



STAFF REPORT

Prepared by: John Felix, Director of Public Works

Report No. PW-11-2023

Agenda date: May 8, 2023

Subject: Renfrew County ATV Club Request – Proposed Off-Road Vehicle By-law

Recommendation:

1. That Council provides direction to staff to proceed with Phase 1 as proposed, to permit ORVs to cross over Petawawa Boulevard at designated intersections to access core services such as food, gas, and lodging and that staff communicate Council's decision to the County of Renfrew for its review and support.
2. That Council provides direction to staff to proceed with public stakeholder engagement by conducting an online community survey to receive comments, suggestions, and recommendations from interested parties regarding the RCATV proposal to allow ORV access on municipal roads.

Background:

Renfrew County ATV Club Request

At the March 20, 2023 Council meeting, the Renfrew County ATV Club (RCATV) made a request to Council to permit off-road vehicle (ORV) access on all municipal roads in Petawawa except:

- Leeder Lane;
- Town Centre Boulevard (from Butler Boulevard to Winston Avenue);
- Water Tower Road; and
- Len Hopkins Drive.

The Town of Petawawa has no jurisdiction over Garrison Petawawa roads; Highway 17; County of Renfrew roads; and any private roads within the municipality [Bilsborrow Trail, Dodd Trail, Farelli Trail, MacGregor Bay Trail etc.]. The following County roads fall within the municipal boundaries of the Town of Petawawa: Barron Canyon Road (CR-28); Doran Road (CR-26); Laurentian Drive (CR-25); Murphy Road (CR-37); Paquette Road (CR-55); Petawawa Boulevard (CR-51); and Victoria Street (CR-16). Although Council

can make recommendations to the County to allow ORV access, the ultimate decision lies with County Council.

RCATV indicated the purpose of the request to permit off-road vehicle access on municipal roads would be to allow access to and from approved trails and to allow trail riders access to core services (gas, food, accommodation etc.). If approved, Petawawa residents would be able to access the Algonquin Trail without having to trailer their ORVs.

RCATV also recommended the following:

- ORVs permitted to access municipal roads from May 1 to November 30;
- ORVs permitted to travel 20 km/hr in a 50 km/hr or less speed zone;
- ORVs permitted to travel 50 km/hr in a speed zone over 50 km/hr;
- ORVs permitted to travel on municipal roads between 7:00 a.m. and 11:00 p.m.; and
- XORVs restricted (extreme ORV, dirt bikes, off-road motorcycles).

Legislative Authority

The *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended, Section 191.8 (3) & (4) authorizes Council to pass by-laws:

- Permitting the operation of off-road vehicles or classes of off-road vehicles on any highway within the municipality that is under the jurisdiction of the municipality, or on any part or parts of such highway;
- Prohibiting the operation of off-road vehicles on any highway within the municipality that is under the jurisdiction of the municipality or on any part or parts of such highway;
- Prescribing a lower rate of speed for off-road vehicles than that prescribed for off-road vehicles by regulation on any highway within the municipality that is under its jurisdiction, or on any part or parts of such highway, including prescribing different rates of speed for different highways or parts of highways; and
- The municipal by-law may apply only during specified times.

Ontario Regulation 316/03: Operation of Off-Road Vehicles on Highways, made under the *Highway Traffic Act*, provides regulations for the operation of off-road vehicles on highways, including equipment requirements, operation requirements, and certain exemptions. A copy of the regulation is appended as Attachment #1 to this report. The *Off-Road Vehicles Act*, R.S.O. 1990, c. O.4, as amended, provides rules and regulations for the operation of off-road vehicles on approved trails, Crown land etc. It does not regulate the operation of ORVs on highways.

Algonquin Trail

The Algonquin Trail is a portion of the Ottawa Valley Recreational Trail (OVRT) that operates within the municipal boundaries of the County of Renfrew on the former Canadian Pacific Railway line. The OVRT is a 296 km multi-use trail partnership between Lanark County, Renfrew County, and Papineau-Cameron Township connecting communities from Smiths Falls to Mattawa; the Algonquin Trail includes 219 km of this recreational trail across 10 municipalities and the City of Pembroke.

- ORVs are permitted to operate on the Algonquin Trail from May 1 to November 30 between the hours of 7:00 a.m. to 11:00 p.m. As of May 1, 2023 a trail pass is required from the Ontario Federation of All Terrain Vehicle Clubs.
- XORVs are not permitted to operate on the Algonquin Trail.
- Snowmobiles are permitted to operate on the Algonquin Trail from December 1 to April 30 between the hours of 7:00 a.m. to 11:00 p.m. A trail pass is required from the Ontario Federation of Snowmobile Clubs.
- The maximum speed limit permitted throughout the Algonquin Trail is 50 km/hr on rural parts of the trail and 20 km/hr on urban parts of the trail. The speed limit through Petawawa should be 20 km/hr or as otherwise posted.

The Town of Petawawa twinned a portion of the Algonquin Trail from Town Centre Boulevard to Portage Road in order to provide user separation in the urban portion of Petawawa. The twinned trail runs alongside the Algonquin Trail in the corridor adjacent to the roadway (Petawawa Boulevard); this portion of the twinned trail is open for **non-motorized use**.

ORV/Snowmobile Trailhead/Legacy Project

Following a “Snowmobile and ATV Friendly Community” staff presentation to boost Petawawa Tourism in late 2019, Council authorized the installation of a trailhead at Kiddyland Park/Norman Behnke Hall area which included the creation of a parking/off-loading area adjacent to the Algonquin Trail. The parking/off-loading area was created for residents and visitors to trailer their ORVs and snowmobiles to, and then access the Algonquin Trail from that point.

In June 2021 Council approved, in principle, the design and construction of a Comfort Station along the Algonquin Trail in the vicinity of the trailhead as a Legacy Project in conjunction with the celebration of the Town of Petawawa’s 25th Silver Anniversary in 2022. The Comfort Station will provide needed services along the Algonquin Trail including washroom facilities, tourism promotion, customer service, warming lounge, gazebo for promotions and events, professional landscaping and a destination for trail tourism and for Petawawa residents. The foundation for the Comfort Station was installed in late 2022; site servicing will be installed in spring 2023, with the balance of the construction to be tendered and built in 2023 subject to budget availability.

Discussion:

Liability

Risk management is a significant area of concern for staff and the Town’s insurer. The Town’s insurance provider has recommended caution toward allowing recreational vehicles to be operated on highways in built up urban areas, due to the potential for liability for the Town.

Our insurer has provided the following information: to restrict, prohibit or allow ORV use, as the case may be, a municipality should undertake a field review of their road network that includes but may not be limited to conditions identified in the following table. Once the field review is complete staff at the municipality should determine if there are means of mitigating any hazards found during the review as an alternate to restricting or prohibiting. Before passing a by-law, the findings on restricting, prohibiting or allowing ORV use, the public and ORV user groups should be consulted to acquire their input both for and against ORV use on highways.

ORV Operation	Review Should Consider	Discussion
Road shoulder	If the shoulder is wide enough to allow operation of the ORV on the shoulder, identify all fixed object hazards on the shoulder (e.g. guiderail, bridge abutment, etc.).	Ensure any fixed object hazards are continuously visible on the approach to the hazard so that the ORV operator can visually detect and recognize the hazard ahead and make a decision on the appropriate action (slow or stop the ORV and ensure the way is clear) rather than make an evasive maneuver which may be a swerve into the path of a motor vehicle to avoid hazard.
Road surface paved	If operation on the shoulder is not possible, determine the condition of the pavement.	Look at the condition of the entire travel portion of the pavement identifying: bumps, depressions, potholes, ruts, surface discontinuities and other distortions that may cause the driver of the ORV to swerve potentially into the path of motor vehicles to avoid bumps, depressions, potholes, etc. at the edge of pavement and likewise the driver of a motor vehicle may also swerve into the path

		of the ORV to avoid bumps, depressions, potholes, etc.
ORV Operation	Review Should Consider	Discussion
Road surface unpaved	Determine the condition of the road surface.	Determine the frequency in which bumps, depressions, potholes, ruts, surface discontinuities (washboards) and other distortions return to the road surface after maintenance grading is complete and will these bumps, depressions, potholes, ruts, surface discontinuities (washboards) be an issue causing the ORV operator to drive an irregular path to avoid bumps, depressions, potholes, ruts, surface discontinuities (washboards) and create a potential conflict with motor vehicles.
Highways without sidewalks	Identify other vulnerable road users (cyclists, pedestrians, seniors) who may use the roadway or shoulder for walking or cycling.	Determine the frequency of use by pedestrians and cyclists and all potential conflicts including sight obstructions.
Narrow roadway	Determine if there are any sight obstructions on the roadway.	Sharp curves and steep hills are two (2) examples of sight obstructions where the driver of a motor vehicle may not see an ORV ahead. If a significant speed differential exists, the driver of the motor vehicle may not have enough sight distance or sufficient space (due to on-coming motor vehicles) to implement an evasive maneuver to avoid the ORV.

ORV Operation	Review Should Consider	Discussion
Downtown core area or other similar areas of the municipality	Identify areas with high pedestrian movement, high volume of on-street parking turnover, transit stops, dedicated bicycle lanes, etc.	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 vehicles, cyclists, pedestrians and ORVs.
Time of day	Operating ORVs at night may increase potential conflicts with other motor vehicles on the road. Operating ORVs at night may be a disturbance in otherwise quiet neighbourhoods.	Determine if street lighting is adequate for safe operation of a slower moving vehicle (ORV) operating along the curb at night. Also, illuminated or digital signage at businesses may be a distraction for drivers who may be focusing their attention on the sign rather than what is occurring along the curb.
Time of year	Operation of ORVs in winter.	Determine if snow banks at intersections and driveways would be kept at a height that would not obstruct the sight triangle at an intersection or driveway and offer a clear view of an approaching ORV.

Concerns/Priorities from the OPP

The consensus from the Upper Ottawa Valley OPP Detachment is that allowing the operation of ORVs on municipal roads will present several challenges and safety concerns. Their primary concerns are:

- Under provincial regulations, ORVs cannot drive faster than 20 km/hr in a 50 km/hr zone, which means ORV operators will need to either speed and break the law or drive considerably slower than the flow of traffic and risk incidents.
- In an environment with curbs, sidewalks, and multi-use pathways, there is no shoulder for ORVs to pull over and allow vehicles to pass.
- ORVs are not designed for asphalt roads and can have difficulty maneuvering in a busy traffic environment.

- ORVs typically do not have access to urban centres in Ontario municipalities. Those that do, typically have an established route through some urban areas but do not allow ORVs on all roads.
- Allowing ORVs to operate on the majority of urban roads will likely result in an overall increase in unsafe operating behaviour and an increase in the number of calls to both the Town and the OPP, pulling those staff away from higher priority work.
- An increase in calls for service will eventually lead to a cost increase in the Town's policing contract with the OPP.

Despite the concerns noted above, the Upper Ottawa Valley OPP will continue to support the decisions of Council.

The Renfrew OPP Detachment advises it receives noise complaints as well as dust (environmental) complaints due to ATV usage within Renfrew and Arnprior; these complaints are received from residents/pedestrians primarily near or on the Algonquin Trail (not necessarily on the municipal roads).

Enforcement

Municipal Law Enforcement Officers do not have the authority to stop a moving vehicle nor to issue speeding tickets. The majority of enforcement for this type of by-law will rest with the OPP as they have the powers to stop moving vehicles, issue speeding tickets, enforce the *Highway Traffic Act*, enforce *O. Reg. 316/03: Operation of Off-Road Vehicles on Highways*, and enforce the *Off-Road Vehicles Act*. But does the Upper Ottawa Valley OPP Detachment have the capacity to provide increased enforcement and how would this affect the Town's calls for service and its contract with the OPP?

The RCATV club has suggested ORVs will use municipal roads "to travel to approved trails and then to travel back home". This language is not enforceable and does not limit someone from using their ORV on municipal roads and travelling all over the municipality "just for fun". To be enforceable, should Council choose to allow access to municipal roads, a designated ORV route should be established.

Collision Statistics

The following data was sourced from the Ontario Provincial Police and provides a breakdown of all collision types of interest on roads within Petawawa between 2015 and 2022. The columns shaded in grey include collisions that occurred on Highway 17, County roads, Petawawa roads, trails, and private property located within the municipal boundaries of the Town of Petawawa. The secondary column contains collisions that occurred on County roads and Petawawa roads.

Year	ATV Collisions		Pedestrian Collisions		Motorcycle Collisions		Total Annual Collisions	
	Incl. Hwy 17	Excl. Hwy 17	Incl. Hwy 17	Excl. Hwy 17	Incl. Hwy 17	Excl. Hwy 17	Incl. Hwy 17	Excl. Hwy 17
2015	8 2.64%	-	6 1.98%	5 6.49%	6 1.98%	2 2.60%	303	77
2016	1 0.24%	1 0.92%	3 0.72%	1 0.92%	8 1.93%	2 1.83%	414	109
2017	9 3.25%	3 3.30%	4 1.44%	2 2.20%	10 3.61%	2 2.20%	277	91
2018	6 3.59%	-	4 2.40%	3 6.98%	1 0.60%	1 2.33%	167	43
2019	3 1.71%	1 2.13%	4 2.29%	1 2.13%	7 4%	-	175	47
2020	7 5.93%	-	5 4.24%	4 9.30%	9 7.63%	5 11.63%	118	43
2021	6 4.72%	-	7 5.51%	5 10.87%	4 3.15%	3 6.52%	127	46
2022	4 3.03%	1 1.54%	1 0.76%	1 1.54%	10 7.58%	3 4.62%	132	65
Total	44 2.57%	6 1.15%	34 1.98%	22 4.22%	55 3.21%	18 3.45%	1713	521

- One (1) pedestrian involved fatality on Highway 17.
- Seven (7) fatalities associated with motorcycle collisions on Highway 17.
- Zero (0) fatalities associated with all ATV collisions.

Community Implications

There will be impacts to the community regardless which course of action Council chooses. Those who operate ORVs would like the convenience of not having to trailer their ORV to Norman Street to access the Algonquin Trail. Visitors would like the convenience of being able to access gas stations, restaurants, accommodations, and repairs for their ORVs. Local businesses would benefit economically. Petawawa

residents would still be subject to the inconvenience of ORVs travelling on municipal roads whether a by-law is adopted or not.

Community complaints have been received by staff regarding the operation of ORVs as follows [these complaints were recorded by one staff member between January 2020 and October 2021]:

- ATVs and dirt bikes speeding on Biesenthal Road.
- “ATVs operating on municipal roads are long gone before the police arrive; it’s unfortunate but I think they might come to their senses when something happens and it will, especially those with no lights/helmets and “showing off” speeding, racing, doing wheelies, joy riding.” - email communication from local resident.
- ATVs operating very loudly and late at night on the hydro line behind Winston Avenue. In response to the complaints, Hydro One installed no trespassing barriers on either end of the hydro line.
- Following the installation of the no trespassing barriers, ATV drivers then took to driving up and down the road on Winston Avenue. Telephone call complaints received.
- ATVs getting off the Algonquin Trail and crossing Petawawa Boulevard to Dundonald Drive and then onto Vereyken Crescent. One resident was charged by the OPP’s SAVE Unit (Snowmobile, ATV and Vessel Enforcement) following this complaint.
- A member of Council received a complaint from a resident regarding ATVs travelling in Kramer Korner Park.
- The OPP received a complaint about ATVs operating on Sylvan Drive. The ATV driver failed to stop for police but the driver was located a short time later and charged with the following: operation while impaired-alcohol; operation while impaired-blood alcohol concentration (80 plus); fail to stop for police; and adult driver-no helmet. News Release from the Upper Ottawa Valley OPP Detachment.
- ORVs operating on Norman Street, John Street, Herman Street, Mary Street, Airport Road, Radtke Road, Black Bay Road.
- ORVs operating on Murphy Road, Laurentian Drive (County of Renfrew Roads).
- Telephone call complaint about ATVs driving along the fence line between the rear of the houses (that face Herman Street) and the Algonquin Trail.
- Telephone call complaint that ATVs and other off-road vehicles are traveling on John and Mary Streets and then traveling on Norman Street to access the Algonquin Trail; occurs frequently on the weekends and approximately after 6:00 p.m. on the weekdays when people are finished work for the day.
- Dirt bikes operating on Country Lane.

- Dirt bikes and ATVs using Gutzman Road, Laurentian Drive and Sunset Crescent as a speed track. Two residents were charged by OPP following this complaint.
- ATVs in Jack Pine Park and on Carla Street. Community Services installed bollards to discourage this activity.
- ATVs on Butler Boulevard and Chad Street to access the Algonquin Trail.
- ATVS on Herman Street and entering Kiddyland Park to access the Algonquin Trail.

Community inquiries have been received by staff as follows [these inquiries were recorded by one staff member between January 2020 and October 2021]:

- “I am a new resident and considering purchasing an ATV, what are Petawawa’s By-laws?” - email communication from local resident.
- “Can you please provide me with the details behind the by-law prohibiting ATVs not being allowed on public roadways in Petawawa?” - email communication from local resident.
- “Could you please send me a copy of the by-law regulating ATV use within the municipality? It does not appear on your ‘popular by-laws’ page.” - email communication from local resident.
- “Are you able to point me towards Petawawa by-laws on recreational vehicles in town (4 wheeler, side by sides and dirt bikes please).” - email communication from local resident.
- “Can you clarify for me if the ATVs are allowed to travel on public roads in a subdivision (Chad, Butler, Bedard etc.) in order to make their way to an authorized trail?” - email communication from local resident.

Other Ontario Municipalities

Staff conducted a review of similar municipalities within Ontario regarding their allowance of ORVs on municipal roads. Responses were received from 21 municipalities.

The following municipalities **do not permit** ORVs **on any municipal roads**:

- Barrie;
- Carleton Place;
- Kingston; and
- Petawawa.

The following municipalities **permit** ORVS **on all municipal roads**:

- Arnprior (all roads except three);
- Beckwith;
- Deep River (three year pilot project);
- Drummond/North Elmsley;
- Gananoque;

- Lanark Highlands;
- Laurentian Valley;
- Montague;
- Napanee (all roads except six); and
- Renfrew (all roads except two).

The following municipalities **permit** ORVs on **specific roads/routes only**:

- Adjala-Tosorontio (on approved trail routes only to access core services [food, lodging, or fuel]);
- Belleville (not permitted in urban area, only permitted in rural area to travel directly to and from the Eastern Ontario Trail);
- Essa (on approved trail routes only);
- Mississippi Mills (not permitted in Almonte urban area, not permitted in all of Pakenham, and not permitted on an additional six streets bordering with City of Ottawa);
- New Tecumseth (on approved trail routes only);
- North Bay (on approved routes only, approximately six rural roads and one urban street);
- Pembroke (has two defined routes to access Algonquin Trail and local gas stations); and
- Smiths Falls (only permitted on six streets within the municipality).

Attached, Council will find a spreadsheet comparing the demographics of the above-noted municipalities and another spreadsheet comparing curfews, dates of travel, and speed limits contained within their municipal by-laws.

Traffic Count Data

Staff received the following data from the County of Renfrew with respect to the number of vehicles travelling on County roads within the Town of Petawawa municipal boundaries:

- 11,181 vehicles per day on Petawawa Boulevard (near 2041 Petawawa Boulevard, north of River Drive, 2019 statistics);
- 10,598 vehicles per day on Petawawa Boulevard (intersection of Oelke Street/Petawawa Boulevard, 2019 statistics);
- 11,805 vehicles per day on Petawawa Boulevard (near 2757 Petawawa Boulevard [Mac's Transmission], 2016 statistics);
- 10,632 vehicles per day on Petawawa Boulevard (intersection of Dundonald Drive/Petawawa Boulevard, 2016 statistics);
- 11,732 vehicles per day on Petawawa Boulevard (Petawawa River Bridge, 2016 statistics);

- 2,501 vehicles per day on Murphy Road (near 335 Murphy Road, west of Woodland Crescent, 2022 statistics);
- 4,896 vehicles per day on Murphy Road (between Bedard Boulevard and Nuthatch Drive, 2022 statistics);
- 2,470 vehicles per day on Laurentian Drive (between Gutzman Road and Schwanz Road, 2019 statistics);
- 2,960 vehicles per day on Laurentian Drive (between Civic Centre Road and Dundonald Drive, 2019 statistics);
- 4,729 vehicles per day on Victoria Street (near Town of Petawawa municipal office, 2022 statistics);
- 2,666 vehicles per day on Victoria Street (between Northbrook Road and Armstrong Road, 2022 statistics);
- 3,162 vehicles per day on Doran Road (near 1143 Doran Road, north of Evergreen Drive, 2019 statistics);
- 3,326 vehicles per day on Doran Road (near 525 Doran Road, south of Black Bay Road, 2019 statistics);
- 3,401 vehicles per day on Doran Road (near 463 Doran Road, north of Black Bay Road, 2019 statistics);
- 3,472 vehicles per day on Doran Road (near 63 Doran Road, south of Herman Street, 2019 statistics); and
- 4,956 vehicles per day on Paquette Road (between Highway 17 and Montgomery Road, 2022 statistics).

Traffic count data is not available for Petawawa municipal roads, but according to *O. Reg. 239/02: Minimum Maintenance Standards for Municipal Highways*, the following counts apply to Class 3, 4, 5 & 6 roads where the speed limit is between 41-50 km/hr:

- 8,000 to 9,999 vehicles per day (Class 3);
- 3,000 to 7,999 vehicles per day (Class 4);
- 200 to 2,999 vehicles per day (Class 5) [e.g. Achray Road, Airport Road, Civic Centre Road, Highland Park Drive, Limestone Trail, Portage Road]; and
- 0 to 199 vehicles per day (Class 6) [e.g. Biesenthal Road, Black Bay Road, Murphy Road from Highway 17 to Rantz, Pitzner Road, Priebe Road, Sylvan Drive].

Options for Consideration:

The operation of ORVs on municipal roads is a privilege and not a right. Should Council choose to allow the operation of ORVs on some municipal roads, staff would support a phased-in approach as noted below. Staff would also recommend that public consultation be conducted through an online survey, and be directed towards Petawawa residents,

local business owners, RCATV Club, County of Renfrew, users of the Algonquin Trail, and other interested parties.

Phase 1

Firstly, access to core services such as food, lodging, or fuel should be considered and would be an economic benefit to our local businesses. Staff could support ORVs crossing over Petawawa Boulevard at designated intersections to access these core services. This option would require the support of the County of Renfrew. Staff would also recommend the following guidelines and/or restrictions to be consistent with the rules of use on the Algonquin Trail:

- ORVs permitted to cross Petawawa Boulevard from May 1 to November 30;
- ORVs permitted to cross Petawawa Boulevard between 7:00 a.m. and 11:00 p.m.;
- ORVs permitted to travel no more than 20 km/hr;
- ORV operator must have a valid trail pass from the Ontario Federation of All Terrain Vehicle Clubs; and
- XORVs restricted (extreme ORV, dirt bikes, off-road motorcycles).

Designated intersections to access core services would include:

- Doran Road/Petawawa Boulevard/Mohns Avenue.
- Murphy Road/Petawawa Boulevard/Civic Centre Road.
- Canadian Forces Drive/Petawawa Boulevard.
- Town Centre Boulevard/Petawawa Boulevard/Limestone Trail.
- Black Bay Road/Petawawa Boulevard/Gutzman Road.
- ORVs would not be permitted to travel along the shoulder of Petawawa Boulevard, or on the shoulder of the municipal roads on either side of the designated intersections, to other destinations; the driver would need to park the ORV and then walk to their chosen destination.

Phase 1 would still require the trailering of ORVs to access the Algonquin Trail as travel on other municipal roads would not be permitted. Phase 1 would culminate on November 30, 2023 at the end of the ORV season. Staff would then provide a report to Council outlining the pros and cons associated with Phase 1 prior to recommending movement to Phase 2.

Staff expects there to be an increase in calls for service to the OPP, Commissionaires, and staff at the municipal office due to ORVs parking on private property without permission, and/or ORVs parking in a business parking lot and not using the services of that business (customer parking only), and/or ORVs driving along the side of Petawawa Boulevard, or other municipal roads, to access other business locations.

Phase 2

Following the outcomes of Phase 1 and the field review of rural municipal roads, staff may be able to support Phase 2 which would allow for the operation of ORVs on the shoulder of rural roads west of Highway 17. Moving to Phase 2 would be dependent upon ORV operators complying with Phase 1 and of course dependent on the outcome of the rural road field review. Phase 2 could potentially begin on May 1, 2024 and conclude on November 30, 2024.

Although Phase 2 will not allow ORV access on municipal roads east of Highway 17 to access the Algonquin Trail; Phase 2 will facilitate ORV access on rural municipal roads to the Barron Canyon Trail System which begins at the end of Black Bay Road and offers approximately 104 km of trail and provides for access to the Algonquin Trail via the B Trail and TV Tower Road in Laurentian Valley.

Staff would also recommend the following guidelines and/or restrictions for ORVs to travel on the shoulder of rural municipal roads west of Highway 17 to be consistent with the rules of use on the Algonquin Trail:

- ORVs permitted to travel from May 1 to November 30;
- ORVs permitted to travel between 7:00 a.m. and 11:00 p.m.;
- ORVs permitted to travel 20 km/hr where the posted speed limit is 50 km/hr or less;
- ORVs permitted to travel 50 km/hr where the posted speed limit is greater than 50 km/hr;
- ORV operator must have a valid trail pass from the Ontario Federation of All Terrain Vehicle Clubs; and
- XORVs restricted (extreme ORV, dirt bikes, off-road motorcycles).

Phase 3

Following the outcome of Phase 2, staff may be able to support Phase 3 which could allow for the operation of ORVs on the shoulder of other rural municipal roads without sidewalks or curbing, pending the results of the rural road field review. Phase 3 could potentially begin on May 1, 2025 and conclude on November 30, 2025.

The same guidelines/restrictions for ORVs established in Phase 2 would apply to Phase 3.

Future phases for the allowance of ORVs on municipal roads will be dependent upon the results of the first three phases.

Financial Implication:

As Council is aware the 2023 municipal budget has already been adopted and there is no budget line for ORVs, additional signage, or additional shouldering/paving works. Should

Council approve the request to allow ORVs on some municipal roads, staff would recommend that donations be solicited from both the RCATV and the County of Renfrew to pay for signage. The Town's Public Works Department would install the signage to ensure it meets MTO standards.

The Town's contract with the OPP for 2023 is \$1,712,668. Any increases in calls for service associated with the operation of ORVs on municipal roads would not be reflected in the Town's contract price for a couple of years. The current contract is based on a four-year average of calls for service from 2018, 2019, 2020 and 2021.

Staff would need to conduct a field review of our municipal roads as recommended by the Town's insurer prior to allowing ORV operation, to establish a baseline for comparative purposes following ORV operation on municipal roads. A field review would likely need to be contracted out to a consulting firm and this type of review has not been considered within the 2023 budget.

Signature:



Date: May 2, 2023

Approved by:



Date: May 3, 2023