

OFF ROAD VEHICLE TASK FORCE RESIDENT CORRESPONDENCE

Submitted between 12noon on Wednesday, March 17th, 2021 and midnight on April 19th, 2021

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

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 connect between the trail system. Please pass this along to the Mayor and members of council. Thanks you Beth Kelly

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

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

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 1st to November 30th 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,



Linda J. Laliberte, CPA, CGA
CAO/Secretary-Treasurer

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.

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.

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 unexpectedly, 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

From: Lisa Hart < >
Sent: Wednesday, March 17, 2021 1:44:32 PM
To: aletham@kawarthalakes.ca <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

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

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

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,

From: johanna killens <j>
Sent: Wednesday, March 17, 2021 4:37:47 PM
To: aletham@kawarthalakes.ca <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.

From: warren slute < >

Sent: Wednesday, March 17, 2021 5:16 PM

To: ORVTaskForce <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

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

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

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

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

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.

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

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.

From: " >

Date: March 17, 2021 at 4:28:51 PM EDT

To: Kathleen Seymour-Fagan <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

From: Daniel Reid <
Date: March 18, 2021 at 12:41:50 PM EDT
To: Kathleen Seymour-Fagan <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 reve-nue 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

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.

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

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 <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

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

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 concerning 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

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.

From: ta windrem < >

Date: March 18, 2021 at 4:42:16 PM EDT

To: "delmslie@kawarthalakes.ca" <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 !

From: STEVENSON < >

Sent: Thursday, March 18, 2021 5:49 PM

To: ORVTaskForce <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

From: Tom Worsley <
Sent: Thursday, March 18, 2021 5:49 PM
To: ORVTaskForce <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.

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

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

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

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.

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 and 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, I've 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. It's 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. Let's 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 were 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 I'm sure I'm 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

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.

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

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

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

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

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

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

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,

From: Denyse Peever < >

Sent: Friday, March 19, 2021 1:42 PM

To: ORVTaskForce <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

From: Daniel Ruttle < >

Date: March 19, 2021 at 1:50:05 PM EDT

To: 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.

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

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

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

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.

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

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

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.

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

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

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

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

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

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...

From:
Sent: Friday, March 19, 2021 3:36 PM
To: issuesconcerns <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

From: >
Sent: Tuesday, March 23, 2021 8:47 AM
To: Andy Letham <aletham@kawarthalakes.ca>
Cc: Christine Briggs <cbriggs@kawarthalakes.ca>; Ron Taylor <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

From: Roy McCartney < >
Sent: Tuesday, March 23, 2021 12:58 PM
To: Pat Dunn <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

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

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 depositions 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

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.

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

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 1st to December 1st. **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

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

From: Jesse Hardy <

Sent: Thursday, March 25, 2021 8:52:10 AM

To: aletham@kawarthalakes.ca <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

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. Besides 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. Thank you and have a nice day.

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

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

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

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.

Atv'ing 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

From: Sandra Smith < >
Date: March 27, 2021 at 6:15:35 PM EDT
To: 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

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

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

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

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.

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

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

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

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

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

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

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.

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.

From: c fraser <
Date: April 1, 2021 at 12:04:09 AM EDT
To: 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

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

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

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

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.

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

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

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

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

Please refer to the letter mailed in by John MacKay on April 9th. Personal information has been redacted and the letter has been scanned and saved as a PDF file to accompany this list of correspondence.

From: Graham Hawkrige <

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 Hawkrige

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 [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 .

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

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

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

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,

From: Ross Bilton <

Sent: Monday, April 12, 2021 8:13 AM

To: ORVTaskForce <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

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

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.

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

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

From: Jim Riehle <

Sent: Friday, April 16, 2021 4:21:47 PM

To: aletham@kawarthalakes.ca <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

From: Caren McNeilly <
Sent: Sunday, April 18, 2021 6:14:07 PM
To: aletham@kawarthalakes.ca <aletham@kawarthalakes.ca>
Cc: poreilly@kawarthalakes.ca <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

From: Rob P <
Sent: Monday, April 19, 2021 3:45 PM
To: ORVTaskForce <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>
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.

Thanks

Best regards, Rob

END OF CORRESPONDENCE RECEIVED AS OF MIDNIGHT ON APRIL 19th, 2021