committee and Council for the implementation and completion of the GMS.

### **Other Alternatives Considered:**

No other alternatives have been considered.

## **Alignment to Strategic Priorities:**

The four strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan are:

1. Healthy Environment
2. An Exceptional Quality of Life
3. A Vibrant and Growing Economy
4. Good Government

Managing growth effectively aligns with all of the City's strategic priorities. In particular, the Task Force promotes community involvement and effective governance.

## **Financial/Operation Impacts:**

There are no financial/operation impacts to the City as a result of striking the Task Force.

## **Consultations:**

Watson & Associates Economists Ltd.

Dillon Consulting Limited

## **Attachments:**

**Appendix 'A'** – GMS Task Force Terms of Reference



**Department Head email:** [rholy@kawarthalakes.ca](mailto:rholy@kawarthalakes.ca)

**Department Head:** Richard Holy, (Acting) Director of Development Services

**Department File:** D00-99-001

## **Task Force Terms of Reference**

### **Name: Growth Management Strategy Task Force**

Date Established by Council: May 18, 2021

Task Force Completion/Reporting Date: February 27, 2023 (24 months from date of signed contract)

### **Mission:**

The Growth Management Strategy (GMS) Task Force is a resource to the Project Team and a review body that provides advice and recommendations to Council and Staff on population growth, housing and employment needs in coordination with infrastructure investments to the year 2051. The Task Force acknowledges that the GMS establishes the foundation for the forthcoming update of the City's Official Plan, also referred to as the municipal comprehensive review (MCR).

### **Roles and Responsibilities:**

It is the responsibility of all appointed members to comply with:

- the City Code of Conduct for Task Force Members
- the City Procedural By-law
- Other applicable City by-laws and policies
- Municipal Act
- Municipal Freedom of Information and Protection of Privacy Act
- Municipal Conflict of Interest Act

No individual member or the Task Force as a whole has the authority to make direct representations of the City to Federal or Provincial Governments.

Members shall abide by the rules outlined within the Municipal Conflict of Interest Act and shall disclose any pecuniary interest to the Secretary and absent himself or herself from meetings for the duration of the discussion and voting (if any) with respect to that matter.



The Task Force will abide by any terms and conditions which may be set out by the City's Council, CAO, City Clerk, City Solicitor, Auditor and/or Insurer for any activities relating to Task Force business in keeping with the Task Force's Terms of Reference and established Policies.

### **Activities:**

The following represent the general activities of the Task Force:

- a) To make recommendations to Staff, the Planning Advisory Committee and Council on strategy, policies, public consultation, and various issues to achieve Council's strategic priorities relating to the Growth Management Strategy.
- b) To provide direct input to the Project Team and involvement in Project Meetings and Open Houses throughout the Project, as follows:
  - a. Phase 1: Review of Project objectives, background Discussion Paper, issues, and preliminary conclusions;
  - b. Phase 2: Review of Summary Report and Draft GMS;
  - c. Phase 3: Review of public and agency comments, and consideration of Final GMS;
- c) Other – as recommended and approved by Council.

### **Composition:**

The Task Force shall be comprised of a maximum of 9 members consisting of up to 5 stakeholders, up to 3 members of the public and 1 Council representative all of whom will have full authority to debate and vote. The Task Force shall consist of a minimum of 7 members. Task Force members will be appointed by Council in accordance with established policy.

### **Appointment of Officers:**

The Task Force shall, at its first meeting, elect from its membership a Chair, and Vice-Chair. It is acknowledged that there are no per diems for any Task Force positions and it is acknowledged that none of the above positions shall be paid for their services. All Task Force members are considered volunteer positions.

**Term of Appointment:**

Task Force members will be appointed for a term ending upon final recommendation to Council/Staff and prior to February 28, 2023. Any extension to this Term shall be recommended to Council via the DS-Planning Department through a report to Council prior to the expiration date with the final decision being that of Council.

**Resources:**

The DS-Planning Department will provide support in the form of advice, day-to-day liaison with the City and information sharing.

A member of staff shall be designated as Recording Secretary by the DS-Planning Department. The Recording Secretary shall prepare and publish Agendas; attend all formal business Task Force Meetings for the purpose of taking Minutes; and prepare and publish Minutes in an accessible format acceptable to the City Clerk's Office.

The Recording Secretary shall ensure that a current Terms of Reference for the Task Force has been provided to the City Clerk's Office and is posted on the City website.

**Timing of Meetings:**

Meetings will be held on a set day and time as may be determined by the Task Force or at the call of the Chair.

**Location of Meetings:**

The location of the meetings will be set by the Task Force and must be held in an accessible City facility if held in-person. Meetings may be in-person or electronic as deemed appropriate given the circumstances associated with the Covid-19 pandemic.

**Meetings:**

The Task Force shall hold a minimum of 4 meetings during their term. The Chair, through the DS-Planning Department, shall cause notice of the meetings, including the Agenda for the meetings, to be provided to members of the Task Force and posted to the City website a minimum of three (3) business days prior to the date of each meeting through the

Recording Secretary. Quorum for meetings shall consist of a majority of the members of the Task Force. No meeting shall proceed without quorum.

At the first meeting of the Task Force, an Orientation Session shall be held for members.

**Procedures:**

Procedures for the formal business meetings of the Task Force shall be governed by the City's Procedural By-law and Legislation or, where both of these are silent, by Robert's Rules of Order.

**Closed Meetings:**

The Task Force shall not be permitted to hold Closed Meetings.

**Agendas and Minutes:**

A copy of the Agenda shall be provided to the City Clerk's office at the same time it is provided to Task Force Members. The City Clerk's office will distribute the Agenda to Council members as per established procedures.

Minutes of all formal business meetings and notes from working meetings of the Task Force, as applicable, shall be forwarded to the DS-Planning Department, and to the City Clerk's Office, not later than two weeks after the meeting. Action items requested of staff and/or Council will be brought to the attention of the DS-Planning Department at that time. The City Clerk's Office will electronically circulate the formal business meeting Minutes to all members of Council for their information. The City Clerk's Office will maintain a set of printed Minutes on file for public review.

The Recording Secretary shall ensure that all Task Force Agendas and Minutes are posted to the City website at the same times as they are circulated to the City Clerk's Office.

**Reports:**

The Task Force recommendations shall be brought forward to Council via the DS-Planning Department through a report to Council.

It will be the responsibility of the Task Force Chair to provide a memo to the DS-Planning Department identifying the Task Force recommendations for final preparation of the report.

### **Purchasing Policy:**

This Task Force has no purchasing or procurement responsibilities.

### **Insurance:**

The City of Kawartha Lakes' General Liability Policy and Errors and Omissions Liability Policy will extend to this Task Force and its members. The applicable insurance policies extend to Task Force members while in the performance of his/her duties and to those activities authorized by the City of Kawartha Lakes and Council. Members must adhere to the policies and procedures of the City of Kawartha Lakes and Council, including the Terms of Reference.

The Task Force must provide, via the DS-Planning Department an annual updated listing of all members, including member positions, to the City of Kawartha Lakes to ensure the applicable insurance coverage remains in force.

Task Force members are not entitled to any benefits normally provided by the Corporation of the City of Kawartha Lakes, including those provided by the Workplace Safety and Insurance Board of Ontario ("WSIB") and are responsible for their own medical, disability or health insurance coverage.

### **Expulsion of Member:**

Any member of the Task Force who misses three (3) consecutive formal business meetings, without being excused by the Task Force, may be removed from the Task Force in accordance with adopted policy.

Any member of the Task Force may be removed from the Task Force at the discretion of Council for reasons including, but not limited to, the member being in contravention of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act, the Provincial Offences Act, The Municipal Conflict of Interest Act or the Code of Conduct for Task Force Members; disrupting the work of the Task Force; or other legal issues. The

process for expulsion of a Task Force member is outlined in the City's Council Committee, Board and Task Force Policy.

**Terms of Reference:**

Any responsibilities not clearly identified within these Terms of Reference shall be the responsibility of the City of Kawartha Lakes. Council may, at its discretion, change the Terms of Reference for this Task Force at any time. Any changes proposed to these Terms of Reference by the Task Force shall be recommended to Council via the DS-Planning Department through a report to Council.

At the discretion of Council the Task Force may be dissolved by resolution of Council.

## Committee of the Whole Report

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**Report Number:** BLDG2021-001  
**Meeting Date:** May 4, 2021  
**Title:** Protective Pool Covers  
**Description:** Pool By-law Review  
**Author and Title:** Susanne Murchison, Chief Building Official

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### Recommendation:

**That** Report BLDG2021-001, **Protective Pool Covers**, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**(Acting) Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

At the Committee of the Whole Meeting of February 9, 2021, Councillor Yeo presented a memo for consideration and Council, at the February 23, 2021 Regular Council Meeting, adopted the following resolution:

CR2021-111

**That** the Memorandum from Councillor Yeo, regarding Protective Pool Covers, be received;

**That** staff bring back a report by the end of the second quarter regarding the use of Protective Covers on swimming pools as an option in lieu of fencing.

Carried Regular Council Meeting.

This report addresses that direction.

## **Rationale:**

At the February 9, 2021 COW meeting, Councillor Yeo introduced a memo requesting staff review an alternative to pool fencing required in CKL By-law 2005-314. A resident had contacted the Councillor to inquire if a lockable protective pool cover, capable of supporting body weight, would be permitted to be installed in lieu of the required fencing as stated in the Pool By-law. The existing Pool By-law only provides for certain fencing types as an acceptable barrier to protect a private swimming pool.

The purpose of a pool enclosure is to address the safety of residents of the municipality, as indicated by the Municipal Act authority, which authorizes municipal councils to pass such bylaws. Barriers around pools contribute to make pools and pool areas safer for children and pets/animals. The most common pool barriers include fencing, protective pool covers, safety nets and pool alarms, and adding layers of protection around a swimming pool makes sense.

Protective pool covers come in a few formats, such as flexible weight bearing covers, rigid weight bearing lockable covers and mechanically retractable rigid covers. Flexible safety pool covers are most commonly in a format that stretches drum tight across the pool and is anchored into the pool deck. Traditionally used as a winter cover, this type could be used year round if the pool owner was diligent and accepting of the amount of time required before and after each use of the pool. This type of cover is non-removable by children.

Safety nets are similar to flexible pool covers in their anchorage system with the difference being the open mesh/netting design.

Fences, protective pool covers and safety nets all have advantages and disadvantages. Pool covers and safety nets are both very safe, when they are on the pool. The risk is in the human operational aspect of this option, as the property owner must diligently remember to replace the cover properly and completely after using the pool. The risk factor increases with the human nature factor. It is human nature to make a judgement call such as leaving the cover off while you go inside the house for lunch or go into the house to wait out a rain shower. These instances require the property owner to remember to go back out and install the cover. When the pool cover is not replaced and left unsupervised, an accident could happen because the pool isn't protected.

Fences are inherently safer because you do not have to activate/deactivate to use the pool. The gate is the major weakness to this form of protection, as the latching and self-closing mechanisms may require maintenance from time to time.

In 2010 the Chief Coroner for Ontario assembled a group of experts to review the issue of drownings in Ontario with the goal to make recommendations that would reduce the number of drownings in the province each year. The key recommendation relevant to this report is:

All municipalities in the Province of Ontario should pass pool enclosure municipal bylaws that mandate barrier safety requirements for new pools including in-ground, above-ground, portable, inflatable and hydro-massage pools, hot tubs and spas as well as decorative ponds such that when they are installed:

- they are surrounded by 4-sided fencing that completely encloses the pool area;
- the pool enclosure bylaw applies to all structures with a water depth of at least 0.6m (2 feet);
- they allow entry and exit through a self-closing and self-latching gate only;
- the 4-sided fencing be a minimum height of 1.22m (4 feet);
- the bylaw specifies that fence construction should inhibit climbing;
- the home should never open into a pool area.

There was a second associated recommendation that municipalities pass bylaws to require retrofits to the above standards for all existing pools by 2015. In 2011, staff presented Council with a report with recommendations to amend the pool bylaw to reflect the Coroners recommendations; however, Council decided not to update the bylaw with respect to bullets 2 and 6 above at that time.



In conducting our background research for this report, staff were unable to locate a single municipality in Ontario that offered protective pool covers as an alternative to fencing in their municipal bylaw. Of the 41 municipalities with a population greater than 50,000 that were polled, 24 responses were received to-date and all 24 stated that their bylaws did not permit protective pool covers in lieu of fencing.

There is no perfect safety solution for swimming pools in reviewing the risks associated with pool safety. Staff respectfully recommend that fencing is the best solution as the primary means of protection, as it provides a static protective measure, with items such as protective pool covers used only as a secondary means of protection.

### **Other Alternatives Considered:**

No other alternatives considered.

### **Alignment to Strategic Priorities**

This report aligns with the strategic priority of Good Government with respect to the principles of Open and Transparent and Service Excellence by listening to our residents, evaluating and having regard for risk management.

### **Financial/Operation Impacts:**

Not applicable.

### **Consultations:**

Insurance Risk Management Coordinator

### **Attachments**

Memorandum – Protective Pool Covers



Memorandum -  
Protective Pool Cove

**Department Head email:** [rholy@kawarthalakes.ca](mailto:rholy@kawarthalakes.ca)

**Department Head:** Richard Holy, Acting Director Development Services

## Council Memorandum

<b>Date:</b>	February 9, 2020
<b>To:</b>	Committee of the Whole
<b>From:</b>	Councillor Yeo
<b>Re:</b>	<b>Pool Covers</b>

### Recommendation

**That** the Memorandum from Councillor Yeo, **regarding Protective Pool Covers**, be received;

**That** staff bring back a report by the end of the second quarter regarding the use of Protective Covers on swimming pools as an option in lieu of fencing; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

### Rationale

Protected pool covers are widely accepted across North America as a safe and reliable alternative to fencing around a pool. Unlike a fence that can be climbed or a gate that can be left open, these covers can only be removed using a key and when in place, are able to bear traffic.