

From: Brenda Morrison

Sent: Wednesday, April 21, 2021 4:21:45 PM

To: aletham@kawarthalakes.ca <aletham@kawarthalakes.ca>

Subject: Off Road Vehicles

I disagree with Off Road Vehicles being allowed on City of Kawartha streets. Community safety is a top priority and Off Road Vehicles would pose a risk to themselves and others if allowed on our streets.

Sent from my iPhone

From: Betty Hooper

Sent: Monday, April 26, 2021 3:05:00 PM

To: aletham@kawarthalakes.ca <aletham@kawarthalakes.ca>; pdun@kawarthalakes.ca <pdun@kawarthalakes.ca>

Subject: No ATV'S on walking trails

I was a member of the Bruce and Ganaraska trail associations for many years. It was our experience that Motorized vehicles and Pedestrians do not mix! I walk the trail and many times I meet a couple that have five children and I applaud them for getting their family out for fresh air and exercise. Riding a motorized vehicle is not exercise just polluting. PLEASE NO ATV'S OR DIRT BIKES ON THE TRAILS.. Buy property for this purpose.

Additional Correspondence
Item 5.1

From: Grace And George <
Sent: Wednesday, April 28, 2021 5:39 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Off road vehicles

Off road means off road
Please read your owner manual.
Do something for your constituents not for your own interest.

Sent from my iPhone

Mr. Mayor and Council:

Please reconsider your plan to allow ORVs on city streets and on municipal roads. How on earth would someone at the other end of the city get to the trail? They are certainly not going to trailer their machine but drive through whatever streets will get them to their destination. If they did happen to trailer, where on earth would they park? This is a not a workable plan. Why are council allowing a very tiny portion of the population to dictate their wants? Too bad the task force is stacked with pro-ATV people or this issue would have died by now.

Residents of CKL are asking for nothing more than to keep things as they are—it will cost absolutely zero to keep the status quo, but as many have pointed out, the cost of maintenance and the increase in liability will far outweigh any benefits if ORVs are allowed where ever they please. And make no mistake, they WILL go where ever they please and this will just open the door for them to demand more and more.

Sandra Smith

Bethany

On May 1, 2021, at 4:32 PM, Jim Clifford <> wrote:

Councillor Seymour-Fagan:

We offer the following comments with respect to the recommendations from the ORV Task Force:

- We support the suggestion from Environmental Action Bobcaygeon that the City's Active Transportation Plan should be completed prior to making a decision on opening the streets to ORVs. As you are undoubtedly aware, a number of jurisdictions within Ontario and elsewhere have or are preparing Active Transportation (Master) Plans to support and encourage residents and visitors to walk, bike and hike and become more active as they live, work and play. To move forward at this time with a proposal that may have significant implications to our community without the benefit of a completed or at least a close to final draft of an Active Transportation Plan is worrisome;
- We are opposed to opening all of the streets within Bobcaygeon to ORVs. We see no reason why residential streets within Bobcaygeon should be opened to ORV use. Many of our residential streets do not have sidewalks and people walking on the streets already face cars and trucks as well as motorized accessibility scooters and bicycles. The number of delivery trucks on our local streets has increased over the last couple of years. We have also noticed an increasing number of electric bicycles and e-scooters being used. Many of which are not being operated in a safe manner for both the rider and any pedestrian they may encounter in terms of speed, the ability to stop and generally not adhering to the rules of the road (stop signs, etc.). Adding ORVs to this mix on our residential streets will only add to this growing problem of potential conflicts on the streets between people on foot and motorized vehicles;
- We are aware of recent news reports that the City of Toronto may opt out of a pilot project which would permit e-scooters on roadways within the municipality. Concerns included safety for people with disabilities and seniors due to e-scooters being illegally operated on sidewalks, lack of city resources for enforcement and issues associated with liability and insurance. While not directly applicable to the ORV proposal, we are of the opinion that many of the concerns related to the e-scooters in Toronto are similar in nature to our concerns with respect to permitting ORVs on all of our streets especially local residential streets - specifically when it comes to matters of enforcement and the safety of people walking on the roads;

In summary, we are opposed to the Task Force's proposed recommendation of permitting ORVs to operate on all streets within Bobcaygeon. In our view, there are potential safety issues between those on foot and additional motorized vehicles on local residential streets. In addition, as pointed out in the letter to the Mayor from Environmental Action Bobcaygeon, the introduction of more gas-powered vehicles into our community seems in conflict with the Healthy Environment Plan prepared by the City. We also question the need for ORVs to have access to all streets within Bobcaygeon.

Respectively submitted,
Jim and Susan Clifford
Bobcaygeon

Deputation
RE: PW2021-002
Off Road Vehicles Task Force Recommendations
Committee of the Whole
May 4, 2021

Mr Mayor and Council,

Thank you for the opportunity to speak.

Council is considering recommendations to open all 2500 km of roads to machines designed to be OFF ROAD ONLY.

Safety is by far the most important consideration.

HKPR

In 2013, our health unit warned that ATVs were a *“significant source of injury and death for ATV users and often involve collision with another vehicle”* and recommended that Council *“not implement a bylaw that would allow road access for ATVs.”*

In 2019, Public Health Ontario reported that this health unit had the highest number of ATV accidents in its peer group.

Now, 2021, HKPR reports *Kawartha Lakes ATV accident rate is 5 times the Ontario rate* – and:

“there are higher rates of fatalities and serious injuries for ORV riders on roadways compared to off-roadways,

being on roadways increases the risk of collisions with other motor vehicles,

design characteristics of these vehicles, particularly ATVs, make them unsafe on roadways”.

The Health Unit states: “Restricting ORVs to trail use only would be the preferred best practice from a public health standpoint”

In 2015, CKL ATV accidents represented 30% of the total ATV accidents in this health unit. By 2019, it was 60%.

This is without allowing ATVs south of Glenarm Rd and primarily in rural areas.

Off Road Vehicles present an even greater risk on roads *today* than in 2013.

Manufacturers such as Polaris, Kawasaki, Yamaha and Honda all have warnings about gravel roads such as:

“Always avoid operating an ATV on any paved surfaces ,including sidewalks, driveways parking lots and streets,” and “[n]ever operate an ATV on any public street, road or highway, **even a dirt or gravel one” Yamaha Raptor 350**

Rural roads are not safer.

ORVs would be on roads with school buses, traffic, gravel trucks, farm equipment, children, bikes – in the dark, with no sidewalks, no lights, and speed limits up to 80kmh.

These roads are busier by the year - the lull that we are currently experiencing will not last much longer.

Insurance and Risk Management:

Warned that the City's insurer advised: "A claim or poor claims experience related to ORV use will however have a direct effect on future premiums.

Due to the City's high self-insured retention (deductible), the costs incurred to investigate and defend any such claim(s) would largely be the responsibility of the City.

If the ORV owner was uninsured or has insufficient liability limits, joint and several liability would apply which would further expose the City to increased costs, claims expense and future premium increases." They then included an extensive list of safety review considerations from the City's insurance provider.

Public Works:

Recommend that "the matter should be deferred and reviewed in conjunction with the relating master plans (Trails Master Plan and the Transportation Master Plan)." They stress that public safety is paramount and warn that incidents on municipal roads would increase; experts recommend *against* the use of ATV/ORVs on roads; and manuals for ORVs and ATVs recommend against it.

No amount of insurance removes the safety risk to others of ORVs on roadways.

If Council approves these recommendations there WILL be more accidents; more hospitalizations and inevitably, more deaths.

The high, and escalating, rate of ATV related accidents in Kawartha Lakes shows us there is a problem. It needs to be addressed as the safety issue that it has become.

No pilot. No changes to the current bylaw.

Accessing the trails can be done – safely and legally - using a trailer.

Thank you.

Heather Stauble

ORV Crash Test <https://www.youtube.com/watch?v=yCKBcMr0fGU>

Global News Peterborough KATVA https://globalnews.ca/video/5459601/collisions-involving-off-road-vehicles-on-the-rise/?fbclid=IwAR0lwbcq--U03ulz6-5H-ZOTpu92Rvo25dp8O4_cspTyMTKfDvXooL4b0pA

The Epidemiology of All-Terrain Vehicle and Snowmobile-Related Injuries in Ontario, Public Health Ontario, 2019
<https://www.publications.gov.on.ca/CL29309>

Consumer Federation of America <https://consumerfed.org/pdfs/ATVs-on-roadways-03-2014.pdf>

More fatal all-terrain vehicle crashes occur on the roadway than off: increased risk-taking characterises roadway fatalities
<https://injuryprevention.bmj.com/content/19/4/250>

Specialty Vehicle Institute of America (SVIA): POSITION IN OPPOSITION TO ON-ROAD OPERATION OF ATVs
Recreational Off Highway Vehicle Association (ROHVA): POSITION IN OPPOSITION TO ON-HIGHWAY OPERATION OF ROVs

AMO, Joint and Several Liability: <https://www.amo.on.ca/advocacy/municipal-finance/municipal-liability-and-insurance-costs>

Frank Cowan Municipal Insurance: <https://www.frankcowan.com/centre-of-excellence/view/risk-management-considerations-for-off-road-vehicles-on-municipal-roads>

TD ATV Insurance <https://www.tdinsurance.com/products-services/recreational-vehicle-insurance/tips-advice/atv-eligibility-and-restrictions>

MTO email

Highway Traffic Act <https://www.ontario.ca/laws/statute/90h08>

Off Road Vehicle Act <https://www.ontario.ca/laws/statute/90o04>

From: Jane & Phil HUNT <
Sent: Friday, May 7, 2021 1:33 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Subject: Orv taskforce

I know there is a lot of concerns about travelling through Lindsay. My concern is allowing side x sides on the rail trails. I'm disabled & have a side x side to get around on in the outdoors. I can't use a atv very well, but my side x side is easy to get in & go. I would like to see access to the rail trail to go to ken reid park or up to the Kinmount & Haliburton area.

If I remember correctly, the trail was given to all the people in the regionq. I have lived here for over 60 years & paid taxes for over 35 years. I would like to think that if dirt bikes are allowed on it, why can't my Kabota side x side go on it. It only goes 25 mph top speed. I currently walk my dog on the trail south of Fenelon & have no problems with utvs. Snowmobiles are a different thing. They fly down the trails at very high speeds. It dangerous to walk dog in winter in some areas.

Thanks for listening.

Phil Hunt

Cameron

From: J. Main
Sent: Monday, May 10, 2021 3:13 PM
To: Andy Letham <aletham@kawarthalakes.ca>
Subject: COPY - CITY OF KAWARTHA LAKES - OFF ROAD VEHICLE TASK FORCE 2021

cc. Mayor Andy Letham

Dear Mayor Letham

RE: OFF ROAD

VEHICLE TASK FORCE 2021

I only recently became aware of the establishment of a Municipal Task Force; “to provide advice and recommendations to Council on the use of off road vehicles (ORVs)” Noting that the decision for the Task Force was made October 2020, during a time when the community is preoccupied with COVID restrictions, interruptions of social dialogue, it does not surprise me that I am not the only individual unaware of this activity. Since there appears to be potential for the results of this task force to impact on every citizen of the Municipality I believe it deserves a higher degree of consultation. This is not a matter of urgency, making it such smacks of ingenuity. I trust that you will include this in your recommendations. From my perspective I have concerns with what is being proposed here and the methodology being employed to address the issue.

General

Observations

On reading the terms and mandate of the Task Force I find:

Except for public consultation, it completely lacks terms requiring minimizing the impact on the community.

Although the word “consultation” is used, the objectives are already established i.e., to expand ORVs on as many municipal roads as possible.

There is no declaration of assurance that the Task Force members must undertake their work in an impartial and objective manner. Citizens need to be aware that the advice given to council may not be free of prejudice, indeed the interests of residents appear to be secondary to the ORV interest group(s). The following extract from the City website makes this clear “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”. Bias is built in, the word “consultation” has limited significance.

1 - ORV Compatibility with highways, city roads, rural roads, trails.

Is there a compelling reason to allow ORVs general access to all of the above. The answer should be no.

Trails excepted, The City of Kawartha Lakes has often stated that it must maintain more roadways than any other municipality. This is very evident by the sad state of some of our roads. Clearly there are proposals that have the potential to worsen this situation.

It has already been established by various bodies that ORVs are unsuitable for use on paved roadways. Main arterial roads should be beyond consideration. OPP, City of Kawartha Lakes Detachment, offer the following in their letter to the ORV Task Force, i.e, "... To encourage ORV operators towards permitted trails and away from using the roadways for general transportation".

I encourage the Task Force to take the foregoing very seriously.

ORVs, where permitted, can travel on the road, and on the road shoulder. Obviously there are no road shoulders in most built up communities. It should also be obvious that, if permitted, traffic congestion and pedestrian interaction will increase in built up communities.

A few of our roads have bicycle lanes. Some of these are already fragmenting at the paved / gravel shoulder boundary. ORV use on these roads will accelerate degradation of bicycle lanes. A similar situation is predictable at the paved / gravel shoulder boundary on regular paved roads.

Many rural roads are unpaved, uneven, with blind rises and turns. ORVs can and do generate dust and mud in considerable amounts depending on weather conditions. Higher prevalence of ORVs will exacerbate this situation. Clearly this will create visibility issues and respiratory issues for people on or in proximity to roads. These roads are used by other vehicles creating interaction hazards. Selection of roads designated for ORV linkages should require careful consideration to minimize impacts on non ORV users and to reduce interactions with other vehicles, at minimum alert users that ORVs can be encountered.

Some trails are used by and suitable for pedestrians, bicycles and ORVs. Unfortunately it is not unusual to encounter misuse by ORVs. If more ORVs will become users of these trails this can not be anticipated without management issues, be it maintenance or supervision. It should not go unnoticed that the joy of ORV recreation for some comes from gouging and tearing up trails.

Broadly, it should follow that proliferation of ORVs will not come without impacts, safety, health, supervision, maintenance costs commensurate with the degree of unfettered control.

Will the Task Force commit to restricting ORV traffic to limited linkages between trail routes?

2 - Access to ORV Trails

According to the minutes of the third ORV Task Force Meeting Minutes, the considerations now being under review and promoted no longer relate to selectively identifying linkage ORV routes between established trail areas but a Municipality wide allowance for ORVs everywhere with some exceptions.

“1.Open up all rural roads, for use of ORVs excepting those deemed unsafe by the City Staff and Committee.

1.That the operation of ORV’s be permitted on all roads within the Village of Bobcaygeon, save and except for Bolton Street between Canal Street to King Street.”

This effectively means that the intention is to allow ORVs on all residential streets as there is no provisions made to respect the rights, health and wellbeing of citizens. This would mean taking the shortest route between A and B, be along our streets or public pathways.

I strongly object to any such proposal. Furthermore, realizing that this now a Task Force, serving a specific interest group, that its work should only be considered in that light and that no decision should be made without consulting each citizen of the municipality with recognition of majority opinion in villages / residential communities.

The same minutes contain the following statement:

“ORV's are not for general transportation but are to encourage the use of permitted trails”.

This appears in conflict with the intent of the Task Force recommendations or lacks clarification of context.

Will the Task Force commit to establishing ORV staging points on trail route linkages and eliminate ORV movements in all residential areas or other areas where deemed necessary? (Staging Point - A location provided with temporary parking where ORVs can be unloaded / Loaded or temporarily parked.)

3 - Maintaining Public Order

In an April 9 letter from the Kawartha Lakes Police Service to the following was noted:

ORV speed conflict with motor vehicle traffic.

Access to ORV from the City, (Lindsay.) A necessity to mitigate risks

Incapacity to provide oversight services

Difficulty in enforcing compliance where OVRs allowed to travel on roads between residences and trails. (Lindsay)

It is reasonable to presumed that the same issues would exist in other communities.

OPP concerns have already been noted.

The current position of policing services appears to be, at best, in limbo or, business as usual. It is highly probable that this situation will not be sustainable.

There will always be entitled people that believe that their recreation supersedes the rights of others to their enjoyment of their community. These people will have followers and before long, what was once considered 'recreational transport' mode could very quickly morph into general commuter transport.

Left unattended or, inadequately addressed, this could lead to undesirable outcomes, the most vulnerable being affected first e.g., the elderly, single occupants, socially challenged.

Will the task force take this into consideration and recommend an impact study, action plan, cost implications and public report for resident consideration and input prior to any decision making?

4 - Establishment of a Pilot Program

The following is noted in the third ORV Task Force Meeting Minutes:

“2. Establish a two-year Pilot Program regarding the use of ORVs, to be reviewed and amended after the first year.”

This recommendation might be acceptable if it was introduced in the form of linking trail routes. Without limitations and appropriate time and place boundaries it is premature,

In the context of the recommendation being considered here, I recognize it as a well worn strategy of furtively introducing questionable policy with an end agenda of compromising the ability to reverse such policy. Bad decisions are easy to make but difficult and costly to rectify.

Will the Task Force commit to recommending introduction of Pilot Programs only after all inputs and studies are complete?

5 - Economic Financial Interest

Whilst there is no express or explicit requirement for the Task Force Terms to consider business interests, economics, it appears to have been adopted by the Task Force as justification for opening up the entire Municipality to widespread ORV travel. This should not come at the expense of, or the the rights, safety and quality of life of residents at large.

The cautionary wisdom of economist Adam Smith should apply (gender expression comes from and earlier century):

“The interest of [businessmen] is always in some respects different from, and even opposite to, that of the public ... The proposal of any new law or regulation of commerce which comes from this order ... ought never to be adopted, till after having been long and carefully examined ... with the most suspicious attention. It comes from an order of men ... who have generally an interest to deceive and even oppress the public”

Tobacco industry, food industry health implications of sugar, salt, fossil fuel industry, asbestos industry.....often with complicity of governments in power in this country, be they of one political ideology or another. The scale might be different here, but the agendas are often the same.

Will the Task Force be recommending a cost benefit analysis that confirms positive benefit for the communities affected?

6 - Safety & Health

Whilst there is no implicit or explicit requirement for the Task Force Terms to consider safety and it is recognized that some input has been sought. My only comment here is that this form of recreation has its problems, more users probably means more problems as I doubt that zero incidents is a discipline practiced among a portion of his group. Disregard for personal safety does not come without cost, not only to the person suffering casualty, but also the community at large.

Health issues associated with IC engines in congested environments is well documented and understood.

Will the Task Force make every effort to evaluate and eliminate these concerns in built up communities?

7 - Public Consultancy

There is the possibility that the recommendations coming from the Task Force could be much broader than casually understood and impact across the entire community if accepted by Council without due regard for complete community awareness.

Will the Task Force recommend that every household be given formal opportunity to provide input before any decision is made?

As I am late in providing input and since this process appears to be nearing completion, please confirm receipt of this email correspondence.

Respectfully ,

John Main
Citizen, City of Kawartha Lakes

May 10, 2021

When a little 15 year old Swedish girl stands before world leaders at COP24 (2018) and tells them that:

“.....we have not come here to tell world leaders to care, you have ignored us in the past, and you will ignore us again, we have run out of excuses and we are running out of time, we have come here to let you know that change is coming whether you like it or not, the real power belongs to the people”.

What are we to think about your vision, your leadership, with regard to respect for future generations?

FYI: No, I am not a Green Party hack or like lobbyist. I did however learn during my formative years about the work of scientists during the 1800s that were the first to warn that atmospheric pollution could have serious effects on climate and also experienced the end of the great smogs in Europe.

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From: Gail Kivela < >
Sent: Wednesday, May 12, 2021 2:19 PM
To: ORVTaskForce <orvtaskforce@kawarthalakes.ca>
Cc: Kathleen Seymour-Fagan <kseymourfagan@kawarthalakes.ca>
Subject: A Suggestion for Bobcaygeon

If one of the reasons to allows ORV's on our streets is bring people into our town to boost our economy, in my opinion a better way to do this would be to close Bolton St to all vehicle traffic on weekends. This would allow businesses to expand onto the street, providing more social distancing options and drawing people into these local, struggling businesses. This would emulate the very successful and popular annual Midnight madness.

I saw an unauthorized ORV on our streets last weekend...noisy, dirty and driven by young people out fir a ride, who would not be the audience who would help to boost our economy.

Regards
Gail Kivela
A Concerned Bobcaygeon Resident.

Sent from my iPhone

My comments will focus on two aspects of the task force:

1. Financial analysis.
2. Procedure and Fairness.

I have a degree in economics and a 28 year career in personal financial planning. In effect I spent 28 years providing clients with Personal Economic Impact Studies. Two common elements in any financial impact study are:

1. Revenues.
2. Costs.

Both of the above have to be quantified, sources named, and rationales given.

The only financial references given by this task force for the City of Kawartha Lakes are vague statements such as, "Restaurants will sell more food" and "Gas stations will sell more gas. No sources. No quantification.

Costs? Nothing. The Heath unit supplied data on ER visits, hospitalizations etc. Yet we have no estimate of health care costs. Enforcement was discussed. Yet we have no estimate on potential enforcement costs. There are no road maintenance cost estimates. There are no cost estimates period. Nothing in life is free.

All costs have to be identified and quantified.

Now restaurant owners won't mind not having a study – they get the revenues and the tax payer gets the bill. Same for the gas station owners and the ORV manufacturers.

Industry funded studies are infamous for their blatant pursuit of profits. The classic case is the Tobacco Industry funded studies that proved smoking is harmless. The ORV Industry repeats this tactic with its 2010 York University Study that claimed ORVing improves health. This was thoroughly discredited in a peer review – Health Promotional International – March 2013.

Quoting from the Peer Review:

1. The motorized recreation industry and user groups seek maximum access to the public domain with minimal restrictions on their activities. That industry has often tried to use economic analysis to demonstrate the social

rationality of leaving motorized recreation largely unregulated. These analyses, however, are based on a **peculiar economic alchemy that seeks to transform private interests and public costs into public benefits (Power, 2009).**

2. **“...and when healthcare costs are also factored in, claims of economic benefits appear unfounded.”**

To comment on the financial impact, you need an Economic Impact Study. So to protect the tax payer Council should require that, “Before any decision is made, we need an economic impact study”. The study must thoroughly consider all costs, as well as revenues.

PROCEDURE AND FAIRNESS

It's not right that one group gets to impose its recreational preference on the entire City. It is a preference, not a necessity. Many Urban and Rural residents do not share this preference for motorized recreation.

I'm speaking up for the interests of those citizens and groups who were excluded from the task force.

We don't really have a task force. Given the citizen selections, we have a lobby group disguised as a task force.

This council has to protect the interests of rural and urban citizens and groups like Environmental Action Bobcaygeon who want:

1. Active Transportation Plans.
2. A reduction in GHG emissions.
3. This Council has to protect Urban and Rural residents who do not want their roads to become motorized recreational trails.

YOU SHOULD NOT SANCTION SUCH A FLAWED AND ONE-SIDED PROCESS.

Why isn't this part of the upcoming Trails Master Plan? It is a blatant attempt to exclude the interests of a large portion of Rural and Urban citizens.

In closing I'll remind you of two things:

1. People entrust financial advisors to invest their money using sound, data driven decision making, and your constituents expect the same sound, data driven decision making from their elected officials. I urge you to move away from the unsupported and unsubstantiated economic promises before you now. Stop. Think. Do your due diligence by getting a complete and comprehensive economic impact report before any further discussion on this matter.
2. And while you contemplate that, take the time to reflect on the Task Force you, and you alone, have created. The bias of its composition is so blatant that it would never withstand the scrutiny of an outside agency. That needs to be addressed.

William Steffler

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

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 ORVs 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

Bobcaygeon, Ontario
KOM 1A0

Sent from my iPad

THANK YOU FOR THE OPPORTUNITY TO SPEAK TODAY.

I AM SPEAKING TODAY SPECIFICALLY ABOUT TWO IMPORTANT TOPICS:

FIRST, THE PREMATURE TIMING OF THIS ORV TASK FORCE PROCESS AND SECOND; THE COUNCIL DECISION MAKING PROCESS AND HOW IT SHOULD BENEFIT ALL OF THEIR CONSITUENTS.

IN REGARDS TO THE PREMATURE TIMING OF THIS ORV TASK FORCE.

GIVEN DECISIONS ABOUT ADDITIONAL ATV ROAD ACCESS DIRECTLY IMPACTS THE VOLUME OF ATV TRAFFIC ON AN ALREADY STRESSED TRAIL SYSTEM I WOULD LIKE AN EXPLANATION FROM COUNCIL AS TO WHY THE TASK FORCE IS PUSHING FOR RECOMMENDATIONS AND IN TURN BYLAWS CREATED RIGHT NOW WHEN THE PROCESS FOR THE NEW TRAILS MASTER PLAN WILL NOT BE OCCURRING UNTIL THE AUGUST TIMEFRAME LITERALLY ONLY A FEW MONTHS FROM NOW? GIVEN ATV ROAD USE DECISIONS WILL OBVIOUSLY IMPACT ATV TRAIL USE WOULD IT NOT MAKE MUCH MORE SENSE TO HOLD THE TWO PROCESSES AT A MIMIMUM IN PARALLEL AS ONE AFFECTS THE OTHER. WHAT IS THE RATIONALE FOR TRYING TO ACCELERATE THESE ROAD ACCESS DECSISONS RIGHT NOW IN ADVANCE OF THE TRAIL MASTER PLAN PROCESS? I WOULD ALSO POSE THE QUESTION TO COUNCIL WHY WOULD YOU NOT WANT TO WAIT, ANALYZE AND CONSIDER THE RECOMMENDATIONS FROM THE NEW TRAILS MASTER PLAN CONSULTANT SUBJECT MATTER EXPERT THAT YOU WILL PAY LIKLEY IN EXCESS OF 50,000\$ FOR THEIR RECOMMENDATIONS. THEIR EXPERTISE WILL PROVIDE EXPLICIT RECOMMENDATIONS THAT WILL AFFECT ATV USE ON TRAILS SO IS IT NOT OBVIOUSLY PREMATURE TO BE HOLDING AN ORV TASK FORCE PROCESS INCLUDING POTENTIAL BYLAW CHANGES WITHOUT HAVING THE ATV USE ON TRAILS RECOMMENDATIONS FROM A SUBJECT MATTER EXPERT

CONSULTANCY FIRM THAT YOU WILL PAY A SIGNIFICANT AMOUNT OF TAX PAYER MONEY FOR THEIR EXPERTISE?

IN REGARDS TO MY SECOND IMPORTANT TOPIC: THE COUNCIL DECISION MAKING PROCESS AND HOW IT SHOULD BENEFIT ALL OF THEIR CONSITUENTS AND NOT JUST ONE LARGE ORGANIZED SELF INTERST LOBBY GROUP.

I REALIZE MY FOLLOWING EXAMPLE IS ONLY A SUBSET OF THE LARGER ORV TASK FORCE DISCUSSIONS AND CONSIDERATIONS HERE BUT I BELIEVE IT ILLUSTRATES A SYSTEMICALLY FLAWED BIAS COUNCIL DECISION MAKING PROCESS WHEN IT COMES TO ANY DECISIONS INVOLVING WHEN AND WHERE ATV'S SHOULD BE PERMITTED.

THE FOLLOWING ARE DIRECT EXCERPTS FROM THE 2006 TRAILS MASTER PLAN COMMISSIONED WITH 50,000\$ OF TAX PAYERS MONEY FOR THE SUBJECT MATTER EXPERT RECOMENDATIONS FROM THE ENVISON HOUGH GROUP.

THIS SPECIFIC EXAMPLE PERTAINS TO THE EAST CAMERON LAKE SECTION OF THE VRTC:

RECOMMENDATION #9

“ DISCONTINUE ATV USE ON THE SECTION FROM GARNET GRAHAM PARK , ALONG EAST CAMERON LAKE TO NORTHLINE ROAD. “ THE RECOMMENDATION WENT ON FURTHER TO OUTLINE SPECIFIC BYPASS SOLUTION DETAILS.

This section of trail is widely used by local residents and visitors to Fenelon Falls for walking/cycling due to its lake edge location and proximity to the

beach, and the inclusion of ATVs in this mix raises significant safety concerns.

Specific concerns often related to safety in general, the safety of children, noise and numbers of ATV traffic volume concerns.

As noted in previous sections a number of concerns were identified by residents along the shoreline of Cameron Lake from Garnet Graham Park in Fenelon Falls to Northline Road. These concerns include noise, dust and speed of ATVs on this section of VRTC.

ATV and snowmobile groups expressed significant concern related to limiting motorized access to urban areas. So let's ignore the subject matter experts concerns about safety, noise, children safety, volume of traffic.

I am making a request that council's decision making process is more responsible in terms of supporting the needs of all their constituents including respecting people where they conduct their lives in their homes and cottages, respecting the safety of children and the elderly, respecting the right of walkers, joggers and cyclist in dense pedestrian sections. Clearly none of the concerns were supported when council ignored the explicit recommendations provided to them from a paid expert consultant firm. There was never an explanation as to why the recommendations were not implemented but it is obvious why??

In closing, everyone is entitled to enjoy their hobbies – especially during this pandemic, hobbies are more important than ever. There are more than enough wide open trail and off road kilometers (100's) available for ATV hobby use and enjoyment without driving through a residential corridor. I'm asking council to be more mindful of all their constituents "rights" ie. safety, constant (day and night) noise nuisance and not interfere with healthy lifestyle activities on a narrow

path that is a dense pedestrian usage corridor. It is egregious that council unilaterally always supports the wishes of one single large organized interest group's hobby at the invasive and safety expense of home and cottage owners who have invested more deeply than anyone in the area – certainly more than transient ATV hobby riders.

Again, thank you for your time today and I would ask that council will internalize some of these important depositions and make more balanced decisions on behalf of all their constituents "rights" and interests where families live and play especially if bylaw changes for ORV road use are intended to further increase trail ATV traffic which already pose significant safety, noise nuisance and impeded walkers, cyclists, joggers.

John Speirs

From: Jamie Morris < >
Sent: Friday, May 28, 2021 9:42 AM
To: Joel Watts <jwatts@kawarthalakes.ca>; Sarah O'Connell <soconnell@kawarthalakes.ca>
Subject: Re-submission of letter for Comm. of Whole (with date added)

May 28, 2021

To Mayor Letham and Council:

At the May Council meetings, along with the ORV Task Force recommendations, you received a number of reports and submissions. A number of the reports (from the HKPR Health Unit, your Director of Public Works, your Insurance Risk Management Officer) and other submissions (from a physician, financial advisor, parent, your Environmental Advisory Committee and others) expressed concerns about allowing Off Road Vehicles on roads.

At no point has the ORV Task Force publicly addressed those concerns--or the recommendations of ATV manufacturers that their vehicles should not be ridden on public roads (see attached image of a 2021 Polaris ATV sticker, for example).

Instead the Task Force proceeded to hold a meeting on "best routes" through Lindsay and into Bobcaygeon's downtown.

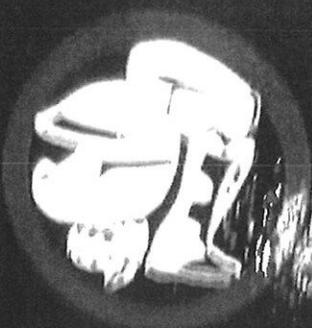
I urge you, please, unless and until the concerns about health and safety, liability, environmental impact, need to coordinate with Master Plans under development, etc. are addressed, do not approve any routes through Lindsay or into Bobcaygeon (even on a "trial" basis). To do so would be irresponsible and would put at risk public confidence in Council's willingness to do its due diligence.

Thanks for reading this letter and considering its content.

Jamie Morris
Lindsay

WARNING

Improper ATV use can result in SEVERE INJURY or DEATH



**ALWAYS USE
AN APPROVED
HELMET AND
PROTECTIVE
GEAR**



**NEVER USE
ON PUBLIC
ROADS**



**NEVER CARRY
PASSENGERS**



**NEVER USE
WITH DRUGS
OR ALCOHOL**

NEVER operate:

- without proper training or instruction
- at speeds too fast for your skills or the conditions
- on public roads - a collision can occur with another vehicle
- with a passenger - passengers affect balance and steering and increase risk of losing control

ALWAYS:

- use proper riding techniques to avoid vehicle overturns on hills and rough terrain and in turns
- avoid paved surfaces - pavement may seriously affect handling and control

**SCAN CODE FOR PRODUCT AND SAFETY
INFORMATION. FOLLOW ALL
INSTRUCTIONS AND WARNINGS.**



2100130

Peter Petrosoniak

October 14, 2021

Mayor and Council
c/o Office of the City Clerk
26 Francis Street
P.O. Box 9000
Lindsay, Ontario K9V 5R8

Dear Mr Mayor and Members of Council,

There were some statements made at the last Council meeting about the safety of ATV's on city streets that need to be corrected.

A statement was made by one of the councillors that the health unit statistics are out of context and do not accurately reflect recreational ATV riders because they include dirt bike statistics including injuries at racetracks. There is no evidence for this statement.

In fact, Dr N Bocking, in her report had said this about ORV-related ED visits: "almost all are related to recreational use of ORV's. It is also important to note that accidents involving ORV's are classified as non-traffic accidents unless the contrary is stated, which may under-report ATV related traffic accidents." She also said: "Research indicates that there are higher rates of fatalities and serious injuries for ORV riders on roadways compared to off-roadways" and "being on roadways increases the risk of collisions with other motor vehicles."

Inspector Tim Tatchell of the OPP reported: "for all ORV collisions that have been investigated by my detachment between 2016-2021 YTD, 47% have occurred on the highway..."

The important point here is that statistics from the Health Unit and from the police support the dangers of ORV's on highways, roads and streets. Statements about dirt bikes on racetracks are a distraction and do not reflect reality.

Sincerely yours,

Peter Petrosoniak

Mayor Letham and Council,

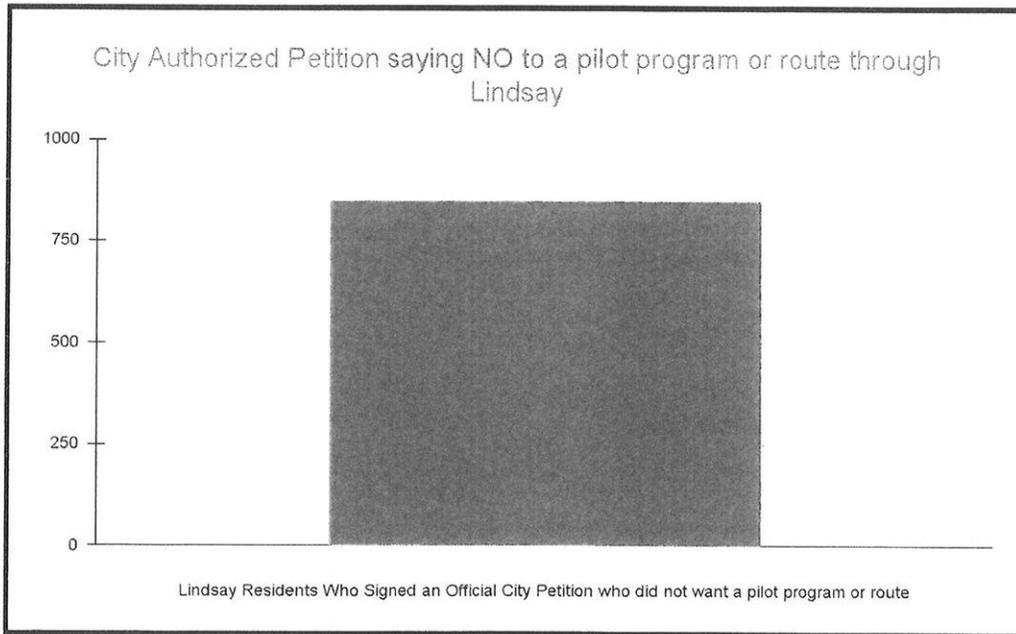
I wanted to address the comments Mr. Dunn made at the recent Council meeting pertaining to "citizens in Lindsay tolerating a pilot program", and his claims regarding the recent Council survey and city authorized resident's petition.

The official City authorized petition that my wife and I worked extremely hard on and submitted in good faith to Council stated:

- We, the undersigned, petition the Council of the City of Kawartha Lakes to maintain the status quo, and to make no changes to Bylaw 2019-077 which would allow ATVs on the proposed route or any municipal roads in Lindsay for a pilot program or permanently.

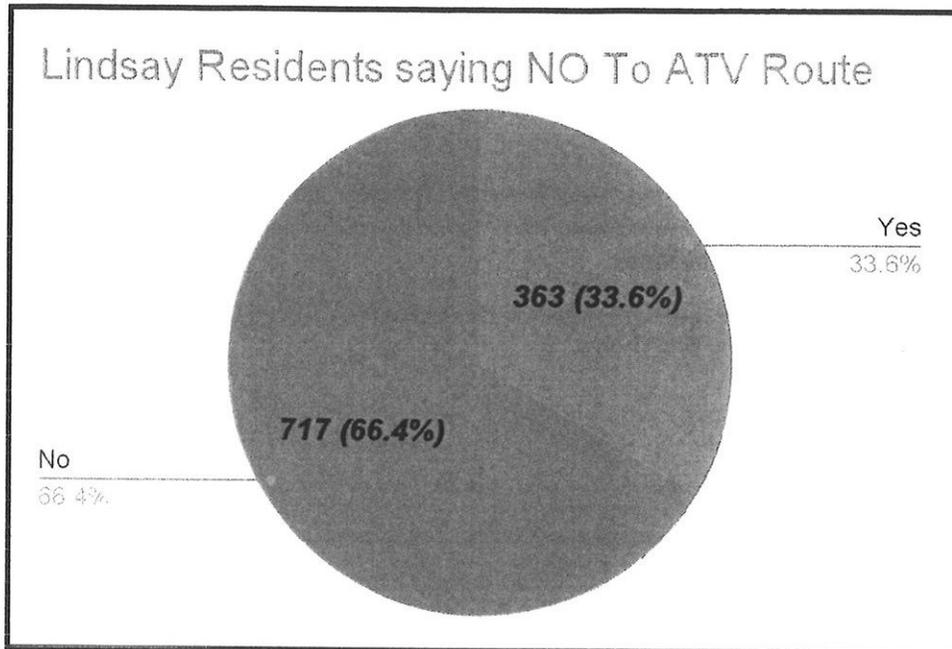
There are 847 signatures on a City authorized petition that do not support a "pilot program" or a route through Lindsay. The petition was signed by residents all over Lindsay.

Lindsay Residents Petition



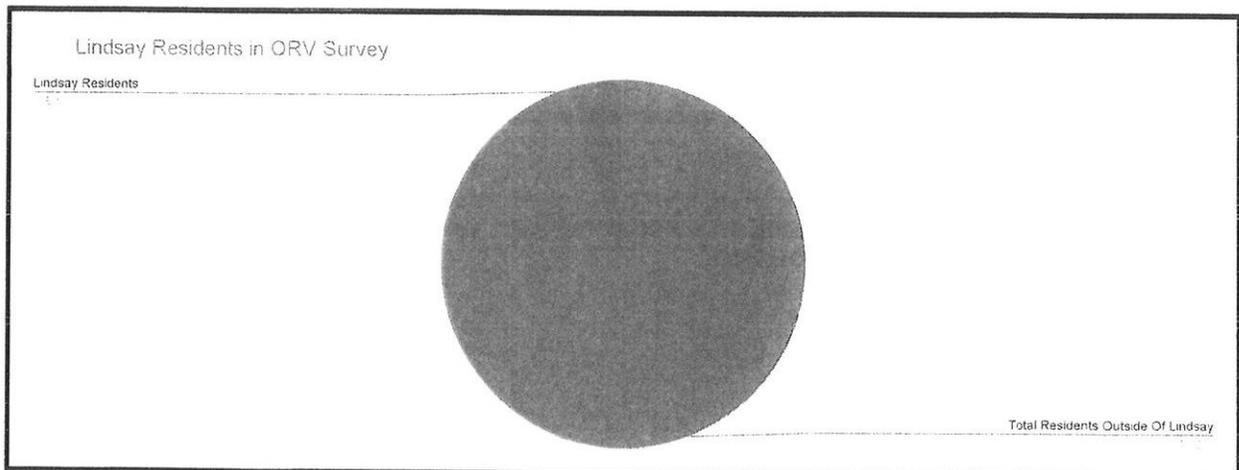
Council's own survey, which was directed at residents of Lindsay, asked two simple questions: "Do you live in Lindsay?" and "Are you in Favour of having a route in Lindsay to connect the trail heads?" Overwhelming 66.4% of Lindsay residents, 717/1080, said NO to an ATV route through Lindsay.

Council Survey July 2021



In contrast, 105 Lindsay residents responded to the ORV Survey conducted by the ORV Task Force, in March 2021. The survey was very heavily promoted to ATV owners and KATVA members through their membership, Facebook and affiliate groups. Not surprisingly, most respondents were NOT from Lindsay, most were ATV owners, and some were from outside Kawartha Lakes.

ORV Task Force Survey March 2021



There have been countless deputations to Council and the ORV Task Force opposing an ATV route through Lindsay.

The ORV Task Force could have ensured that those in Lindsay, particularly those within 120m of any ATV route, were sent notice like the City does with planning notices - a level of consultation and due diligence that residents would have appreciated.

KATVA members, 2500 out of a population of 75,000, are a small percentage of the entire Kawartha Lakes population and most live outside of Lindsay.

Combining two entirely different surveys, which ask different questions – one targeted at Lindsay residents, and another which was heavily promoted by KATVA is not a number which has any meaning.

If KATVA wanted to show that Lindsay residents wanted an ATV route, they too could have done a City sanctioned petition, and they did not.

The City's survey response and the residents' City authorized petition results were extremely high.

Ignoring the Lindsay residents' input and the advice the ORV Task Force and Council have been given, undermines the public's trust in decision making.

An overwhelming majority of Lindsay residents, 66.4%, 717/1080, in a survey conducted by Council, do not support an ATV route in Lindsay.

In addition, 847 Lindsay residents who signed the City authorized resident's petition do NOT support a permanent or pilot ATV route through Lindsay.

Sincerely,

Darryl James

References:

- July 2021 City's Lindsay ATV Survey Results
<https://pub-kawarthalakes.escribemeetings.com/filestream.ashx?DocumentId=45934>
- August 2021 Lindsay Residents Petition
<https://pub-kawarthalakes.escribemeetings.com/Meeting.aspx?Id=3589e5de-7477-45da-b416-c78889114b1e&Agenda=Agenda&lang=English&Item=38&Tab=attachments>
- 6.1 COW2021-08.6.1
 1. [Online Petition - Darryl and Robyn James.pdf](#)
 2. [Hard Copy Petition - Darryl and Robyn James.pdf](#)
- March 2021 [Off Road Vehicle Task Force - public survey results](#)