

From: DEREK Anderson <

Sent: Friday, May 7, 2021 8:54 AM

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

Cc: ORVTaskForce <orvtaskforce@kawarthalakes.ca>; Bill Steffler >;

Subject: Council Meeting May 4,2021

Mayor Letham & Deputy Mayor O'Reilly, I would like to thank you both for standing up for the citizens of the Town of Lindsay during the above referenced meeting. It was refreshing to see you both acknowledge that the recommendations being made by the ORV Task Force did not take into consideration the impact of the residents of Lindsay and even more so the residents on the proposed route through town.

From the onset and repeated on numerous occasions, it has been pointed out that the citizen portion ORV Task Force is made up of strictly ORV enthusiast that only represents a small segment of the population of the town of Lindsay. The other interest groups were not allowed to participate as Pat Dunn didn't want to have to deal with any opposition to the narrow minded approach he has taken to this Task Force. As a matter of fact, he accused people on numerous occasions of making false claims about the situation were in fact, he was one of the worse people in this area.

Councillor Seymour-Fagan, I saw and heard your concerns about the perception that you are not taking the task seriously, both you and Councillor Richardson were the only members of the task force who did exhibit care and concern for the people of CKL. Councillor Dunn and the rest of the task force had one thing in mind, that was to force ATV access on the rest of the population of the CKL. This was never more evident than at the conclusion of the March 19th public meeting where Councillor Dunn and the rest of the task force immediately moved to adopt the force's recommendation with out even discussing the points brought up by the public. Only you and Councillor Richardson offered an amendment based on the feedback received. Steve Lane actually showed surprise and disappointment that the roads would not be open by May 1. It was also evident in Councillor Dunn's reactions and comments during the May 4th meetings as it became obvious that the recommendations were not moving forward as he expected.

I would like to once again state that **I am definitely not in favour of allowing ATV on any more streets or roads in the City of Kawartha Lakes**. I believe the ban on roads south of Glenarm Road should continue and we should re-visit the use north of Glenarm Road and possible remove that as well.

Having said that if we must provide a route though town, then the previously recommended route from Logie to Lindsay, Lindsay to Mary Street, Mary to Angeline and Angeline to Thunder Bridge Road is the most direct route. Here are my reasons for this recommendation. I understand Kent and Angeline is a busy intersection be it is well controlled with traffic light including advance turn signals in all directions.

1. It provides opportunity to buy gas, food and other supplies along the route.
2. It is the most direct route through town.
3. Enforcement will be easy as there are limited streets for the KPD to deal with and ATVs on other streets within town would be subject to penalty through the KPD or ByLaw.

4. At each major turn there are traffic lights with the exception of Logie to Lindsay.
5. This is the least populated route through town and would have the least impact on town in general.

Once again, whatever is presented to Council on June 4, I recommend that the final decision should be made via a referendum at the next municipal election where the residence of Lindsay, the people most affected by and ATV use in town, will be able to voice their belief without the lobbying of the KATV

Derek Anderson CD