

The Corporation of the City of Kawartha Lakes

Additional Agenda

Regular Council Meeting

CC2021-10

Tuesday, June 15, 2021

Open Session 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 if you have an accessible accommodation request.

6. Deputations

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Off Road Vehicle Use of City Roads
Bob McMillan

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Off Road Vehicle Use of City Roads
John Harper

7. Correspondence

*7.3. CC2021-10.7.3 9 - 26

Correspondence Regarding Use of Off Road Vehicles on City Roads

- Robert Jardine
- Jamie Morris
- * Jill Carew
- * Judith Hayes
- * Peter Jones
- * Mike Ashmore
- * Celia Hunter
- * Jim Tuff
- * Jim Cochrane
- * Mark Lethbridge
- * Bill Steffler; Richard Fedy; John Bush; Barb McPherson; Art Hornibrook and Judy Steed
- * Heather Stauble
- * Derek Anderson
- * Darryl James
- * Gord Ferguson



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: *

Bob McMillan

Address: *

27 Francis st

City/Town/Village:

Lindsay

Province: *

On

Postal Code:

K9V 3R8

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:

Bob McMillan

Deputant Two:

First Name, Last Name

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

ORV Task Force recommendations for 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? *

That council will vote to keep the current bylaw in place. (No ORV route through Lindsay)

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:

Bob McMillan

Date:

6/10/2021



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



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City Clerk's Office
26 Francis Street, PO Box 9000
Lindsay, ON K9V 5R8
705-324-9411

Name: *

John Harper

Address: *

35 Logie St

City/Town/Village:

Lindsay

Province: *

On

Postal Code:

K9V1C3

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:

John Harper

Deputant Two:

First Name, Last Name

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

I wish to speak to the matter of the ORV task force's proposal of connecting the Victoria Rail Trail through the streets of 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? *

I am hoping that the proposal from the ORV Task force will be defeated or at least deferred until a proper process of community input is conducted by staff as to whether the residents of Lindsay want ORV's on city streets.

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:

John Harper

Date:

6/10/2021



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☒ Yes

☐ No

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Mayor Letham, Council, ORV Task Force members and Staff:

Thank you for the opportunity to speak to you today about the ORV trail link. The past number of months has brought out a lot of negativity in people and media in regards to this trial. This is a huge financial tourism boost to Kawartha Lakes. I want to provide you with a very simple example of how much a family of four would bring to Kawartha Lakes. Two nights' accommodation, \$300, food approx \$500, fuel \$300, and maybe take in a movie another \$100, which gives you a grand total of approx \$1300 give or take, that is only one family for one weekend. So as a council you may want to rethink the tourism dollars coming to Kawartha Lakes. The Fenelon Falls link have again not presented any challenges or incidents, but I do ask council why staff never brought a report forward about how well this link has actually worked as part of the ORV Task force. I hope council sees through the negative speakers, they continue to say the same thing over at each meeting and to the media. Their stats have not been accurate and they will not admit that that 47% of accidents happen on public roads with another 53% of accidents taking place on private property with alcohol, no helmets and under age contributing to these incidents. These stats come directly from our public health unit. No incidents have taken place on the Fenelon Falls link , we are here to talk about the links not off road incidents! Everyone has lost sight that, this is only a trial, give it the opportunity it deserves. The financial impact that KATVA members pay through memberships and volunteer hours is second to none and without them the trail system would not be maintained for everyone's safety and enjoyment. Kawartha Lakes needs to embrace tourism and move forward, we need to move past being individual communities and unite as the City of Kawartha Lakes

Robert Jardine

To: Mayor Letham and Council

Regarding: Decision on ATV Route through Lindsay

Today, you will be deciding whether to approve an ATV route through Lindsay.

The decision you make will, for me and for other Lindsay residents to whom I've talked, say much about your values and priorities.

Council has heard from the Medical Officer of Health that ATV accidents have increased in Kawartha Lakes; that being on roadways increases the risk of collisions with other motor vehicles; and that certain design characteristics of these vehicles, particularly ATVs, make them unsafe on roadways. She has stated that from a public health perspective the preferred best practice is to restrict ORVs to trail use only.

Frankly, that in itself should be enough, but you've also heard the safety concerns of your Director of Public Works, and are aware that ATV manufacturers and ATV Safety associations state clearly that off road vehicles should not be driven on roads.

The City's Insurance Risk Management Officer outlined her concerns in the report received at the Committee of the Whole.

Any activity involves some risk, as was acknowledged at the meeting. But ATVs on roads is a predictable and an unnecessary risk: ATV users already have safe access to hundreds of kilometers of trails within the City of Kawartha Lakes.

To create a "pilot project" and ignore all expert advice is to roll the dice and take unacceptable and avoidable risk.

The reports are all there, in the agenda and minute packages from the Council meetings. At no point have the wide range of concerns been discussed and weighed by Council in public (nor by the Task Force).

Public health and safety is more important than the convenience of a link on roads through town to trails to north and south.

Council cannot ignore the predictable risk and increase in ATV accidents for operators and others, liability and costs that would be borne by the City and its taxpayers should accidents occur.

Please take the professional and expert advice you have been given and vote no to the proposed Lindsay pilot.

My thanks for including this letter in the agenda package.

Jamie Morris

From: Jill Carew <
Sent: Thursday, June 10, 2021 8:19:43 AM
To: aletham@kawarthalakes.ca <aletham@kawarthalakes.ca>
Subject: ATV pilot project

Mayor,

I am writing regarding the proposed Pilot Project regarding ATV's being allowed to drive on city streets. A couple years ago there was a survey to complete re: noise levels for weed blowers, lawn mowers etc and now there's a proposal to allow ATV's to travel clear across town? I am totally against this.

These are off road vehicles for a reason.

Is the City going to reimburse myself and other citizens when our property values decrease because we're now on the ATV route?? Will the ATV drivers help pay our taxes? How will the so called 0700-2130 time limits be policed? Seems to be an impossible task.

My section of Elgin, between Adelaide Street and Angeline street is a VERY busy road, as it is one of the thoroughfares from the North ward along with Northlin Park Road. There is always a lot of traffic and always cars parked on the road. How is it safe to add ATV's to this mix? Has there been a review of town roads for safety risks? There is a public school right around the corner. When there is a collision with a car, a scooter, a citizen, what then? I believe that this is not a good idea and hope that no changes are made to current bylaw!

Sent from my iPhone
Have a great day, Jill

-----Original Message-----

From: Judith Hayes < >

Sent: Friday, June 4, 2021 4:19 PM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: Carden Plain

I recently was driving through the Carden Plain and a 4wheeler was stopped in the middle of the traffic lane observing whatever in the gully along the side of the road.

They finally noticed that I slowed down to a stop and waved me by. Meanwhile they were still in the traffic lane. They should have pulled over to the side of the road.

Unfortunately I did not have my web cam to take a photo to support my point.

As other comments have suggested. "Give someone an inch and they will take a yard."

I do not support four wheelers or electric wheel chairs on the main driving lane of our paved roads for safety reasons. Trails do not support cars, Paved municipal/provincial roads should not support four wheelers.

Thank you. Judith Hayes

From: Peter Jones <>
Sent: Monday, May 31, 2021 3:44 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Community routes

I have been reading comments in the local media and watched the previous online meeting of the ORV task force. I understand the subject of ORVs travelling through a community is a contentious issue.

I am an ORV user. I am also a resident of Lindsay living on the proposed route. Naturally I am in favour of allowing a route through our communities.

There has been a lot of info presented on the dangers of ORVs on roads. I believe the council to be wise enough to be able to discern what is applicable and what is not. It is common sense that an ORV travelling too fast on a road is dangerous. The same is true for farm equipment and tractors as well. But in a slow environment where people who are licensed are driving at a reduced speed to me is relatively safe. Take for example Fenelon- here we have true local data on the number of accidents caused by ORVs on a community street. I have also talked to members of northern communities where they are allowed and there has been no comments made re the number of accidents.

We also have to remember that statistics are based on numbers. And in communities where there are a higher number of ORVs one would expect a higher number of accidents.

So my opinion is that travel through communities at a slow rate of speed is as safe as other means of transport. I know that everyone I ride with respects that we are travelling near people's homes and try to be as careful as possible

As a person with a disability who has difficulty trailering an ORV to a local trail I hope that council will at least approve this on a trial basis. Equipment has improved and I believe that this could in fact be a positive program for our communities.

Thank you.

Peter Jones

Sent from my iPhone

On May 30, 2021, at 8:13 PM, mike ashmore < > wrote:

Good evening Mr Letham and Mr Dunn.

I am emailing you to pass along my opinion on the proposed orv route through Lindsay. I have given this much thought and strongly believe this is something that this town does not need. My wife and I have lived here our entire lives, including the last 24 yrs in your riding and it all boils down to the noise and the safety for the citizens of Lindsay. Now don't get me wrong I don't believe all orv riders are crazy people out to break the law but the simple truth is some are. As I walked past my in-laws house tonight I was passed twice by a four wheeler. This happened on Bonf street, a street not included on the route and before this bill has even passed. This will only become the norm as time passes. Our police are not able to deal with the traffic nonsense in this town as it is. Our main street, which my back yard is adjacent to, is a nightly race track for every obscenely loud motorcycle and car in Lindsay. The police do nothing. Adding another list of complaints to their days will just compound the problem. The elderly people and young children of this community will have no idea what's happening when they see a four wheeler coming toward them and mark my words it will only be a matter of time before someone is hurt or killed. Why would council want to risk this? Why isn't council focusing on more important issues that will aid all of the people of our community? We need people to want to visit, shop and move to our town not pass by. Maybe council should focus on these more important issues.

Thank you for taking the time to hear my opinion.

Regards,

Mike Ashmore

Sent from my iPhone

From: Celia Hunter <
Sent: Monday, May 24, 2021 10:09 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Further concerns for ORV Safety

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,

I would like to take this opportunity to express my continuing concerns for safety in the light of this recent article, which I commend for your attention and hope you will consider.

Respectfully,
Celia Hunter

Family pushes for stronger safety measures for ATV riders after son's death

Despite the recommendations that came from the Horatio McLeod inquest, and despite the hundreds of lives lost in off-road vehicle crashes since the nine-year-old boy died 31½ years ago, there's no sign yet that governments plan to make significant changes to try to increase safety.

Read in CBC News: <https://apple.news/AEBnv4YeiQ72Bt6V-YUilKQ>

From: Jim < >
Sent: Friday, May 21, 2021 3:16 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: question for this task force

Hello, I have responded to the survey and watched your meeting minutes of May 20.

My first reaction is similar to the gentleman guest you had on, this appears to be a very one-sided approach to looking at ATV routes, rules and regulations, as the primary audience is ATV owners who want more, whereas the greater public in my opinion is not being engaged.

My wife and I do have ATVs and I do like greater access to routes etc. We are very respectful of speed and noise not impacting others.

But recently me and my neighbors are witnessing an increased volume of ATVers screaming up and down Manvers Scugog townline, with incredible noise and speed, many times in groups.

Is this part of the task force's responsibility to look at controlling these issues as routes increase?

If not is there someone else I can contact to bring this issue forward for discussion and resolution?

I have 5-6 immediate neighbors who all feel the same but do not know how to stop this, or at least someone should be policing the "bad apples"
Not all ATVers are this disrespectful.

Thankyou

Jim and Delvea Tuff

From: Jim Cochrane
Sent: May 19, 2021 3:07 PM
To: [Tracy Richardson](#)
Subject: Snowmobile , Bike & ATV trails in Southern Kawartha Lakes

Hi Tracy

Please feel free to forward along my thoughts and concerns. Sorry for this long winded email but I feel that there is a lot more to consider then just whether or not people like myself are for or against a trail system. Also for the record I am all for a legal trail system.

I'd like to start with my concerns regarding the way the HWY 35 trail has been shut down. The only sign that I see that indicates that the trail is shut down is at the car park at Con. #10. From what I am hearing is that if you use this trail , you will be charged. If someone that is not aware of the closure hops on it 1/2 way up the Highway is it really fair that they get fined especially if you consider the fact that all the other signs are still there (stop , speed and slow) . Should there not be signs at every entry point ? Until the old signs are down and new postings are at every entry point should we not just let things be? Just my way of looking at things - if it's against the law then it must be considered a criminal activity. The MTO has been enabling criminal activity for over 30 years now by grooming , maintaining and allowing people to use this trail. Also the police have been allowing the enabling and criminal activity for the same amount of time by turning their heads and ignoring this activity . I can only wonder if this movement to shut down this trail now is because of the plan to widen the highway? Or is there some other political agenda ?

Most of us that run these trails are just trying to have a bit of fun and create memories for our kids and grandchildren. We abide by the rules and respect peoples properties. I know we do have to take short runs on the side roads to get to the trails in this area but again we try to be respectful of the rules of the roads. I feel that the most viable solution for everyone concerned would be to have a legal trail system that goes from the lower Kawartha Lakes to the North. Would it not be more profitable to collect fees for trail passes then to have the police chasing people all over the City to nail them with a fine ? I for one would not have a problem supporting a legal trail system and to share the cost of maintaining and enforcement of such a system.

There is one other thing I would like everyone to ponder. With the world being that way it is now, do the police and the City of Kawartha Lakes really want to be known for being prejudiced against certain groups and not others that are basically breaking the exact same laws. Roads are for specific vehicles that are licenced and insured for that purpose and operated by people that are of age and licenced to do so. For example it is illegal to run snowmobiles , dirt bikes and ATVs on the roads . I believe that it is also illegal for 12, 13, 14 and 15 year olds to run massive farm equipment on the side roads, but they do. Then there`s riding lawn mowers on the roads from time to time as well. I have never heard of anyone getting charged for that. Again roads are for vehicles not

for playing on with bikes and hockey nets etc. These things are also allowed to happen without fines being handed out. If you`re going to start strictly enforcing the rules of the roads for some you should be prepared to do it for all offenders.

Please believe me when I say that I am not opposed to any of the examples that I mentioned above. I am however a believer in equality for all.

Thanks

From: Mark Lethbridge
Sent: Wednesday, May 19, 2021 10:01 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Open the Roads

I support the opening of roads so that ATV and 2x2;s are able to access the trails from our homes and be able to pass through Lindsay and other towns to access gas and restaurants.

Regards

Mark & Margaret Lethbridge

Mr. Mayor and Council

We are citizens of the City of Kawartha Lakes. We are urban residents from Bobcaygeon, Fenelon Falls and Lindsay. We urge Council to respect urban values. We urge Council to follow the advice given by the Medical Officer of Health, by the trails Master Plan and by Public Works and do not approve any ORV use on June 15th in the settlement area of Lindsay.

We believe that:

1. In our urban (settlement) areas Active Transportation should be a priority. AT is environmentally friendly and non-invasive.
2. More traffic creates more risk, more accidents and more liability exposure for the City.
3. Any consideration of ORV usage should be done within the context of the Master Plans.
4. A recreational pursuit should not take priority over quality of life for CKL citizens. ORV use in settlement areas will have a major negative impact on the quality of life for those citizens.

We urge Council not to approve the Task Force recommendations being put forward on June 15th.

Richard Fedy,	Co-President Environmental Action Bobcaygeon
John Bush,	Co-President Environmental Action Bobcaygeon
Barb MacPherson,	President Green Trails alliance
Art Hornibrook	Kawartha Cycling
Judy Steed	The Fenelon Group
Bill Steffler,	Protect CKL Roads and Trails

June 10, 2021

Dear Mayor and Council,

I am writing regarding the proposed Lindsay ATV route. The ORV Task Force and Council were given advice against increasing ATV access on roads.

Dr. Bocking, Medical Officer of Health, HKPR, sent her comments into the ORV Task Force and then reported directly to Council on June 1st. The essential points were that in Kawartha Lakes, there were 602 emergency department (ED) visits, 55 hospitalizations and those patients aged 10-39 accounted for 74.3% of ED visits.

ED visits increased from 119 in 2018 to 141 in 2019; ATV-related hospitalizations, in other words, serious accidents - was 5 times greater than the rest of Ontario in 2019; and ATV –related hospitalizations in CKL increased from 33.3% in 2015 to 60.9% in 2019 of total HKPR ATV hospitalizations. HKPR Comments, Table 7, p.10

Dr. Bocking reported that when ATVs are allowed on roads, there are higher rates of fatalities and serious injuries for ORV riders on roadways compared to off-roadways; it increases the risk of collisions with other motor vehicles; and that design characteristics, particularly ATVs, make them unsafe on roadways.

The majority of ORV-related ED visits occur on the weekend (Friday to Sunday), and almost all are related to recreational use of ORVs. Accidents involving ORVs are classified as non-traffic accidents unless the contrary is stated, which may under-report ATV related traffic accidents.

Dr. Bocking: “Restricting ORVs to trail use only would be the preferred best practice from a public health standpoint”.

Public Works stated that “Public safety should be considered paramount.” The Director advised that 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 use on roads; and that ATV design puts them at heightened risk of accidents on roads. The Director noted that there were no established criteria for a safety review; and that the shorter wheel base, puts them at increased risk due to surface discontinuities (potholes). He also noted that there were no criteria for a pilot.

The Director asked about the capability of police to “actively” enforce ATVs on the roads; enforcement costs; additional maintenance and reporting requirements by public works; communication and education; and advised that all costs need to be put before Council before a decision is made.

The Director of Public Works also asked that the Task Force seek comments from Insurance and Risk Management and the City’s insurer before any recommendation was brought to Council.

Public Works remains of the opinion that a decision should be deferred and reviewed in conjunction with the relating master plans.

Public Works warned that **ATV incidents on municipal roads would increase** and noted that **the City had a Duty of Care**.

Insurance and Risk Management provided comments by the City’s Insurer:

“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.”

Insurance and Risk Management also cited the City’s Duty of Care to ensure compliance with the legislated Minimum Maintenance Standards (MMS) and the need to review and determine what standards are applicable to areas travelled by ORVs; increased inspection and maintenance obligations and costs; a risk assessment, communications and training, bylaw requirements; and the need to consult with all stakeholders. These matters need to be completed before Council adopts any recommended routes.

Costs for insurance and risk management, maintenance, and enforcement, have not been discussed in any informed way to date. Council's responsibility to protect public health and safety, along with any potential costs must be considered before a final decision is made.

Notice of the proposed route, decided by the ORV Task Force on May 20th and the Committee of the Whole on June 1st, has never been delivered to property owners along those roads. Most people who will be affected directly by these proposed ATV routes, still do not know that Council is even considering turning these roads into an ATV route.

There may be no requirement to notify residents for this particular type of bylaw amendment, but compare it to planning matters, where every property owner within 120m would get notified and they would have the opportunity to respond. Council is required to act in a fair, transparent and accountable manner in all cases. Giving people no notice, is not fair, transparent or accountable. Providing notice to those who will be affected is a show of good faith, demonstrates confidence in your recommendation and ensures a full discussion of any potential risk factors.

The City has a Duty of Care. It cannot act like it is not aware of the increasing ATV accident and hospitalization rate and information provided by HKPR and staff. Council must consider the health and safety of the general public first and foremost. The entire route through Lindsay reads like a list of risk factors.

Bill 107 did not affect Kawartha Lakes. If the municipality is not listed in Ontario Regulation 08/03, they are not affected. This point is also made in the [Insurance Risk Management attachment 1 \(232 KB\) \(pdf\)](#), p1, para 2 & 3. The City is not compelled to change the bylaw, so there is no legal justification for adopting a bylaw that puts people at risk.

What will happen when there is an accident? How does Council defend a decision to choose to allow more ATVs on roads in Lindsay when they know from the MOH that ATV accidents and hospitalizations are increasing in Kawartha Lakes; that the CKL ATV hospitalization rate is 5 times higher than the Ontario rate; that there is an increased risk of more ATV incidents and a risk to others on the roadway; and they have been warned against ATVs on roads by HKPR, Public Works, experts and manufacturers. It is not defensible.

This proposed ATV route goes against every bit of educated, informed and expert advice that Council has been given. The recommendation to allow an ATV route in Lindsay, even as a pilot, should not be supported.

Thank you for your consideration.

Heather Stauble

From: DEREK Anderson < >

Sent: Thursday, June 10, 2021 7:18 PM

To: Andy Letham <aletham@kawarthalakes.ca>; Pat Dunn <pdunn@kawarthalakes.ca>; Patrick O'Reilly <poreilly@kawarthalakes.ca>; Emmett Yeo <eyeo@kawarthalakes.ca>; Kathleen Seymour-Fagan <kseymourfagan@kawarthalakes.ca>; Tracy Richardson <trichardson@kawarthalakes.ca>; Ron Ashmore <rashmore@kawarthalakes.ca>; Doug Elmslie <delmslie@kawarthalakes.ca>; Andrew Veale <aveale@kawarthalakes.ca>; ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: ATV on Lindsay Streets

Good evening everyone,

As you get ready to determine whether to allow ATVs to use the streets of Lindsay to connect the south and north ATV Trails, I have a few comments to make:

1) The presentation made by Dr. Natalie Bocking, Medical Officer of Health for the Haliburton, Kawartha, Pine Ridge District Health Unit was well thought out and well presented. The attack by Pat Dunn because Dr Bocking's recommendations were against allowing ATV on roads in the City of Kawartha Lakes was absolutely disgusting and totally uncalled for . Dr Bocking presented the fact and it's too bad that they went against what Pat Dunn and the ATV community is trying to ram down our throats. But the facts are the facts and you should all pay attention to them and move forward accordingly. To use Mayor Letham's words in his recent email. " We need to do better than this."

2) Mayor Letham, you made a comment during the June 2nd meeting that it wasn't what the ATV Community wanted, it wasn't what the residents wanted , it was a matter of coming up with a compromise. Well sir you are definitely wrong on this count. You and the rest of your councillors have a responsibility to do what's best for the residents of the City of Kawartha Lakes NOT the KATV Association. Failure to do that will have consequences at the next municipal election. Not a problem for the Mayor but definitely an issue for all of you councillors who plan to ask the residents of the City of Kawartha Lakes for support next November.

3) How many of you have reached out to the residents in your ward to discuss the proposed route and to find out their feelings about your recommendations. I know Councillor O'Reilly has and I believe he quoted that 95% of the people he talked to were not in favour of the recommendation . Over the last couple of days, I've talked to people along Elgin from Angeline to Victoria.

3 ATV owners were in favour of the recommendations,

2 no-ATV owners didn't care one way or the other

the balance of the people over 85% strongly disagreed they stated:

-road is already too busy already

-have kids and don't want ATV on the street from 7:00 to 21:00 everyday

-ATVs are too noisy

-have already seen some ATVs on Elgin Street

-Thought ATV were for trail use only.

Before you go ahead and ask Mr Robinson to draft a new by-law, I suggest you reach out to your constituents and really find out what we as residents of the City of Kawartha Lakes want.

Don't give in to the ORV Task Force and the KATV Association. Stick up for the people who put you in office and can surly remove you from office at the next election if you continue down this path.

Ladies and Gentlemen, if I can slightly change Mayor Letham's words:

" YOU NEED TO DO BETTER THAN THIS"

Derek Anderson CD

From: Darryl James <
Sent: Tuesday, June 8, 2021 3:12:48 PM
To: aletham@kawarthlakes.ca <aletham@kawarthlakes.ca>; poreilly@kawarthlakes.ca <poreilly@kawarthlakes.ca>
Subject: ATV - Concerned Citizen

Hi Andy and Pat,

I was born and grew up in Lindsay, and moved back to town about 8 years ago. I'm raising a family here. I'm active in the community, and actively support local business and not for profits. I'm an artist and am working to build a presence in this community as an artist, father and friend, and have played, and continue to play an active role promoting this area with my internationally successful band.

I'm all for outdoor activities, but having ATV's on routes where children go to school and regularly walk and ride bikes, go to dance and breathe the air doesn't sit right. The proposed routes are near my house and intersect every route where my children actively visit friends and family. This feels like a step backwards for our community as far as safety, and is not inline with the environmental stewardship the City has been proposing

I appreciate that I'm late to the process, but also understand that this is under further review, and I'm reaching out to see how I could actively help stop this from happening. I have sent my councillor, Pat Dunn many emails today, but he only dodges my questions, and provides no answers to my concerns

Thank you for your help

From a concerned citizen, business owner, property owner, father, husband and community leader,

Darryl James

Your Honour , City Councillors, Fellow Depudants

You've heard "A tempest in a Teapot"! That's what we have here. Chicken Little, rest assured the sky is not falling, the streets will not be littered with bodies, the volume of ATV traffic through town will be so small it makes this entire debate laughable.

We are dealing with a limited trial!

What better way to decide. I do not want to revisit this issue in 5 years! Seek the truth. Vote "Yes" to a Trial.

Gord Ferguson

Lindsay