



## **STAFF REPORT**

**Prepared by:** Chris Mantha, Director of Public Works      **Report No.:** PW-11-2024

**Agenda date:** April 22, 2024

**Subject:** Off-Road Vehicle By-law 1597/23 – Proposed Phase 2 Resident Survey and Road Network Field Review

### **Recommendation:**

That Council provides direction to staff.

### **Background:**

At the March 4, 2024 Council meeting, staff presented Report PW-03-2024 Off-Road Vehicle By-law 1597/23 Phase 1 Review. At this meeting Council adopted the following resolution:

#### Resolution #10

**Moved by Theresa Sabourin**

**Seconded by Murray Rutz**

That Council directs staff to complete a field review of the Town's Road network in Phase 2 to establish a baseline for comparative purposes and to identify and mitigate any hazards and also schedule an open house or a resident survey through general mail by the end of April.

**Carried**

Council identified the Phase 2 proposed designated routes as follows (and highlighted on the attached map):

- Green (Hoffman, Labine, New, Poplar, Victor);
- Blue (Charles, Elmer, Laurentian [from 93 to 333 Laurentian], Michael, Mueller, Peppertree, Peter, Ravenwood, Silke, Sunset, William);
- Purple (Arrowhead, Chippewa, Country, Gutzman, Heritage, Isabel, Kramer, Laurentian [from 18 to 91 Laurentian], McKay, Oelke, Sack, Sandy, Schwanz, Selley, Viking, White);

- Orange (Airport, Anne, Behnke, Biesenthal, Birch, Dennis, Doris, Elton, Garwin, George, Kohut, Koss, Pine, Pineridge, Radtke, River, Runge, Sharon, Southshore, Sylvan); and
- Yellow (Achray, Brumm, Cedar, Centre, Cherry, Easy, Evergreen, Fairway, First, Golf Course, Lakeview, MacGregor's Bay, McGuire, Pinegrove, Risto, Rocky, Ruth, Springhill).

Staff prepared a survey (Attachment #1) and a letter (Attachment #2) targeting the five (5) proposed designated routes. The letters were hand-delivered on March 13<sup>th</sup>, 14<sup>th</sup> & 15<sup>th</sup> by our winter Public Works seasonal staff with a deadline to respond by 11:00 p.m. on April 1, 2024. Approximately 1,390 letters were hand-delivered, with an additional 25 letters mailed to property owners of multi-residential and/or vacant land properties. The letter provided for both a QR Code and an online link to access the survey, as well as the opportunity to request a paper copy of the survey. A further four (4) residents preferred to answer the survey over the telephone as this method was easier for them, and a staff member inputted their answers manually via the online link.

Staff prepared a road inspection report (Attachment #3), to undertake a field review of the road network located within the proposed Phase 2 designated routes, as recommended by the Town's insurer. This review was conducted on March 27<sup>th</sup>, March 28<sup>th</sup> and April 2<sup>nd</sup>.

## **Discussion:**

### Collision Statistics and Calls for Service

Following the March 4<sup>th</sup> Council Meeting, staff received the 2023 fourth quarter collision statistics from the OPP on March 6<sup>th</sup> which indicated there were three (3) ORV collisions within the municipal boundaries of the Town of Petawawa from October 1 to December 31, 2023. The OPP report indicated these collisions involved "2-wheeled off-road vehicles" and only one (1) of the collisions occurred on a municipal road.

### Results of Phase 2 Road Network Field Review

The road inspection reports were reviewed by myself (Director of Public Works), and I am of the opinion that there are no impediments that would negatively affect the operation of ORVs on the rural roads located within the proposed Phase 2 designated routes.

### Results of Survey

The survey garnered 368 responses; 345 via online, 19 via paper, and 4 via telephone. A complete copy of the survey results is attached to this report (Attachment #4). One respondent answered Question #1 twice, indicating both "yes" and "undecided"; staff is marking this response as "yes" since the respondent continued to answer Question #2

indicating why they were in favour of expanding the designated routes, therefore the responses indicated for Question #1 should be 245-Yes, 113-No, and 10-undecided.

The survey responses can be broken down as follows:

- 245 respondents (67%) are **in favour** of expanding the designated off-road vehicle routes on rural municipal roads without sidewalks and curbing;
- 113 respondents (31%) are **not in favour** of expanding the designated off-road vehicle routes on rural municipal roads without sidewalks and curbing; and
- 10 respondents (2%) are **undecided**.

The table below further outlines the responses according to the Phase 2 proposed designated ORV route areas.

Phase 2 Proposed Designated ORV Route	In Favour of Expanding Designated ORV Routes	Not In Favour of Expanding Designated ORV Routes	Undecided	Total
Green	10 (48%)	10 (48%)	1 (4%)	21 (100%)
Blue	31 (58%)	20 (38%)	2 (4%)	53 (100%)
Purple	54 (57%)	37 (40%)	3 (3%)	94 (100%)
Orange	93 (72%)	35 (27%)	2 (1%)	130 (100%)
Yellow	42 (82%)	8 (16%)	1 (2%)	51 (100%)
Prefer not to answer	8 (67%)	3 (25%)	1 (8%)	12 (100%)
I do not live in one of the identified rural areas	7 (100%)	0 (0%)	0 (0%)	7 (100%)
<b>Total</b>	<b>245 (67%)</b>	<b>113 (31%)</b>	<b>10 (2%)</b>	<b>368 (100%)</b>

The top 5 reasons **for** supporting the expansion of the ORV routes are as follows:

- Reduce the need to trailer off-road vehicles to access trails;
- Promote recreation/outdoor activities;
- Better and/or more direct access to the trails;
- Promote family activities/outings; and
- Increase tourism to Petawawa.

The top 5 reasons **for not** supporting the expansion of the ORV routes are as follows:

- Increase in noise;
- Safety of pedestrians/bicyclists;
- Speeding/lack of enforcement;
- Reckless/dangerous/impaired driving; and
- Negative impacts to quality of life.

Survey respondents provided an additional 20 comments in support of the expansion (although 2 of the 20 comments were not supportive) and survey respondents provided 50 comments against the expansion of the ORV routes.

An additional 123 comments were provided in response to Question #6, the majority of these comments (73) are against the expansion of the ORV routes. All comments are included in the attached survey document.

#### Private Roads

There was some confusion regarding ORVs being able to access private roads. Staff was trying to demonstrate on the highlighted map routes that those residents who live on private roads could access the proposed designated route from their private road; staff did not mean that others could access the private roads with their ORVs. Should Council decide to expand the designated routes the following private roads will not be included as designated routes, as they are privately owned and maintained, and it is up to the owners to determine who has access to their private roads:

- Cedar Trail;
- Cherry Lane;
- Koss Lane;
- MacGregor Bay Trail;
- Rocky Lane; and
- Shady Lane.

#### Sharon Street and Garwin Street

A concern was brought forward regarding the portions of Sharon Street and Garwin Street located south-west of Petawawa Boulevard. There are no residential properties located on this side of the Boulevard and any ORVs operating on this side of the Boulevard would interfere with the operations of Shaw Lumber and would be trespassing on private property should they travel past the end of the Sharon Street road allowance. Should Council decide to expand the designated routes only the portions of Sharon Street and Garwin Street north-east of Petawawa Boulevard would be accessible to ORVs.

## Streetlights

A concern was brought forward regarding the limited number of streetlights in the Heritage Drive/Country Lane (Purple) area. It was noted there are streetlights at intersections but not necessarily throughout the entirety of the road network in this subdivision. The residents are concerned with the potential increase in traffic from ORVs that having additional streetlighting could prevent accidents and provide for a safer experience for pedestrians. The installation of additional streetlighting in this subdivision would be a substantial capital investment and was not considered during the 2024 budget deliberations.

### **Options for Consideration:**

Following the results of the road network field review and the proposed Phase 2 resident survey, Council has several options available for consideration:

- Council may wish to make no changes to the current Off-Road Vehicle By-law and remain status quo.
- Council may wish to provide access to all five (5) proposed designated ORV routes.
- Council may wish to provide access to only some of the proposed designated ORV routes. Based on the survey results the Yellow (82% for and 16% against) and Orange (72% for and 27% against) areas have a higher percentage of those in favour of allowing ORV access on their roads; whereas, the Purple (57% for and 40% against), Blue (58% for and 38% against), and Green (48% for and 48% against) areas have a closer range between those for and those against allowing ORV access on their roads.
- Council may wish to seek further public consultation before making a decision.

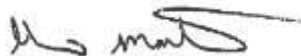
Staff is seeking direction from Council on how to proceed with the request to move to Phase 2 regarding ORV access. Any movement to increase access will require an amendment to the Off-Road Vehicle By-law 1597/23.

### **Financial Implication:**

Should Council decide to increase access for ORVs, additional signage will need to be purchased and installed.

The addition of a speed limit tab sign (20 km/hr and 50 km/hr) should be considered to be added to the existing signage and any additional signage required (approximately \$20.00 + HST per sign for 30+ signs).

**Signature:**



**Date: April 12, 2024**

**Approved by:**

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

**Date: April 17, 2024**

- Attachment #1: Survey (includes map)
- Attachment #2: Letter to Residents
- Attachment #3: Road Inspection Report
- Attachment #4: Survey Results