



## Committee of the Whole Report

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**Report Number:** ML2023-002  
**Meeting Date:** May 9, 2023  
**Title:** Off Road Vehicle Traffic Monitoring Program  
**Description:** Pilot Project - 2023 interim report  
**Author and Title:** Aaron Sloan, Manager

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### Recommendation(s):

**That** Report ML2023-002, **Off Road Vehicle Traffic Monitoring Program**, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

**Background:**

At the Committee of the Whole meeting of March 8, 2022, Council received RD2022-001 and adopted the following resolution:

**CR201-671**

**Moved By** Councillor Dunn

**Seconded By** Councillor Richardson

**That** Staff establish a monitoring program for Off Road Vehicle traffic on City roads, to track and record time, date and location of complaints, caller information, complaint details, and frequency;

**That** Staff determine what can be feasibly monitored and reported on, and bring back a report to Council in Q1, 2022 with an update;

**That** the Off Road Vehicle traffic monitoring program include traffic counts two or three times minimum throughout the pilot, ideally on weekends and long weekends;

**That** Staff report back on the Off Road Vehicle Traffic Monitoring Program in Q1, 2023, after the first year of the pilot program(s); and

**That** the Off Road Vehicle Use of City Roads Task Force be dissolved and that the members be thanked for their contribution.

**Carried**

The monitoring report went to Council on March 22, 2022.

CW2022-069

**CR2022-078**

**Moved By** Councillor Dunn

**Seconded By** Deputy Mayor Richardson

**That** Report RD2022-001, **Update to the ATV Pilot Program Specific to Monitoring and Enforcement**, be received.

This report addresses Council direction to staff to complete a Q1 2023, report regarding Off Road Vehicle Traffic Monitoring Program.

## **Rationale:**

Staff implemented a Council-approved 2-year pilot program, which started in May 2022. The purpose of the program is to permit the use of All Terrain Vehicles (ATVs) on designated municipal road allowances. The resolutions of Council, amended By-law 2019-077 Being a By-law to Regulate the Operation of ATVs and ORVs on Municipal Highways in the City of Kawartha Lakes. The Committee of the Whole<sup>1</sup>, March 8, 2022 meeting minutes included as a footnote below. The Council<sup>2</sup>, March 22, 2022 meeting minutes included as a footnote below.

Currently, the permitted roads are as follows:

### **Lindsay:**

- Victoria Rail Trail Corridor (VRTC) trailhead at Logie Street to King Street,
- King Street to Lindsay Street,
- Lindsay Street to Wellington Street,
- Wellington Street to Victoria Avenue,
- Victoria Avenue to Elgin Street,
- Elgin Street to Angeline Street,
- Angeline Street to Thunderbridge Road,
- Thunderbridge Road, returning to the VRTC trailhead.

### **Lindsay area:**

- Thunder Bridge Road
- Kenrei Road

### **Pontypool area:**

- Telecom Road from John Street to Porter Road
- Porter Road from Telecom Road to the Victoria Rail Trail Corridor

### **Omeme area:**

- Sturgeon Road South to Highway 7
- Sturgeon Road North from Highway 7 to Beaver Road
- Beaver Road from Sturgeon Road North to Heights Road
- Heights Road from Beaver Road to Mount Horeb Road
- Mount Horeb Road from 100m East of Hwy 35 to 100m West of Hwy 7
- Crosswind Road

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<sup>1</sup> <https://pub-kawarthalakes.escribemeetings.com/Meeting.aspx?Id=91da4816-800d-432d-8ae6-616c19914b8f&Agenda=PostMinutes&lang=English&Item=40>

<sup>2</sup> <https://pub-kawarthalakes.escribemeetings.com/Meeting.aspx?Id=9034a127-dae2-4cb0-b676-6c30e4883b52&Agenda=PostMinutes&lang=English>

- Hogsback Road from Mount Horeb Road to Ski Hill Road

**Cameron area:**

- Ranchers Road from County Road 121 to Long Beach Road
- Long Beach Road from Highway 35 to County Road 121, save and except for the section of Long Beach Road between Ranchers Road and the waterfront

**Janetville area:**

- Golf Course Road from View Lake to St. Mary's Road
- Mary's Road from Golf Course Road to Mount Horeb Road
- Mount Horeb Road from 100m East of Hwy 35 to 100m West of Hwy 7
- Janetville Road from Janetville to Golf Course Road

### **Enforcement – Municipal Law Enforcement and Licensing**

Considering previous direction of Council and amendments to By-law 2019-077, Being a By-law to Regulate the Operation of ATVs and ORVs on Municipal Highways in the City of Kawartha Lakes, Municipal Law Enforcement (MLE) has established a complaint management system in CityWorks.

Currently, CityWorks tracks reported activities related to these complaints/occurrences and tracks the following information:

- Date and Time
- Type of occurrence
- Sub-type of occurrence
- Location – if detailed, it may provide X and Y, which can be used for mapping data
- Location – history is also gathered, repeat occurrence is determined
- Workflow, officer notes and attachments (attachments may include pictures, video, letters etc.)
- Complainant details, such as name, address, contact number, email and details of the issue being reported.

### **Complaints - Municipal Law Enforcement and Licensing**

Considering the pilot project start date, staff has compiled information from May 2022 to April 11, 2023. Municipal Law Enforcement and Licensing Division has received:

- Twelve (12) complaints related to ATV road use issues, which includes two (2) related directly to the permitted road use areas listed above.

These complaints include the following issues:

- ATV travel in the ditch area of road allowance and travel along the wrong side of the road
- ATV driving off road route and entering into a park area
- ATV un-plated and traveling with two people (not a two-up ATV)
- ATV use of undesignated roads

MLE staff also engage the police services to assist with response to occurrences of ATV users violating the regulations. The Police Services, both the OPP and Kawartha Lakes Police Services will also respond to traffic related issues, such as a collision or speeding related to the ATV permitted road use.

### **Kawartha Lakes Police Service (KLPS) - Monitoring**

The KLPS responded to nine (9) road use related complaints since the start of the pilot project in 2022. Staff note that the data shows that two (2) of the complaints relate to a section of the approved route through Lindsay, the remaining issues are related to other municipal roads in the area; there are no vehicle collisions reported. The general issues reported related to:

- Speeding (1x Angeline St N)
- No helmet
- Un-plated (1x Lindsay St)
- Tow overweight/unauthorized

### **Ontario Provincial Police (OPP) - Monitoring**

The OPP have provided data that shows that they received twenty-seven (27) ATV related calls to service in 2022. Included in this number, the OPP responded to ten (10) ATV related personal injuries, all noted as minor, occurring either on private properties or municipal roads, however, none of the reported personal injury issues occurred on the road use routes established in by-law 2019-077.

The additional breakdown of the ATV calls to service reported are as follows:

- Four (4) offences on the Somerville 3<sup>rd</sup> concession,
- Five (5) offences on other municipal roads, not included in the pilot project, and
- Seven (7) offences that were directly related to the use of the Victoria Rail Trail (not in scope of this project).

The general issues reported related to:

- Improper use of a helmet or operation without a helmet
- Un-plated
- No insurance
- Trespassing (unauthorized entry)

### **Traffic Count Data - Monitoring**

After Council passed a pilot program to allow ATVs to travel a route through select urban roads, Engineering–Technical Services staff performed counts along the route in Lindsay. Staff deployed counters near the north and south trailheads on Angeline St N, and Logie St, as well as the midpoint of the route along Elgin St. In order to get a wide representation of typical days and weekends, the counters were left to collect data for 2.5 weeks. Unfortunately, it was found that the counter on Angeline St N failed early in the count rendering the data unreliable. Data from the remaining two locations were intact, leaving a generally good representation of the route usage as a whole. Staff will conduct an additional count in 2023.

### **Filter Criteria**

In order to separate ATV counts from other vehicles, especially motorcycles, it was decided to use a wheelbase filter of  $\leq 1.3\text{m}$ . A typical motorcycle has a wheel base from 1.27m to 1.78m while a typical ATV has a wheelbase of 1.27m or smaller. It can be assumed that by using this criteria a few very small motorcycles have been counted and a few very large ATVs have been missed.

### **Results**

Table 1 shows the results of the count averaged by a day of the week. It was found that the trail head at Logie St experiences more ATV volume than the midpoint of the route. This could be explained if there was a rough usage split of 60/40 for in-town ATVs traveling to the trailhead compared to using the route as a connecting link between the two trailheads. Although the Angeline St N data is unreliable, it is reasonable to assume it would also have elevated usage compared to the midpoint of the route as well.

Table 1 – ATV Count Results (June 2022)

<b>Day</b>	<b>Logie St @ trailhead Avg. Number of ATVs</b>	<b>Elgin St @ midblock Avg. Number of ATVs</b>
Mon	16	7
Tue	6	4
Wed	6	8
Thu	6	8

Fri	6	7
Sat	14	9
Sun	24	7
<b>Avg. Daily</b>	<b>11</b>	<b>7</b>

### **Additional Monitoring 2023**

Staff will continue to engage the Police services to gather usage and violation data as related to this pilot project. Staff in Engineering have committed to additional traffic counts in 2023.

### **Pilot Project**

In view of this interim update report and considering that the collection of data is on-going, Council will receive a follow-up report at the conclusion of the pilot project. At that time, Council will be provided with options to discontinue, modify or implement a permanent ATV road use program.

### **Other Alternatives Considered:**

No other alternatives considered for the purposes of this report.

### **Alignment to Strategic Priorities**

The contents of this report and the ATV road use regulations consider the four strategic priorities within the 2020-2023 Kawartha Lakes Strategic Plan which are:

1. Healthy Environment
2. An Exceptional Quality of Life
3. A Vibrant and Growing Economy
4. Good Government

### **Consultations:**

Public Works  
Engineering  
Kawartha Lakes Police Service  
Ontario Provincial Police

**Attachments:**

Appendix A – RD2022-001, March 22, 2022 Council Update to the ATV Pilot Program



Adobe Acrobat  
Document

Appendix B – 2019-077 Consolidated To Regulate the Operation of ATVs and ORVs



2019-077  
Consolidated To Regu

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