

Kawartha Lakes Off Road Vehicle Use of City Roads Task Force Amended Agenda

ORVTF2021-06

Thursday, May 20, 2021

10:00 A.M.

Electronic Participation Meeting

Members:

Councillor Pat Dunn

Councillor Kathleen Seymour-Fagan

Councillor Tracy Richardson

Steve Lane

Don Mitchell

Jason Ramsay

Carolyn Richards

Note: This will be an electronic participation meeting and public access to the meeting space 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 if you have an accessible accommodation request.

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6. Deputations	
6.1. Mr. Derek Anderson	
7. Lindsay Route Options	16 - 16
7.1. Options for going around Lindsay	

7.2. Options: Trail Heads to Wellington St.

- (1) Trail Head Logie Street to King Street
King Street to Lindsay Street
Lindsay Street to Wellington Street
- (2) Trail Head Logie Street to Lindsay Street
Lindsay Street to Wellington Street
- (2a) Lindsay Street to Mary Street
Mary Street to Angeline Street
Angeline Street to Thunder Bridge Road
- (2b) Lindsay Street to Russell Street
Russell Street to William St / Cambridge Street
Cambridge Street to Peel Street
Peel Street to Victoria Avenue/William Street
- (2b/i) William Street to Wellington Street
- (3) Trail Head Golden Mile Road to Cloverhill Road
Cloverhill Road CR 36
CR 36 to King Street /Queen Street
King Street/Queen Street to Lindsay Street
Lindsay Street to Wellington Street

7.3. Options: Wellington St.

- (1) Wellington Street to William Street
- (2) Wellington Street to Victoria Avenue

7.4. Options: William St / Victoria Ave.

- (1) William Street/Victoria Ave to Colborne Street
- (2) William Street/Victoria Ave to Elgin Street
- (3) William Street/Victoria Avenue to Orchard Park Road

7.5. Options: Colborne St. W / Elgin St. / Orchard Park Rd.

- (1) Colborne Street W to Angeline Street N

- (1a) Colborne Street W to Adelaide Street N

Adelaide Street N to Elgin Street

Elgin Street to Angeline Street

- (2) Elgin Street to Angeline Street

- (3) Orchard Park Road to Angeline Street N

7.6. Last Leg

Angeline Street N to Thunder Bridge Road

Thunder Bridge Road to Trail Head

8. Bobcaygeon Route Options

17 - 18

8.1. Southern Approach to Bobcaygeon

CR 17 (Pigeon Lake Road) from Old Surrey Lane to CR 36

CR 36 to Municipal Boundary

8.2. Options: Bobcaygeon

(1) CR 36 to CR 24

CR 24 to Sherwood Street

(2) Sherwood Street to King Street E

King Street E to CR 36

(2A) Sherwood Street to Canal Street

Canal Street to Boyd Street

Boyd Street to CR 36

(3) Canal Street to Bridge

Bridge to Main Street

Main Street to Joseph Street

Joseph Street to CR 8

9. **Review Proposed Routes as a Result of Deputations**

10. **Recommendations to Council Regarding Lindsay Routes**

11. **Recommendations to Council Regarding Bobcaygeon Routes**

12. **Next Meeting Date**

13. **Adjournment**

The Corporation of the City of Kawartha Lakes
Minutes
City of Kawartha Lakes Off Road Vehicle Use of City
Roads Task Force

ORVTF2021-05
Monday, April 19, 2021
11:00 A.M.
Electronic Participation Meeting

Members:
Councillor Pat Dunn
Councillor Kathleen Seymour-Fagan
Councillor Tracy Richardson
Steve Lane
Don Mitchell
Jason Ramsay
Carolyn Richards

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1. Call to Order

Councillor Dunn called the meeting to order at 11:09am with the following task force members present electronically: Councillor Richardson, Councillor Seymour-Fagan, C. Richards, D. Mitchell, J. Ramsay, and S. Lane. B. Harrison was also in attendance electronically.

Regrets were sent by Director B. Robinson.

2. Adoption of Agenda

ORVTF2021-043

Moved By S. Lane

Seconded By Councillor Richardson

That the Agenda be adopted as circulated with the following amendment:

Addition:

Item 5.8 Tourism Report on the Use of ORV's on City Roads

Carried

3. Disclosure of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

4. Adoption of Minutes

Off Road Vehicle Use of City Roads Task Force Meeting, March 19, 2021

ORVTF2021-044

Moved By J. Ramsay

Seconded By Councillor Seymour-Fagan

That the minutes of the Off Road Vehicle Use of City Roads Task Force meeting held on March 19, 2021, be adopted as circulated.

Carried

5. Review Received Reports Regarding the Use of Off Road Vehicles on City Roads

5.1 Public Works Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from Public Works on the use of ORV's on City roads. Chair Dunn noted

that the recommendations from the Task Force would need to be amended to reflect the consultation with Public Works.

ORVTF2021-045

Moved By C. Richards

Seconded By D. Mitchell

That the report from Public Works, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.2 OPP Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from the OPP on the use of ORV's on City roads.

ORVTF2021-046

Moved By Councillor Seymour-Fagan

Seconded By S. Lane

That the report from the OPP, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.3 HKPR Health Unit Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from the Health Unit on the use of ORV's on City roads.

ORVTF2021-047

Moved By S. Lane

Seconded By J. Ramsay

That the report from the Health Unit, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.4 KL Police Services Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from the Kawartha Lakes Police Service on the use of ORV's on City roads.

ORVTF2021-048

Moved By D. Mitchell

Seconded By S. Lane

That the report from Kawartha Lakes Police Services, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.5 Community Services Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from the OPP on the use of ORV's on City roads.

ORVTF2021-049

Moved By Councillor Richardson

Seconded By D. Mitchell

That the report from Community Services, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.6 Municipal Law Enforcement Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from Municipal Law Enforcement on the use of ORV's on City roads.

ORVTF2021-050

Moved By D. Mitchell

Seconded By Councillor Seymour-Fagan

That the report from Municipal Law Enforcement, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.7 Insurance Risk Management Report on the Use of ORVs on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from Insurance Risk Management on the use of ORV's on City roads.

ORVTF2021-051

Moved By Councillor Richardson

Seconded By C. Richards

That the report from Insurance and Risk Management, **regarding the Use of Off Road Vehicles on City Roads**, be received.

Carried

5.8 Tourism Report on the Use of ORV's on City Roads

Chair Dunn asked if there were in questions from the Task Force regarding the report from Tourism on the use of ORV's on City roads. It was noted that the use of ORV's on City roads could increase tourism during the shoulder seasons.

ORVTF2021-052

Moved By D. Mitchell

Seconded By Councillor Richardson

That the report from Laurie McCarthy, Economic Development Officer - Tourism, **regarding the Use of ORV's on City Roads**, be received.

Carried

The Task Force reviewed a report from Kawartha Lakes OPP regarding statistics surrounding the use of Off Road Vehicles.

6. **Resident Correspondence Regarding the Use of Off Road Vehicles on City Roads**

ORVTF2021-053

Moved By Councillor Richardson

Seconded By Councillor Seymour-Fagan

That the correspondence submitted to the Off Road Vehicle Use of City Roads Task Force be received.

Carried

The Task Force reviewed the recommendations that they have considered.

Chair Dunn advised that there had been a question about the time of use that is permitted for Off Road Vehicles; Chair Dunn noted time of use noted within the proposed recommendations from the Task Force coincide with the time of use that is permitted on the Trails.

Chair Dunn advised that there had been a question about prohibited areas within the Town of Lindsay.

ORVTF2021-054

Moved By Councillor Richardson

Seconded By Councillor Seymour-Fagan

That the recommendations from the Off Road Vehicle Use of City Roads Task Force shall only refer to Side by Sides ("SxS's") and All Terrain Vehicles ("ATV's").

Carried

OFVTF2021-055

Moved By C. Richards

Seconded By J. Ramsay

That the recommendations from the Off Road Vehicle Use of City Roads Task Force will state that Side by Sides (SxS's) be permitted in conjunction with access to the Victoria Rail Trail Corridor (VRTC), save and except East of Sturgeon Road and North of Pigeon Lake Road and South of Highway 7A.

Carried

ORVTF2021-056

Moved By J. Ramsay

Seconded By D. Mitchell

That the recommendations from the Off Road Vehicles Use of City Roads Task Force include a prohibition on the use of Off Road Vehicles in Lindsay on the following streets:

- Kent Street
- Angeline Street (from Roosevelt Street to Colborne Street West)

Carried

It was noted that the recommendations from the Task Force will be put forward to Council for consideration.

Chair Dunn advised that the City's Jump In Site will continue to be the preferred method of communication for the Use of Off Road Vehicles on City Roads Task Force.

7. Survey Results Regarding the Use of Off Road Vehicles on City Roads

Chair Dunn spoke to the survey that was completed on the use of Off Road Vehicles on City Roads; it was noted that there were over 2000 responses to the survey. The results are yet to be analyzed. The Director of Public Works will be preparing a report to council on the use of Off Road Vehicles on City Roads and the survey results will be included within that report.

8. Next Meeting Date

The next meeting will be held at the call of the Chair.

9. Adjournment

ORVTF2021-057

Moved By D. Mitchell

Seconded By J. Ramsay

That the Off Road Vehicle Use of City Roads Task Force Meeting adjourn at 11:34 a.m.

Carried

OFF ROAD VEHICLE TASK FORCE RESIDENT CORRESPONDENCE

Submitted prior to 12noon on Monday May 17th

From: Stephen Black

Sent: Friday, May 14, 2021 7:58 PM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: ORV Recommendations

Please note that I did not receive this Off Road Vehicle Task Force presents recommendation and announces second public meeting email from **jumpkawarthainlakes** until this afternoon and thus I have been unable to meet the apparent deadline of 12pm on May 14! However, I trust that my comments and concerns will still be received and addressed/considered by the ORV Task Force!

In response to the request contained in the ORV report of 14 May 2021 as reported through Kawartha Lakes Jump In, I wish to table the following comments and concerns regarding the proposed ORV routes through Bobcaygeon:

1- I know of no current ORV trails leading into or out of Bobcaygeon, and I understand that any out-of-town ORV would have to access Bobcaygeon via Hwy. 38, County Road 24 or County Road 7 or County Road 49. I question how are out-of- town ORVs expected to reach Bobcaygeon, when it is clear from the manufacturers specifications that ORVs are not designed for highway use?

2- Supposing that the Council does go against the wishes of most of the residents in Bobcaygeon, and approves the use of ORVs on streets within the town, I suggest that for safety reasons if no other, that they not be allowed on any town streets without sidewalks. This especially should apply to Port 32 which has no sidewalks (other than that from Hwy 36 to Edge Water condominiums) where residents walk their dogs, and walk daily summer and especially winter, on the streets.

3- Perhaps I have missed it, but I have seen no reference to either a traffic or a parking study to support this ORV initiative. We are all aware that there are currently both traffic and parking concerns/limitations within Bobcaygeon, without the introduction of ORVs. Have such studies been carried out specifically with respect to ORVs for Bobcaygeon?

4- The presence of ORVs and their associated noise, dust and exhaust fumes will only degrade the current exemplary reputation of Bobcaygeon, as a quiet, peaceful place to visit, shop and enjoy.

5- In their response to request for comments from the Task Force, I understand that the OPP, City of Kawartha Lakes Detachment suggested that an objective of the ORV Task Force should be to encourage ORV operators towards permitted trails and away from using roadways for general transportation. How does a blanket permit to ORVers to travel on almost every street on Bobcaygeon meet this objective?

6- There are very few walking trails in Bobcaygeon (the newly opened Kawartha Settlers' Village forest and meadow walking trail being one, if not the only). The presence of ORVs on such walking trails must be prohibited!

7- Any and all regulations/by-laws, etc. resulting from the recommendations of the ORV Task Force must restrict ORV use to linkage between trail routes specifically developed for ORV usage. I do not believe any such linkages exist within the Village of Bobcaygeon.

All I can ask is for the ORV Task Force to re-consider the present and future devastating impact of the current Task Force's recommendation to 'permit the operation of ORVs on all roads (trails are not even mentioned - I guess because there are none) within the Village of Bobcaygeon, save and except for Bolton Street between Canal Street to King Street! WHAT ARE THE TASK FORCE MEMBERS THINKING? Consider the residents of Bobcaygeon in addition to the wishes of the ORVers!

Respectfully submitted to the ORV Task Force - dated May 14 2021

Stephen A Black

From: Kens gmail

Sent: Monday, May 17, 2021 9:59 AM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: Re: New Response Completed for Request to Make Deputation-Presentation to Council

That's unfortunate, okay I will try to summarize below. Please make sure it is read by the mayor and councillors then archived....

I moved to (back) Lindsay 1 1/2 year ago. My wife grew up here and we got married here in 1980 and left to pursue our careers and raise a family. We currently live on [REDACTED] near city hall.

I wanted to talk about how unsafe ATV terrain tires are on pavement and how the roadways for connecting trail systems need to be selected based on engineering principles specifically to deal with this serious issue.

I current own a 2005 Yamaha Kodiak 450 and a 2015 Yamaha Viking SxS. I've been Atv'ng for going on 17 years so I am very familiar with the sport (they are at my cottage in Nipissing). I retired 5 years ago from Telus and I retired VP of Engineering so I know a thing or two about lab trials, field trials and 'Pilots'.

ATV tires are not designed for paved surfaces. There are many speciality tires for ORVs/ ATVs including street tires if you drive a lot on packed or paved surfaces. ATV terrain (which the vast majority of ATVs have) tires are low pressure tires with limited tire contact specifically designed for off road. They are extremely dangerous on paved surfaces. They are very hard to turn with a high centre of gravity, unstable at speed and very hard to maneuver. This is why all manufactures warn you to stay off paved surfaces.

My Yamaha manual stated paved surfaces as a hazard and to be avoided if at all possible and ROHVA who represents the manufacturers Yamaha, Polaris, Can-Am, Kawasaki as well as other manufacturers and suppliers states that ORVs are not designed, manufactured or intended for public roads. Driving an ATV on paved surfaces is similar to trying to skate across an ice rink on roller blades. This instability leads to accidents

The US product and safety commission states that **a greatly disproportionate number of ATV fatalities occur on paved roads. In 2014 alone more than half the deaths were on road.** The average ATV drives less than 1% of the time on paved surfaces, this translates to **for every kilometre an ATV is driven on a paved surface they are 100 times more likely to die or suffer serious injury than on a kilometre of non paved surface.**

Knowing these facts I was going to ask the council to revisit the methodology used to connect the two trail heads. Using basic engineering principles with the objective to design a route that has the same or fewer accidents per kilometre as the standard ATV trail. This involves modelling the unsafe characteristics of an ATV on paved surfaces and using that data to design the safest possible route and additional controls required to meet that objective (25 years Engineering experience here). It's unreasonable to require ATVs to put on road approved tires since they are mostly on driving on ATV trails.

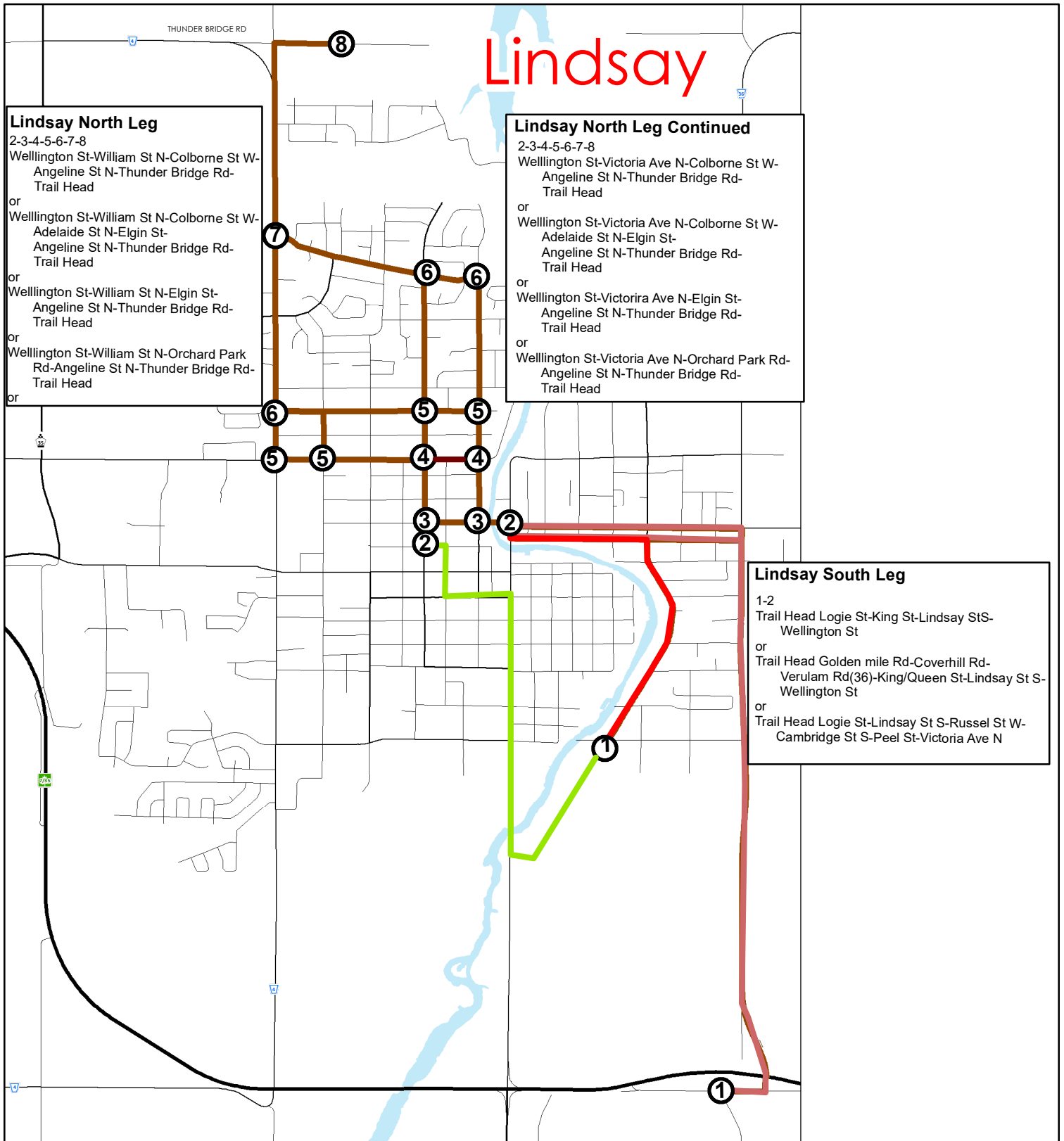
Once designed you start with a trial to test your controls and measure key data such as KPIs (accident rate for example) and adjust the models accordingly. This will likely involve a straight route with very few turns on less busy streets with controls such as speed, time of day and distancing in place. Once you meet your objectives you move on to a larger pilot now that you know your data can be measured correctly and remedies quickly applied. In other words the key objectives end up designing the arteries to connect the trail heads through sound methodology.

What I see in the current proposed pilot (pilot in name only) are many streets named as both tributary and artery that seemed to be solely planned on convenience not sound engineering principles. This is a serious issue and many injuries and deaths can be avoided if designed correctly. The ATV manufactures have protected themselves with there warnings about the serious safety concerns of driving on paved surfaces. By not designing the routes around these safety issues the city has opened itself up for the inevitable lawsuits that it will be in inundated with by encouraging ORV traffic on paved surfaces and the moral issue of knowingly not addressing these issues with proven principles leading to disproportionate amount death and injury...

Regards

Ken Kerrigan

END OF CORRESPONDENCE



ORV Lindsay Route Options

-follow in sequential order for each route option

Legend

General Transportation Features

- Major Routes - (Provincial) Highways
- Major Routes - (Provincial) Arterial Roads
- (Municipal) Arterial Roads
- (Municipal) Local Roads
- Municipal Boundary (former Township or City)

May 22, 2021
Revision: 1

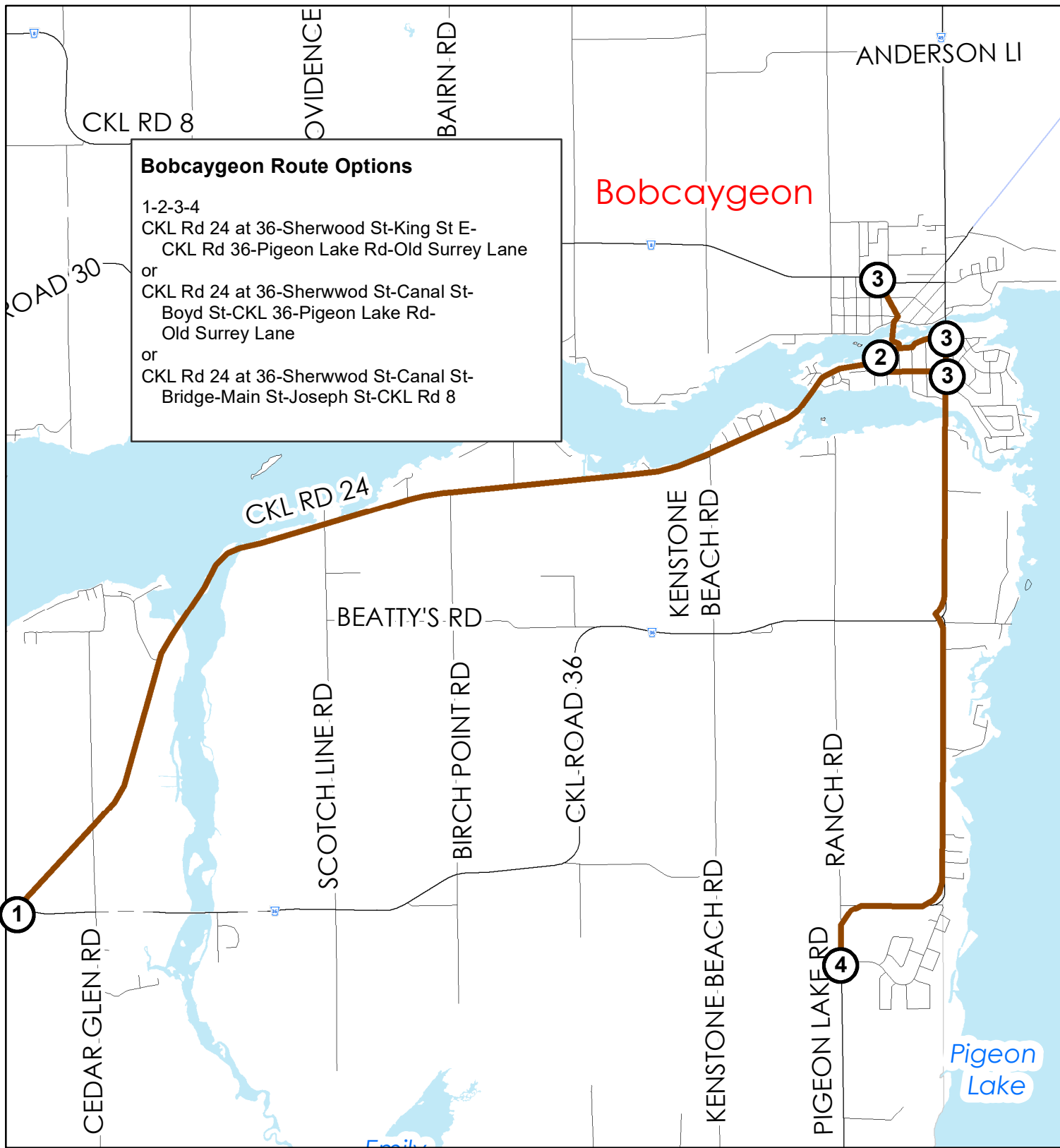
Projection: (NAD 83) Universal Transverse Mercator
Coordinate System: LatLong Zone 17

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All distances and locations are approximate and are not of survey quality. This map is illustrative only. Do not rely on it as being a precise indicator of primary or publicly owned land, routes, locations or features, nor as a guide to navigation.



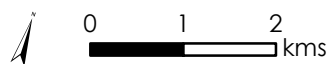


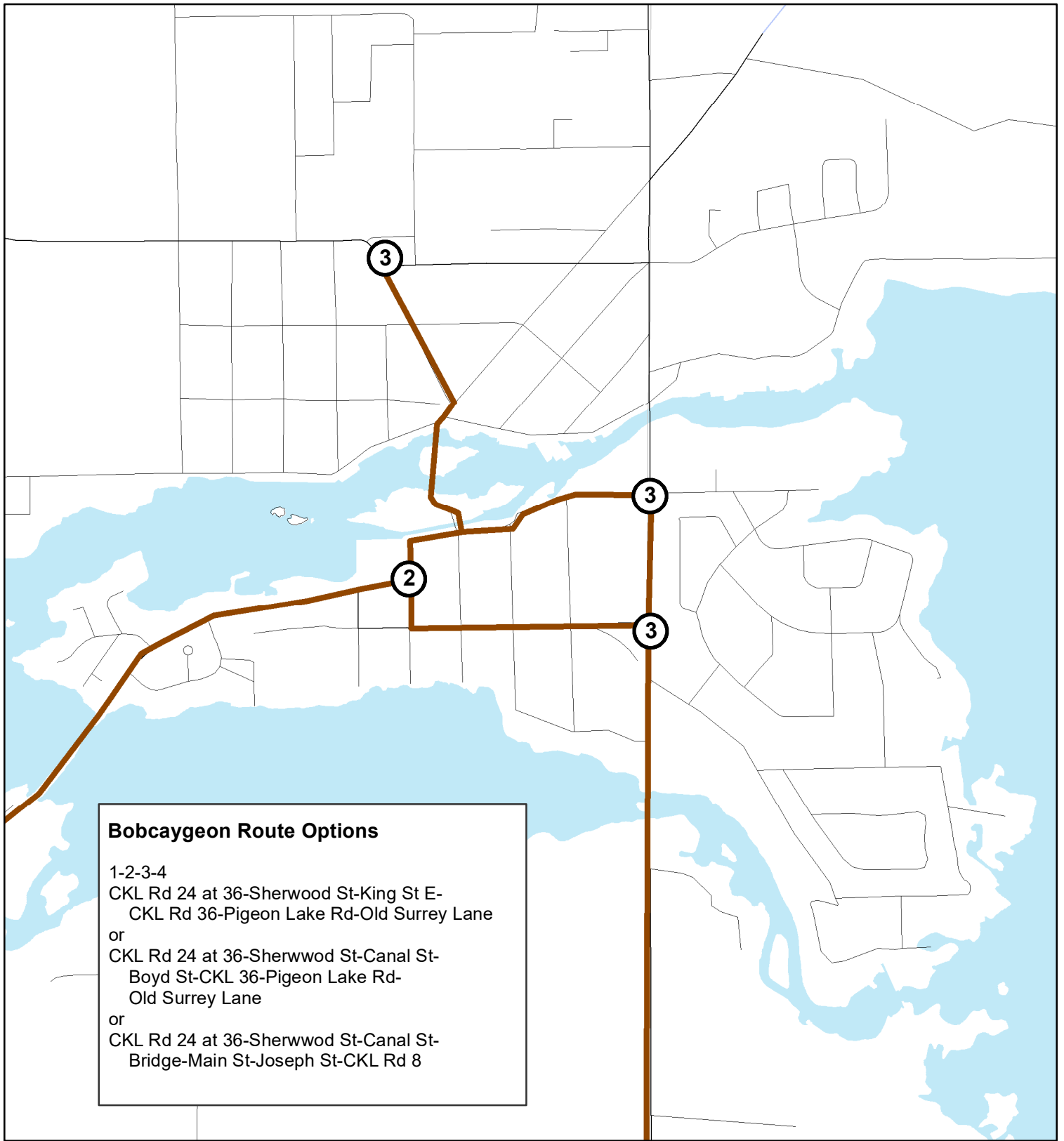
ORV Bobcaygeon Route Options

-follow in sequential order for each route option

- Legend**
- General Transportation Features**
- Major Routes - (Provincial) Highways
 - Major Routes - (Provincial) Arterial Roads
 - (Municipal) Arterial Roads
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ORV Bobcaygeon Route Options

-follow in sequential order for each route option

Legend

General Transportation Features

- Major Routes - (Provincial) Highways
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