

OFF ROAD VEHICLE TASK FORCE RESIDENT CORRESPONDENCE
Submitted between noon on May 15th and noon on September 3rd of 2021.

From: Brandon Scott
Sent: Thursday, June 17, 2021 10:53 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Proposed ATV Route

I would like to voice some major concerns with the proposed route for ATV access through Lindsay. Although I am a huge supporter of this initiative and what it can do for the town. Realizing the need to bring back ATV tourism to the town after it was destroyed by cutting up the old rail beds, something that should never have been done.

Although I agree we need to permit the use through town, I am concerned with the route. I live on Elgin St. between Adelaide and Albert. Since being here the traffic problems are already in dire need of being addressed. It is already the Indy 500 with people speeding, racing side by side and numerous other dangerous driving activities. I have complained to the Lindsay Police on numerous occasions, but have yet to see any enforcement or attempts to reduce these issues.

By leveraging a straight road that already has issues with chaotic speeds, it will only entice ATV operators to behave the same, and use this freshly paved highway as a speedway. What guarantees will the city provide that proper enforcement of the 20km/hr limit will be ensured, given we can't get regular cars under control? We already see many ATVs running on Elgin in excess of 50km/hr regularly and on a couple occasions have even driven through our front yard, nearly hitting my children.

Secondly, the intersection of Adelaide / Elgin already has a significant high risk for children already without adequate traffic controls in place. All students east of Adelaide using Elgin must cross at Adelaide to get to the only sidewalk on the west side of Adelaide, with no access to the crossing guard at the school, or a proper controlled intersection. Adding ATV traffic will greatly increase the risk at this intersection and bring more confusion to students crossing here only 1 block from an elementary school.

I would appreciate other options be explored for this route. Having them continue to the old track bed off Victoria for one. Realizing this is currently a pedestrian trail, simply widening this to allow for shared use makes more sense than sending them up to Angeline, which will cause congestion on this main artery.

Thanks,
Brandon Scott

From: Gary Branton
Sent: Friday, June 18, 2021 10:14 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: UTV

Hello

I participated in the survey and have been somewhat following the task force.
If I understand right council has said no side by sides through Lindsay, this is disappointing and shows the outdated thoughts of our current council ! (or at least the majority ?)

Also, it appears to me our Mayor is not for this and is putting up roadblocks stalling progress on this whenever he gets a chance, again disappointment.

A response to my above concerns would be appreciated.

Thank You
Gary

From:

Sent: Saturday, June 19, 2021 11:03 AM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Cc: Tracy Richardson <trichardson@kawarthalakes.ca>

Subject: ORVs in City of Kawartha Lakes

Dear Mr Dunn,

I was stunned to see the Task Force believes there “are no indications the City shoulders are in a state of disrepair”. I encourage you to visit Pontypool Road where in 40 years the only gravel added to the roadside has been near guardrails or when gravel washed out completely because of a storm. Pontypool Road is crumbling from lack of maintenance. The issues around our crumbling road from lack of maintenance, inadequate ditching and poor performance in snow and ice maintenance have been discussed with staff and Councillors for decades and noting substantial has been done in response. I understand COVID delayed planned resurfacing this year, it remains to be seen if resurfacing can now be done in a timely manner. Please update your response to the road shoulder question as it is untrue.

Regards, Janet Vanderveen

From: Allan Rodgers
Sent: Saturday, June 19, 2021 8:54 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Proposed ORV access in Lindsay.

As a citizen living in Lindsay it is hard to believe city council is willing to accept the task forces recommendations whole not having feedbacks from the kawartha health units or kawartha police or the opp.

Also the way the proposal is presented it almost hides the fact that ORV'S will be allowed on every street in Lindsay in order to drive to the approved road access.

All this expense and disruption, noise and pollution and disregard to safety on our roads to appease such a small segment of our population seems ludicrous!

From: Allan Rodgers
Sent: Monday, June 21, 2021 10:53 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Re: Proposed ORV access in Lindsay.

For me the 2 main concerns is the safety issue of these machines on our roads and if this was put to a vote for the citizens of Kawartha Lakes, or of Lindsay itself, what percentage would vote yes to the proposal of ORV's on city streets to accomodate a very limited number of actual ORV owners? The wishes of small interest groups is worth considering, but not if a large percentage of the residential population who are opposed to the changes are being considered. Thankyou.

From: Clare Prendergast

Sent: Saturday, June 19, 2021 12:54 AM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: ATV's etc.: what about effect on environment of gas ATV???

Given the danger of climate change and the shift to electric vehicles, why not take this opportunity to offer incentives for buying/using electric ATV's in the city of kawartha lakes. They do not produce exhaust, and have the added benefit of being quieter.

From: Guy Poliquin
Sent: Tuesday, June 22, 2021 1:53 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ORV route through Lindsay

I just completed the two question survey which I am not sure will be that useful to your Task Force. I voted "No" to allow ORV on the proposed route but would be favorable if there was a dedicated lane (similar to bike lanes) for these vehicles to drive through Lindsay.

For full disclosure, I don't own an ATV nor do I live on the proposed route but I do drive on Thunder Bridge Rd and Lindsay St. regularly.

Thanks for listening

From:

Date: June 24, 2021 at 10:44:40 AM EDT

To: Kathleen Seymour-Fagan <kseymourfagan@kawarthalakes.ca>, Tracy Richardson <trichardson@kawarthalakes.ca>, Ron Ashmore <rashmore@kawarthalakes.ca>, Pat Dunn <pdunn@kawarthalakes.ca>

Subject: ORV Task force

As a resident of Lindsay I would like to thank you for your support in the initiative of getting an ATV route through Lindsay. Hopefully when it comes back to council in September the rest of council will see the benefit such access will have to the City of Kawartha Lakes.

Thank you again
John Richardson

From: Gordon Travis
Sent: Friday, June 25, 2021 8:17 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ORV's

Mr. Dunn

I am a Lindsay resident and home owner living on Cook Street in Lindsay. Under no circumstances would I be in favor of ORV'S utilizing city streets. Part of the charm of living in the Kawarthas is the peace and quiet life here affords.

Gord Travis

On Jul 2, 2021, at 7:58 AM, Brian Palmateer < > wrote:

Good Morning. As a resident living near one on the roads proposed to allow ATV ON, I would like to voice my opinion against allowing ATV's on City Streets. Not only are they unsafe for use on paved roads as many professional people have advised, they are extremely noisy, and will cause interference with regular traffic.

The other big concern is enforcement of the requirements. There are not nearly enough police and bylaw officers to enforce which roads, speed etc. We currently have a couple on our street that drive there snowmobile along our street after 11:00 pm, either coming or going to a trail via Elgin Park. We have also had ATV'S roaring up our Street later at night. I believe to better way to allow them through Lindsay would be along dedicated trails through the east of the river and let's them fund raise to construct a bridge over the river near Thunderbridge Road.

Thank you for your time

On Jul 2, 2021, at 11:53 AM, murray oliver wrote:

Pat,

The map posted in the paper, July 1 2021, does not seem logical or maintainable over a long period of time.

I propose you look at building a recreational bridge, similar to iron bridge at KenRied, crossing the river at the old railway pillars which would lead up by the dump road to county road 36. That would give access to gas stations and restaurants along 36 and connects to other rail lines.

A great opportunity was lost when the force main was put under the river. It could have been hung off the side of the bridge, but that was another disaster.

If you want to look long term, adding a bridge across Colbourne street does not make sense. You would be able to sit on the balcony at the Legion and see three of the four bridges crossing the river, not what you would call a bypass. A main bypass bridge should utilize the old railway pillars and the bypass should go from county road 36 to Angeline St. This would need to be addressed quickly prior to all the land development.

Thanks,

Murray Oliver

From: DEREK Anderson

Sent: Saturday, July 3, 2021 7:40 PM

To:

Subject: Looks like Peterborough County got it right. Time for CKL Council to do the same!!!!

<https://www.mykawartha.com/news-story/10427683-peterborough-county-council-nixes-off-road-vehicles-for-some-roads-in-north-kawartha-township/>

Not only do we need to cancel all recommendations by the ORV Task Force, we need to eliminate use north of Hwy 8.

"A pilot project that would have allowed off-road vehicles to travel on some county roads in North Kawartha Township has been nixed by Peterborough County council due to concerns over safety, liability, financial costs, and shoulder conditions of the roads in question — County Roads 52, 504, 620 and 620A."

Looks like the same concerns the experts in City of Kawartha Lakes have cited against the ORV Task Force recommendation.

Peterborough County council nixes off-road vehicles for some roads in North Kawartha Township

Peterborough Examiner Wednesday, June 30, 2021

A pilot project that would have allowed off-road vehicles to travel on some county roads in North Kawartha Township has been nixed by Peterborough County council due to concerns over safety, liability, financial costs, and shoulder conditions of the roads in question — County Roads 52, 504, 620 and 620A.

At its meeting Wednesdaym, council could have chosen to let ORVs on specific sections of the roads where conditions are adequate, but it opted to follow a staff recommendation and wait until the ORV component of the county's transportation master plan is completed later this year.

A main concern of councillors who voted against the project was the condition of road shoulders. A staff report said a number of road sections have less than 1.5 metre shoulder widths.

"I believe we have a safety issue," Havelock-Belmont-Methuen Deputy Mayor David Gerow said. "The first thing we need to do is fix the deficiencies in the sides of the roads because when we open them up, you're going to see a lot of traffic."

North Kawartha Township Mayor Carolyn Amyotte told council she would like to see the project start Aug. 1.

"These road repairs need to be happening anyway, and they shouldn't be put off or deferred. They need to be happening for the safety of vehicles, of cyclists, everyone."

She said the township is willing to work with the county to get the pilot project underway.

"It's a way of our life and a part of our culture up here. We want to do this, and we want to do it right, for the betterment of our community," she said.

The staff report acknowledged the positive economic development of the project, such as positive impacts on local retail sales and increased tourism. It would also mean enhanced health benefits by getting people outdoors and be of utilitarian use for travelling from one point to another, it said.

But the report noted there would be a financial impact to the county and township through increased expenditures for signage, pavement markings, shoulder maintenance, an education campaign and insurance claims.

Derek Anderson CD

From: Gary Balment
Sent: Wednesday, July 21, 2021 3:31 PM
To: ORVTaskForce
Subject: phone call

Gary Balment called in to state that he is totally against ATV use in Lindsay. He lives right beside the proposed route on [REDACTED] and said the winter is a nightmare with the snowmobilers flying down the road he doesn't want this safety issue all year long with ATVs in the summer and fall. He is worried about his grandchildren and is totally opposed to this.

From: john systemans
Sent: Tuesday, July 27, 2021 2:58 PM
To: Bryan Robinson
Subject: trails

Sorry I am not a fan of road vehicles we have already to but up with ski doo's all winter now you want us to listen of the off road vehicles! No thank you we choose for a quiet Neighbour Hood .WE are the people who pay all these taxes. And in the end we have to sell @ a lower price Sorry the builder already lied to us .Iam for bikes and walking trails.

Thanks so much .

John and Min Systemans

From: louhill

Sent: Tuesday, July 27, 2021 9:04 PM

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>

Subject: Re: rail trail..

Thanks for the reply. I came to Lindsay in 1973 when the trains were still operating up and down Victoria Ave and am very familiar with the rail line was.. I am now in Fenelon Falls and the rail trail is about 60 ft along the back of our property. Funny how the rail trail here is open for all people to use , some walk there pets on it, some have ATV on in, and in the winter ski-dos run along on it. I guess some challenged person or politician decided that there were to be no motorized vehicles just in certain areas of the rail trail.. It seems the heck with safety of both motorized driver in ATV and cars are not a concern for the city staff . Looks like you must keep some privileged people happy.

From: Donald Gilchrist
Sent: Friday, July 30, 2021 6:59 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Fwd: ORV Task Force

To the Task Force on Off Road Vehicles, City of Kawartha Lakes:

I am a cottager in Sturgeon Point for close to 30 years, but have been residing in Sturgeon Point since March 2020 and going forward will spend a majority of my time as a resident in the City of Kawartha Lakes. For reasons that I will get into in detail when the Task Force considers which rural roads are appropriate for ORVs, I do not think the presence of ORVs is suitable for a small residential community such as Sturgeon Point, with its narrow roads, poor sightlines for drivers, no sidewalks, the presence of childrens' facilities (playground and public dock) adjacent to the roads and the many children who walk, run and cycle on or in close proximity to the roads and the almost complete absence of any ability of the police to enforce the rules relating to ORVs.

I understand that currently the Task Force is examining where ORVs are to be allowed in the town of Lindsay. From discussions so far, it appears that ORVs are not very welcome in the residential areas of the town of Lindsay. When it comes time to consider where ORVs should be allowed in areas outside of the town of Lindsay, the same principles that are applied to allowing ORVs inside the town of Lindsay should be applied to equivalent neighbourhoods outside of the town of Lindsay. For example, if ORVs from outside the town of Lindsay are not allowed to enter the town of Lindsay except to connect to another path along one select route, or perhaps to return to the driver's home, then the same principle should be applied elsewhere for similarly situated residential communities. It would be helpful if the Task Force sets out its reasons why ORVs are not to allowed free reign in the town of Lindsay, so that there can be a better understanding of the principles that should apply elsewhere in similar residential communities.

Yours truly,

Donald Gilchrist