

Correspondence sent to the ATV Taskforce regarding: Bobcaygeon

Bobcaygeon:

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- 2) Mike Cowley, February 20, 2021
- 3) Jason Hancock, February 20, 2021
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- 5) John Bush, March 2, 2021
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- 11) Richard Hill, March 12, 2021
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- 14) Christine Eliopoulos, March 15, 2021
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- 16) Dave Poyner, March 15, 2021
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- 24) Bob Stewart, March 25, 2021
- 25) Ross Forrest, March 30, 2021
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- 27) Stephen Black, May 14, 2021
- 28) Rob Parker, October 16, 2021
- 29) Greg Arkwright, October 17, 2021
- 30) Brian and Mary Peoples, October 18, 2021

From: Ruth Treloar < >
Sent: Friday, February 19, 2021 6:18 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Regarding Accessing ORV Trails More Easily

Hi,

My cottage is in Thurstonia. I would love to be able to directly access trails, and towns such as Lindsay and Bobcaygeon (for refreshments and gas) from my cottage.

Thank you,
Ruth Treloar

From: Mike Cowley <>
Sent: Saturday, February 20, 2021 6:04 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Opening more roads

Thank you for all you do.

We normally stay in Bobcaygeon couple times a year. One trip with adults and another with the kids. I would love more road access from town to the trails. We stay at the Princess Motel in town; be great to be able to ride right from the motel and catch the trail just down the road. Loading and unloading is kind of a pain; especially if it's dark when you get back to a parking area after riding all day. No street lights, loading basically in the dark by flash lights isn't that fun; actually can be a bit dangerous. When we come up; we are driving about four hours to get to Bobcaygeon from home. We come up Friday afternoon and go home Monday after breakfast. We eat breakfast and supper at the local restaurants in Bobcaygeon, buy gas in town and of course must have Kawartha Dairy ice cream every night.

We rode a couple times in Bancroft; rented a cottage. There you just ride a few minutes down the road to the trail and ride into town. You can ride anywhere in town for food, gas or accommodations. That was very convenient.

I live in the municipality of Chatham Kent; we have a bylaw allowing ATVs and UTVs to ride on the back roads and side streets of rural communities. Some roads and the city of Chatham are prohibited to ride. <https://www.chatham-kent.ca/residents/traffic/Off-RoadVehicleBy-Law> It's nice to go out for a ride; typically go for lunch or supper along the way. Riding backroads here doesn't compare to the trails and the scenery found in the Kawartha's.

Keep up the good work; it took a few years here trying with failed votes and finally convincing council to approve the bylaw. We now have people from surrounding areas come here to ride. They buy gas and food while they are here. It's good for our local business owners.

Good luck;
Mike Cowley, Ridgetown, Ontario

From: Jason Hancock < >
Sent: Saturday, February 20, 2021 10:09 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ORV Task Force

To The ORV Task Force,

I live in the Bobcaygeon area, specifically off of [REDACTED] and have access to the Five Points Trails. I own a 4-wheeler as well as a 4 seater side x side that will be used for family outings and introducing friends to the amazing trails we have in this area. When planning a route we always map out restaurants and gas stations along the way to ensure we have access to the essentials. We currently drive to Fenelon Falls for lunch, as we have no way of accessing Bobcaygeon from our ATV or side x side even though we live 7 mins by car to downtown Bobcaygeon. Having access to Bobcaygeon would be high on our list.

After living in Lindsay for 19 years beside the Victoria Rail trail (Springdale Gardens), we often thought that Lindsay was missing out on the tourism that the trails would bring if they allowed for ATV's and Side x Sides. One of the reasons we ultimately moved to Bobcaygeon was so that we could access the trail system, right from our home.

Having access to ride the trails to and through Lindsay, to the Southern Trails would mean we'd have thorough access, when currently Fenelon Falls is far as we can go.

My wife and I have toured on many motorcycle trips across Canada. We have looked into touring by ATV and Side x Sides in other provinces that have trail systems; however, we would prefer to tour in our own area.

I had never owned an ATV until I purchase one to plow snow. I can say I didn't understand what trail riding was all about or have any interest. After my wife and I were invited on trail ride we soon understood what it was all about.

While there seems to be a stigma around them, the majority of ATV and Side x Side owners are responsible people riding with friends and family. These are also people who are willing to invest money in trail passes, and volunteer time if needed, to help maintain the trails.

What we have to offer here in this area could benefit the lives of so many, as a mental health outlet. It would promote getting outdoors, spending time in nature, and being active.

When we purchased our Side x Side at the beginning of this year, we were told by one dealer, that there was a waiting list of more than 30 people waiting for a Side x Side to become available. Getting out on the trails is a growing activity. Opening designated municipal roads (links) and allowing access to the other trail systems would bring more tourism to our smaller communities.

Thank you for advocating for such a great cause, we appreciate all of the work you are doing and look forward with anticipation, to hear about what's to come.

Jason Hancock

On Feb 25, 2021, at 10:41 AM, T. C. Black < > wrote:

Councillor Patrick:

Greetings from North Victoria - you know - the vast rural areas in the north end of this rural Metropolis that isn't "Lindsay."

Living up here in the hinterlands one finds the "news" doesn't permeate the invisible news blackout curtain situated across the north shore of Sturgeon Lake or north of the western portion on City of Kawartha Lakes Road 8 from Fenelon Falls over to the Durham Region line. Accordingly, I was intrigued to read the article entitled "**Fairness of new city task force questioned; use of off-road vehicles examined**" which was published February 23rd, 2021, in the "Lindsay Advocate."

I note you are Chairing this committee and some comments attributed to you in that regard, especially that you "discount" the concerns expressed by citizens named Bill Steffler, Peter Petrosoniak and Heather Stauble, all of whom have serious concerns about the volunteer makeup and balance of opinion present on the city-created, off-road vehicle task force - specifically - the current president of the Kawartha ATV Association Caroline Richards, past president of the Kawartha ATV Association Steve Lane, ATV enthusiast and Trent Hills fire chief Don Mitchell and Kawartha Lakes Police Service constable Jason Ramsay. Indeed, you have apparently stated that the volunteers as currently constituted represent "a blue ribbon committee made up of people trying to find solutions." To me, that depends on where you stand...

Back when the City decided to create a by-law (2009-116) to "regulate the operation of all-terrain vehicles on municipal highways in the City of Kawartha Lakes" it decreed that All Terrain Vehicles - commonly referred to as ATV's (as defined in Ontario Regulation 316/03) had 4 wheels; handlebar steering; a seat straddled by the operator; and designed to carry the operator and no passengers. These vehicles would be legally be found north of County Road 8 from Bobcaygeon to the Durham Region Boundary; they would be limited to 20 km/h in a posted 50 km/h zone and 50 km/h in an area having a posted speed limit above 50 km/h. Along with a litany of other caveats, it indicated the ATV would only be allowed on shoulders unless unsafe to do so.

A series of public meetings were held leading up to this decision. As a citizen having some interest and experience in traffic safety, I attended one held at Coboconk. I was intrigued to find a large number of vehicles present, many displaying dealer stickers or names from well outside the City of Kawartha Lakes. A long lineup occurred at the door, and many interesting conversations occurred prior to getting to the entrance - most in favour of allowing ATV's to roam at will. As I approached the door I could see our then Mayor and several City Councillors inside, all engaged in conversations. What really turned me off was being stopped at the door by some goon who asked me if I was a supporter or not. Imagine my reply. I was there ██████████ to be enlightened, not intimidated by some . It was obvious that this meeting was a fiasco.

In the years since, I have watched with interest as I witnessed all manner of stupid and often dangerous operation of ATV's, often running with two up, or at grossly excessive speeds on and off gravel - endangering not only themselves but every other person around them. Not once have I seen one stopped by the increasingly absent police nor any type of municipal law enforcement personnel.

Some time after the initial by-law came into effect single seat or side by sides with steering wheels and ordinary seats emerged. I spoke to several local dealers who stated to me, and

anyone looking at or purchasing one, that these were acceptable on local trails and roads despite their failure to comply with the original definitions and/or designations. I wrote to Caroline (Carolyn?) Richards, asking to clarify this, but never had a response. I think I know why...

Long story short - ATV's were designated "off road vehicles" because they were meant to do just that - **be off road**. Their safety equipment falls far short of that of any vehicle designed to be on our highways - everything from tires; to braking systems to lighting and other standardized safety equipment. With the advent of wider versions such as the Mule and so on, they now take up much more space on a road or indeed on these narrow old railway beds frequently used as "trails" for both off road vehicles and snowmobiles. The lack of proper safety equipment on off road vehicles and the speed differential between regular motor vehicles and these off road vehicles can be substantial, and therefore increases the severity ratio in any collisions.

I suspect that the Provincial government views the expansion of use for these off road vehicles from a broad perspective across a huge and geographically diverse Province, as well as for the benefit of off road vehicle manufacturers, dealers and many users. Locally, I trust that any suggestions that your Committee will make to Council will be directed toward usage across the entire City - including Lindsay.

These decisions create complexities far beyond business interests or people "liking to ride..."
Good Luck.

Blackie

From: John Bush < >
Sent: Tuesday, March 2, 2021 9:10 AM
To: Andy Letham
Cc: Chris Marshall < >; Kathleen Seymour-Fagan
Subject: Off Road Vehicle Task Force

Dear Sir,

Please see the attached letters as they pertain to the Off-Road Vehicle Task Force recently created.

Richard Fedy and I thank you in advance for your early attention to this matter.

Regards,

John Bush
Co-President
Environmental Action Bobcaygeon

Mayor A. Letham
City of Kawartha Lakes
180 Kent St., West
Lindsay, Ontario
K9V 2Y6

Re: Off Road Vehicle Task Force Study

Dear Sir,

It has recently come to our attention that the City has appointed an Off-Road Vehicle Task Force to study the pros and cons of allowing Off Road Vehicles (ORV) on City streets in Lindsay and Bobcaygeon.

Environmental Action Bobcaygeon (EAB) is a Not-for-Profit organization in Bobcaygeon that completed an Active Transportation Plan in 2016, and the plan was endorsed by City Council in 2017. The purpose of this planning exercise was to develop safe walking and cycling routes/paths along City streets within the Village. Attached is a copy of a letter to City Council (October 25, 2019) that outlines the benefits of such a plan and our progress at that time in implementing the plan.

Recently City Council approved an initiative to develop an Active Transportation Plan for the larger City of Kawartha Lakes. We understand this will likely take a year or two to complete.

We appreciate the increase in ORV use for recreation in the Province but deciding whether or not to open some City streets to ORV's we feel is premature. We strongly recommend that the ATP study be completed **before** making any decision on whether or not to open City/Village streets in the City of Kawartha Lakes.

Furthermore, it does not appear that there are any representatives from the hiking or cycling community on the Task Force. Including them would provide a more balanced view during discussions.

The City also completed a Healthy Environment Plan in the last year or two and the idea of adding more gas-powered vehicles on City streets seems to be contrary to many of recommendations in that report.

The City of Kawartha Lakes has a large tourist population in the summer months, adding more gas-powered vehicles on the streets seems to be the wrong direction to be heading in making our communities more attractive and healthy places to spend time in the downtown cores in particular.

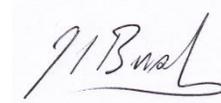
We ask that you circulate our comments to the appropriate staff and persons involved in the project.

Thank you in advance for considering our viewpoint and suggestions.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "RF 7.", positioned above a horizontal line.

Richard Fedy, Co-President
Environmental Action Bobcaygeon

A handwritten signature in black ink, appearing to read "JCB", positioned above a horizontal line.

John C. Bush, Co-President
Environmental Action Bobcaygeon

(Sent by email)

c.c. R. Taylor, CAO
C. Marshall, Director of Development Services
K. Seymour-Fagan, Councilor
C. Shanks, Director of Community Services
B. Steffler, Green Trails

October 26, 2019

City Council
City of Kawartha Lakes
180 Kent St., West
Lindsay, Ontario
K9V 2Y6

**Re: Plan of Action for Walking and Cycling (Active Transportation Plan)
For the City of Kawartha Lakes**

Thank you for the opportunity to contribute, in advance of your upcoming special council meeting on November 13, 2019 in Fenelon Falls, to the preparation of an Active Transportation Plan for the City of Kawartha Lakes (CKL).

Background

During the summer of 2016, Environmental Action Bobcaygeon (EAB) hired Cambium Consulting, to prepare an active transportation planning study to support the goals and objectives of the Bobcaygeon Secondary Plan in co-operation with the City. It was anticipated that such a plan, while intended to improve the village experience, could also act as a template for the larger CKL. At a meeting of EAB on November 28, 2016, after a lengthy and comprehensive public and agency input process, EAB received and approved the study's final report entitled "Plan of Action for Walking and Cycling". Formal notice and submission of the study for City Staff review occurred shortly thereafter. City of Kawartha Lakes Council endorsed the plan in 2017. All of the appropriate City departments received a copy of the full report.

The "Plan of Action for Walking and Cycling" was intended to be a comprehensive tool for the community to identify opportunities and examine ideas to progress toward a more walking and cycling friendly community and as a guide to City Council. The study contains an exciting array of projects for the Community and City Council to consider, ranging from safe pedestrian/bicycle street crossings, signage, streetscape and cultural projects with short and long term funding and implementation strategies.

Also at its November 28, 2016 meeting, EAB passed a resolution to encourage the City of Kawartha Lakes to review and expand certain significant public works projects proceeding in 2017. The Plan also included pedestrian/cycling features and streetscape improvements [e.g. tree planting, traffic calming features, boulevard beautification]. It was recommended that efficiencies in timing, design and costs will be realized if the design features of the Action Plan are implemented as part of these public works projects.

Progress

Since the ATP was endorsed, EAB has provided input to the following projects:

Main Street: Storm Sewer Project to install storm sewers and complete complementary curbs, gutters, catch basins and sidewalks.

Unfortunately, this project had been designed, budgeted, and was in the process of going to tender for construction as our ATP was being completed. Therefore, no improvements related to cycling lanes, street trees, or other related infrastructure improvements could be applied at that time. However, staff was supportive of our ideas and said they would consider them in the future.

Canal Street: To upgrade water and wastewater services, storm water controls including complementary curbs, gutters and road surfacing improvements.

EAB put considerable time into analyzing this project in 2017, including: walking audits, review of engineering drawings, suggestions for sidewalks, cycling lanes, street trees, road widening/reroutes, and street lighting. City staff was supportive of the ideas and have indeed included some of them in their final design to be reviewed once more at a public meeting this November.

New Cycling Hardware/Amenities

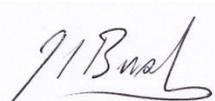
In 2018, EAB partnered with the City to apply for funding through Ontario Municipal Commuter Cycling (OMCC) to purchase new cycling hardware for the village. The City was successful in obtaining approximately \$24,000 for the project. The items include bike stands, corrals, and repair stations.

EAB then prepared a comprehensive report to the City on the various styles, manufacturers, and prices for the items desired. The hardware should be in place in the village in 2020.

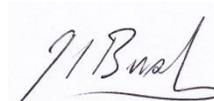
Summary

EAB appreciates that a plan that suits all of the City of Kawartha Lakes requires a more in-depth analysis of the various communities however, it is hoped that the hard work that went into the plan carried out by EAB and endorsed by CKL Council will play an important role in preparation of both the city budget and the Active Transportation Master Plan.

Yours truly,



For:
Richard Fedy, Co-President



John C. Bush, Co-President

Environmental Action Bobcaygeon

Environmental Action Bobcaygeon

Sent by email to: agendaitems@kawarthalakes.ca

c.c. R. Taylor, CAO
C. Marshall Director of Development Services
K. Seymour-Fagan, Councilor

Phone call: Tuesday, March 9, 2021 11:16am

Resident concerned about the increased traffic in Lindsay, Bobcaygeon and Fenelon Falls if ATVs are permitted on the roads. ATVers tend to travel in large groups and she's worried about locals who already have to navigate through heavy tourist traffic on their way to work now also having to deal with lines of ATVs. She suggested prohibiting them on in town roads between 7:30 and 9:30am and between 4:00 and 6:00pm for those who work.

M. Davis

From: Randal Short <
Sent: Thursday, March 11, 2021 9:13 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ATV Trails

I currently ride in the bobcaygeon area and would like to see access granted through the town for fuel and restaurants. Also when traveling south we are not able to visit lindsay or go past lindsay. I live in the oshawa area so starting south of Lindsay would be a benefit to us and would allow us to visit Lindsay and possibly stay in the Lindsay area on weekends.

From: Lee <
Sent: Friday, March 12, 2021 4:01 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Fwd: Opportunities to improve a growing area of public interest

Hello;

I sent the below forwarded email back in the end of 2020. I meant every word about the people, the trails, and surrounding towns alike. Since that time my family and I have purchased our next home directly beside the VRT, and just last week sold our home in Beaverton. We look forward to moving this summer and becoming an active participant in the safe fun and excitement that the KATVA and Haliburton trails association works diligently to maintain. At that time I will be reaching out to see where I can volunteer to help keep the experience growing.

Thank you,

Lee wright

Begin forwarded message:

From: Lee <
Date: November 16, 2020 at 7:34:04 PM EST
Subject: **Opportunities to improve a growing area of public interest**

Hello Diana;

I am writing you in regards to ATV/UTV access on county roads 36, 49, 10, and 21. I've been an advocate and participant in the sport for over two decades and the growth in popularity amongst the public is great to see. In years past I've held trail passes province wide, but for the last couple years, the KATVA trail system has become mine and my families trail system of choice, and for good reason. The administrators and participants alike are considerate, responsible members of the community and never cease to amaze the three of us with the year over year improvements to community events, contributions to local towns, and lets face it, unbeatable trail quality. With the onset of Covid 19 and all the "big city" restrictions that have come with, my family and I have enjoyed getting out on the trails and enjoying the best parts of our beautiful province, more than ever. We've also noticed an increased amount of participants and a growing respect and appreciation for nature. With all the new great people getting involved I'm certain the sport will remain exponentially more popular long after Covid is behind us. I currently live North East of Beaverton but this spring we will be relocating to the Kawartha Lakes, Bobcaygeon, Buckhorn area largely because of our love for the trails, the sport, and the great community. I personally know two other families doing the same for the same reasons. The addition of access to Bobcaygeon and Buckhorn for some of the kindest most considerate group of people around, would bring more revenue to small/large businesses alike and integrate these towns into a growing area of public interest. Its no secret the SXS industry is exploding and the safety aspect of these machines brings an all new dynamic to the sport.

These machines can carry up to five people per machine all of which would be looking for a warm meal, Gas, Souvenir's, and a friendly chat.
Please allow ATV/UTV access to county roads 36, 49, 10, and 21 so that these communities and towns can share in the growth, prosperity, good times, and great company that this amazing sport brings with it.

Thank you for your sincere consideration, I'm confident the decision to allow access to these county roads will bring with it a positive out come for everyone involved.

Take care,

From: John Fraser <
Sent: Friday, March 12, 2021 4:15 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Cc: John Fraser < >
Subject: Opening Roads to ATV's

Dear ORV Task Force;

As a part-time resident for 8 years now of a four-seasons cottage in Kawartha Lakes (on Four Mile Lake) and as an active member of KATVA, I am in favour of the proposals to open up road access. This will aid access for isolated members & it will build tourism in places like Lindsay & Bobcaygeon (especially with a north-south link on the old Victoria Rail system).

Prior to pandemic lock down, my friends & I stop for lunch in Fenelon Falls restaurants. But we would also consider Lindsay as a destination, except we can't get there from here. This represents many missed business opportunities.

Thank you for your review process & for your consideration of KATVA's proposals!

Sincerely; John Fraser

From:
Sent: Friday, March 12, 2021 4:32 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ATV proposals

I am a resident on Four Mile Lake. Our family built our cottage here in 1987 and my wife Irene and I moved here full time in 2013. We own two ATV's and are fairly active whether it's enjoying the trails, or quite often I use mine for accessing or snowplowing job sites in the winter where the roads are not ploughed.

OTV's are getting more popular each year and we need to promote safe driving habits and accessibility, especially in the smaller rural communities. Having access through Lindsay and Bobcaygeon would certainly be beneficial as proposed.

In 2015, I and 15 others spent a week crossing Newfoundland via their trails (no fees) and it was a fantastic way to see the country and contribute to the local economies with renting rooms, visiting restaurants, etc. The official trail is 800+ km, and we did approx. 1100 km by exploring established side routes, villages, etc. The only rule there is you cannot use the Trans Canada Highway.

We need to encourage more of that here, especially now that people are travel restricted and need places to go more locally.

Email or call me with any questions or concerns that you may have.

Thank You,
Joe M. McCool

From: Rick <
Date: March 12, 2021 at 9:31:12 PM EST
To: Tracy Richardson <trichardson@kawarthalakes.ca>
Subject: **ATV SUPPORT**

Our family supports the legal and safe use of ATV's on the proposed city streets to access the amazing trail system in the Kawartha Lakes and surrounding area.

During our kids teen years we spent a lot of time ATVing in Elliott lake ont.

We stayed at lodges up there bought fuel,food,and other necessities while on our adventures.

You get the point we spent a lot of \$\$\$\$.

That will happen here. People will spend money here.

Now retired in bobcaygeon we are still part of the ATV community.

Thank you.

Richard Hill

From: Peter Petrosioniak < >
Sent: Saturday, March 13, 2021 9:05 PM
To:
Subject: ATV use on roads in CKL

Dear Members of the ATV Task Force,

These is to offer you my opinion about your recent recommendations regarding allowing ATV use on essentially all roads in CKL.

What is troubling is the fact that you have not consulted the Health Unit for an opinion on what effects such a move would have on the health and safety of CKL residents. Public Health Ontario released a report on the epidemiology of ATV-related injuries in Ontario in 2019 and found that the Haliburton-Kawartha Pine-Ridge Health Unit (to which CKL belongs) had the 5th highest rate of Emergency Room (ER) visits and hospitalizations of the 34 Health Units in the province. Already there is widespread ATV use on roads in our Health Unit mostly in the north part of the City. Of note is the fact that these rates are approximately double the Peterborough Health Unit ER and hospitalization rates and more than triple those of Durham, both jurisdictions in which ATV road use is not allowed or is very limited. We can expect nothing less than a substantial rise in these rates if the recommendations to open up road use virtually everywhere are formally adopted by the Task Force and enacted by Council. Why? Because when we look at the Health Units with the 4 highest ER visits and hospitalization rates, they are:

1. Porcupine Health Unit which allows road use in Kapuskasing and Iroquois Falls and other roads
2. Haldimand-Norfolk which allows road use in Campbellford and elsewhere
3. Huron Health Unit which had many roads open to ATV use
4. Grey Bruce which also allows road use on many if not most roads.

We are in line to join those jurisdictions if we allow road use as much as they do.

The present recommendations are to open up all rural roads in the CKL. Although you specify certain roads for ATV use in Lindsay and Bobcaygeon, you are also in favour of allowing travel from any home to a trail or allowed road which, in effect, says all roads in the City are open for ATV use. You also admit that it would be difficult to police this. I am sure the Police Services have much more to do than follow ATVs around the City.

Importantly, the Peterborough Health Unit has recommended to Council to not allow ATV road use in their jurisdiction. Also, when this was dealt with at the CKL in 2011, our Health Unit made the same recommendation. Why would you go against such wise advice now?

Furthermore, the manufacturers of these vehicles clearly state that they are made for off-road use and should not be used on roads. Similarly, the Specialty Vehicle Institute of America (SVIA), which promotes the safe and responsible use of ATVs and represents ATV manufacturers and distributors, says the following: "ATVs are not designed, manufactured, or in any way intended for use on public streets, roads or highways." It says this because: "Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet such standards. Many ATVs are equipped with a solid rear axle that turns both rear

wheels at the same speed”, which means that “turning an ATV on high traction surfaces, such as paved roads, can be difficult when compared to turning in the off-road environment”. They end with the recommendation that, “Permitting street use of ATVs ... would be in conflict with manufacturers’ intentions on their proper use, and would be contrary to federal safety requirements.”

One US Consumer Product Safety Commission (CPSC) study showed that 40% of ATV fatalities involved operation on paved roads, despite the fact that vehicle labels and owner’s manuals clearly warn against such use. Another CPSC study found that, of 3,200 ATV-related deaths, the most frequently reported hazard pattern involved collisions and 35% of these involved collision with motorized vehicles. This Commission on its web-site states: “Do not drive ATVs on paved roads.”

The Ontario Road Safety Annual Report, in the last complete annual report of 2017 found that, between 2013 and 2017

- Of 1103 ORV drivers injured, 518 occurred on-road (47%)
- Of 550 ORV passengers injured, 299 occurred on-road (54%)
- Of 100 ORV drivers killed, 54 occurred on-road (54%)
- Of 5 ORV passengers killed, 2 occurred on road (40%)

None of the above should be a surprise. ATVs on public roads introduces the possibility of ATV collisions with cars, trucks or pedestrians (especially in urban areas). This is obviously a dangerous situation by any stretch of the imagination.

Insurance companies also have much to say on this issue. Frank Cowan Company which specializes in municipal risk management advice and insurance recently circulated a notice entitled: “Risk Management Considerations for Off Road Vehicles on Municipal Roads” which noted that “Adding another moving object hazard (ORVs) to areas with high pedestrian movement, high volume of on-street parking turnover, transit stops, dedicated bicycle lanes, etc may increase potential conflicts between motor vehicle, cyclists, pedestrians and ORVs.” The increased municipal liability needs to be considered.

Particularly troubling for me is that this Task Force was struck by Council in December 2020 with a mandate to complete a report by the end of March 2021. interestingly, Council had budgeted for an Active Transportation Plan (planning of trails and paths for hiker, walkers and cyclists) in late 2019. The Request For Proposals for a consultant is just being finalized, over a year later. It is disturbing, from a public health point of view, that the healthier recreational activity has been not yet been studied before ATV road use promotion is being hurried through a Task Force (the constitution of which is questionable given that it is composed only of ATV users or those sympathetic to their lobbying efforts).

Juxtaposed to what I have said about the consideration of ATV road use in CKL, is the lack of promotion of bike paths in Lindsay. Of note, Council had contemplated bike lanes for Kent Street prior to reconstruction but then removed them for consideration for the Colborne Street reconstruction project from which they were eventually removed as well. So now we have 2 reconstructed arterial roads in Lindsay with no bike paths but a push for ATV use on all roads in Lindsay. This is absolutely retrograde thinking. I predict that, as we have seen in many cities in Canada, the US and Europe, bike paths will need to be retrofitted as we value more

the ecologically and environmentally better activities of walking and cycling. Having ATVs in conflict with pedestrians, walkers and hikers is not good and definitely not forward thinking.

The main driver for bringing ATVs into urban areas purportedly is the benefit to business and tourism. Ironically, the benefit to business is minimal at best (perhaps Tim Horton's, DQ, Mac's Milk, gas stations may be beneficiaries) and never proved nor studied by this Task Force. Notably, you have not asked for an economic assessment from staff. I submit that, if this Council really had the interest of business and tourism in mind, it would market our trails for hiking and biking. We are so fortunate to be on the crossroads of 2 important trails, the Great Trail (formerly the Trans-Canada Trail) and the Ganaraska Trail (from Port Hope to the Bruce Trail). With the will of Council and proper marketing, the economic and health benefits derived from the use of these 2 trails, would be tremendous with no environmental degradation which is always a concern with ATV use.

To summarize, this Task Force has not done its due diligence in assessing all the costs (health costs, municipal liability costs, insurance costs, impact on environment and climate, among others) of ATV road use. One of the duties that leaders such as Mayors and Councillors have is to protect the health and safety of its citizens. The proposed recommendations would do the opposite and must not be adopted. Consideration of the health implications of ATV use needs to happen.

Peter Petrosniak Lindsay, Ontario

From:
Sent: Monday, March 15, 2021 9:53 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: orv use

I would like to thank the task force and the city of Kawartha Lakes for taking an active role in furthering the operation of ORVs in Ontario. I am a resident and property owner in the city of Kawartha Lakes. We have vacationed here for 30 years and our daughter moved to Bobcaygeon to raise her family and we had our retirement home built here. We are big ATV riders and have enjoyed the numerous trails here, we like to go on long rides and stop for lunch, to this end it would be nice to go to the Lindsay area and further south for this purpose. From a tourist perspective it would be beneficial for all to be known as an ORV friendly area to be maybe comparable to the Hatfield and McCoy trails in West Virginia.
Thank You Pat Latour

From: Christine Eliopoulos <
Sent: Monday, March 15, 2021 11:47 AM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ORV Task Force public meeting on March 19, 2021

Good Morning Brianne,

My name is Christine Eliopoulos, owner and operator of Eggsmart in Bobcaygeon. One of your colleagues stopped in today to discuss an ORV task force meeting happening this week. I would love to join this forum but due to my business I will not be able to attend. I will like to add that I am a big supporter of allowing people to come into town with their ATVs and other motorized vehicles. If you would like to contact me please don't hesitate to.

Christine Eliopoulos

From: Peoples, Brian <
Sent: Monday, March 15, 2021 12:09 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Opening Roads In Kawartha Lakes

Hello . My name is Brian Peoples and with my wife Mary we own the Foodland in Bobcaygeon. As we are dependent on tourist dollars to keep our business open and our staff employed it would be in our best interest if we could also have roads opened to ATV's . This group of recreational enthusiasts would be a tremendous boost to our local economy coming into town to fuel , dine and of course get groceries . They could also stay as we have several motels and could really enjoy what Bobcaygeon has to offer . Our town has the potential to be a centralized hub as the ATV owners could plan trips to join up with all the trail systems in the Kawarthas and Trent Lakes . The pandemic has changed the way people will vacation for the foreseeable future and if this group has the ability to use our roads they may just spend their entire vacation budget in our area . We cannot ignore this as the pandemic has taken a horrific toll on our town business's and if we could do anything to help offset this by increasing tourism it is the right thing to do . Both Mary and I and our friends are ATV'rs as well and we wish we could come into town like we do in Fenlon Falls to spend our money there after enjoying the trail system . Respectfully
Brian and Mary Peoples

From: David Poyner <
Sent: Monday, March 15, 2021 2:19 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Road access for atvs

Hi, I applaud the movement for road access for atvs. I have spent the last two years up in the kawarthas nearly every weekend enjoying the atv trails. A spinoff from this is I have introduced my son and coworkers to the activity and the region. In doing so I have supported many businesses in Kinmount, Bobcaygeon, Fenelon Falls, Lindsay, and other locales by purchasing gas, food (Tim's, That place Cameron on the lake, Sobeys, the little pie place, Winners, Canadian tire, Fat Bastard Burrito, live theatre on Kent St., Smittys (?), Habitat for humanity resale store, Fish n Chip place (Kinmount +++), the pig and poke? (Fenelon Falls), Texas Burger ++++ (Fenelon Falls), Subway, Ice Cream place - Fenelon Falls, Breakfast Buffett place opposite Esso on 35, and many other businesses I can't think of the name of. Me and my wife frequently scan for houses in the area to potentially retire in because of the + experiences of the region. I can only hope you take into account the economic spin-offs of the leisure activity in formulating a plan that allows for road/trail access and accompanying plans to dissuade any bad apples.

Thanks in advance,
Dave Poyner

From: Denise Chartier <
Sent: Monday, March 15, 2021 3:35 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Opening roads to ATV/SxS in CKL

Dear Task Force Members,

I have been following with interest the issue of opening rural roads to gain access to trails and the specific route through Lindsay as well as roads in Bobcaygeon with exceptions.

We are retired now having lived, worked and played in Fenelon Falls for over 35 years. We moved here for Toronto and have enjoyed the playing part of our life here, first snowmobiling, boating and now ATVer. After seeing and enjoying many of the trails by snowmobile over the years we thought it was time to enjoy the area during a much longer season so purchased an ATV last year. Being new to the sport I have apprised myself of all the rules, regulations and trail locations as set out by the City and KATVA in order to be a well-informed ATVer.

I'm all for opening rural roads as other towns and villages in Ontario have. It can only benefit the businesses in the service, food and accommodation industry through rider patronage. I am amazed at the number of friendly ATV riders I pass or stop to talk about their adventures at trail junctions.

Granting access to the roads that the ORV Task Force has laid out in their recommendation will address the disconnect in Lindsay and will also allow much needed access to Bobcaygeon. This is a very very popular sport for all ages and needs to be supported by Council.

Here's to another great season of ATVer in 2021.

Yours truly,
Denise Chartier
Fenelon Falls

From: Vance, Mark <
Sent: Tuesday, March 16, 2021 2:54 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ORV task force

Hi, my name is Mark Vance and I have a property outside of Bobcaygeon. We are a young family and enjoy any and all outdoor activities.

A new activity to my family, which we just started with last year was taking advantage of the local ATV and SxS trails. What a great time and my youngest daughter really enjoyed it. As a parent is sure great to see your kids enjoying an outdoor activity!

We were fortunate enough to also bring a bunch of our friends up to our cottage in the fall to enjoy the trails. Our friends have been into quads a lot longer than us and I can tell you they found the trail in our area to be better than any they have ever ridden on!

From my perspective this activity bring a lot of benefits to the local community and the economy. From restaurants and gas stations to the local dealers for service and parts. Everyone that come to the area to enjoy our trails inevitably ends up spending money here.

I have read the rules and recommendations and we are prepared to follow them in exchange for the privilege of being able to ride our ATV's or SxS's on municipal roads.

Please use this email as support from me, my family and friends in support of any and all improvements that can be made to making ATV and SxS activities more accessible.

Looking forward to some positive improvements!

Thx,

Mark Vance

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.

ATV's 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

To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Public Meeting March 19, 2021

Hello Brianne,

My name is John Bush and I represent Environmental Action Bobcaygeon in the village of Bobcaygeon. I would like to register to speak at the public meeting scheduled for March 19th at 10am. Attached is a letter we sent to the Mayor on March 2nd regarding the matter. Feel free to share that with Council and the Task Force.

Please confirm, thank you,

John

Mayor A. Letham
City of Kawartha Lakes
180 Kent St., West
Lindsay, Ontario
K9V 2Y6

Re: Off Road Vehicle Task Force Study

Dear Sir,

It has recently come to our attention that the City has appointed an Off-Road Vehicle Task Force to study the pros and cons of allowing Off Road Vehicles (ORV) on City streets in Lindsay and Bobcaygeon.

Environmental Action Bobcaygeon (EAB) is a Not-for-Profit organization in Bobcaygeon that completed an Active Transportation Plan in 2016, and the plan was endorsed by City Council in 2017. The purpose of this planning exercise was to develop safe walking and cycling routes/paths along City streets within the Village. Attached is a copy of a letter to City Council (October 25, 2019) that outlines the benefits of such a plan and our progress at that time in implementing the plan.

Recently City Council approved an initiative to develop an Active Transportation Plan for the larger City of Kawartha Lakes. We understand this will likely take a year or two to complete.

We appreciate the increase in ORV use for recreation in the Province but deciding whether or not to open some City streets to ORV's we feel is premature. We strongly recommend that the ATP study be completed **before** making any decision on whether or not to open City/Village streets in the City of Kawartha Lakes.

Furthermore, it does not appear that there are any representatives from the hiking or cycling community on the Task Force. Including them would provide a more balanced view during discussions.

The City also completed a Healthy Environment Plan in the last year or two and the idea of adding more gas-powered vehicles on City streets seems to be contrary to many of recommendations in that report.

The City of Kawartha Lakes has a large tourist population in the summer months, adding more gas-powered vehicles on the streets seems to be the wrong direction to be heading in making our communities more attractive and healthy places to spend time in the downtown cores in particular.

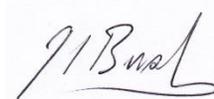
We ask that you circulate our comments to the appropriate staff and persons involved in the project.

Thank you in advance for considering our viewpoint and suggestions.

Respectfully submitted,



Richard Fedy, Co-President
Environmental Action Bobcaygeon



John C. Bush, Co-President
Environmental Action Bobcaygeon

(Sent by email)

c.c. R. Taylor, CAO
C. Marshall, Director of Development Services
K. Seymour-Fagan, Councilor
C. Shanks, Director of Community Services
B. Steffler, Green Trails

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.

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 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: 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: Stephen Black
Sent: Friday, May 14, 2021 7:58 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: ORV Recommendations

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

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

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

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

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

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

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

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

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

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

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

Stephen A Black

From: Rob Parker <
Date: October 16, 2021 at 8:20:40 AM EDT
To: Council <Council@kawarthalakes.ca>
Subject: Atv route

Please reconsider the atv route through Lindsay. It would just be a connecting route from town to town, take a drive through Fenelon falls on the weekend you maybe will see 10-12 atvs the whole day that go through town an never have they had any problem with them. I would also like to see Bobcaygeon have a connecting route in the future.

Thank you.

From: Greg Arkwright <
Date: October 17, 2021 at 9:13:00 PM EDT
To: Pat Dunn <pdunn@kawarthalakes.ca>
Subject: Off Road Task Force and Proposed ATV Route

Good evening Councillor Dunn,
I am emailing to express my support for the proposed ATV routes through Lindsay and into Bobcaygeon. These routes will be beneficial to the businesses in both towns that are close to the trail. Fenelon business have prospered for years now from both the ATV and the snowmobile traffic that comes into town.
I hope that you take this into account when the Council votes this coming week.
Thanks
Greg Arkwright

From: "Peoples, Brian"
Date: October 18, 2021 at 5:04:16 AM EDT
To: Council <Council@kawarthalakes.ca>
Subject: **ATV Issue**

Good Morning . As a business owner I would want our council members to do every thing possible to enhance tourism to our area . There is no justifiable reason not to have ATV's granted access to trail systems through our towns . As a responsible ATV rider and member of KATV association I and our family enjoy the trails and to prove our issue on tourism dollars spent a group of us 10 riders in total went to Haliburton last week and followed all the rules to get into town and spent over \$500 at the local restaurants for just one afternoon. You cannot ignore this . Most people do not have any issues with motorcycles etc coming into town and ATV's are not much different on the roads . Respectfully Brian Peoples

Brian and Mary Peoples
Owner Operators Bobcaygeon Foodland 62 Bolton St Bobcaygeon