Committee Report

Report TR-TAPS-37-16

To: Chair Bell and the Transportation and Public Safety Committee
From: Sarah Morrison, Intermediate Planner
        Pat Hoy, Engineering Manager
Meeting Date: June 23, 2016
Subject: Request for ATV's on County Roads and Extending the access to the CP Rail Trail
Status: Recommendation adopted as amended per Resolution TAPS71-16;
        Endorsed by County Council July 5, 2016 per Resolution CC86-16;

Recommendation(s)

WHEREAS a request has been received from the South Bruce Peninsula ATV Club, the West Grey ATV Club, and the Dufferin Grey ATV Club for permission to ride on a number of County Roads, including within the City of Owen Sound;

AND WHEREAS currently ATV's are not permitted on these County Roads;

AND WHEREAS staff have reviewed and modified some of these requests following further discussions with the ATV Clubs;

NOW THEREFORE BE IT RESOLVED THAT the request from the South Bruce Peninsula ATV Club, West Grey ATV Club and the Dufferin Grey ATV Club to approve the use of ATV's on County Roads be approved, as recommended in Report TR-TAPS-37-16;

AND THAT staff be directed to bring forward a by-law and updated memorandum of understanding to permit ATV’s and Side-by-Side Off Road Vehicles on the following County roads as identified in Report TR-TAPS-37-16:

- Grey Road 1 from Wiarton to Grey Road 17A and from Grey Road 17A to Range Road (Georgian Bluffs)
- Grey Road 17B from Alpha Street to 10th Street (Owen Sound)
- Grey Road 5 from the intersection of Highway 26/Grey Road 5/28th Avenue to 9th Avenue East/Highway 6 & 10 and from 9th Avenue East/Highway 6 & 10 to 8th Avenue East (Owen Sound)
- Grey Road 16 from Concession 3 Derby to Sunny Valley Road South (Georgian Bluffs)
Grey Road 112 from Grey Road 12 to 25th Sideroad (Meaford)
Grey Road 12 from Sideroad 22A to West Back Line (Grey Highlands)
Grey Road 7 from Grey Road 13 to Sideroad 10B (Grey Highlands)
Grey Road 29 from Hamill Road to Grey Road 40 (Chatsworth)
Grey Road 13 from 8th Concession to 12th Concession B (Grey Highlands)
Grey Road 31 from 8th Concession B to Collingwood Road (Grey Highlands)
Grey Road 4 from Baseline to West Back Line (Grey Highlands)
Grey Road 4 from George Street (Durham) to Concession 2 (West Grey)
Grey Road 3 from Concession 12 to Grey Road 9 (West Grey)
Grey Road 9 from Grey Road 3 to Highway 6 (West Grey)
Grey Road 9 from Grey Road 8 to Highway 10 (Southgate)
Grey Road 8 from Southgate Road 8 to Grey Road 9 (Southgate)

AND THAT the by-law shall include restrictions on time of day and time of year the use would be permitted (i.e. dawn to dusk between May 1st and November 10th), any signage required, as well identifying any repairs and maintenance required by the Clubs as a result of the permitted uses;

AND THAT this by-law be reviewed following a one year trial period to determine if any revisions to the by-law and memorandum of understanding are required.

Background

The South Bruce Peninsula ATV Club sent a request on March 23, 2016 requesting permission to allow ATV's to use certain County Roads within the City of Owen Sound and Georgian Bluffs. Currently, ATV's are only permitted on three small portions of certain roads in the Municipality of Grey Highlands. The County roads requested are:

1. Grey County Road 1 from 14th Street (Owen Sound) to Wiarton
2. Grey County Road 17B from 10th Street (Owen Sound) to Highway 6;
3. Grey County Road 15/3rd Avenue from the CP Trail to 6th Street East;
4. Grey County Road 5/8th Street from CP Rail Trail down to 2nd Avenue, past Harrison Park to Concession 3 in the Geographic Township of Derby, Township of Georgian Bluffs;
5. Grey County Road 16 from Concession 3 Derby to Sunny Valley Road South

The Dufferin Grey ATV (DGATV) Club has sent 4 requests over the months of March and April 2016 requesting:

1. Extension of the CP Rail Trail from Sunny Valley Road to 20th Street East, Owen Sound.
2. Permission to Warden in the off season;
3. Permission to allow side-by-side ORV’s on the CP Rail Trail/Roads
4. Permission to allow ATV’s/ORV’s/UTV’s on certain County Roads

The County Roads requested by the DGATV Club included 3 from the West Grey ATV Club, the roads requested by the two Clubs are:

1. CP Rail Trail Extension Request (being considered by Planning and Community Development Committee)
2. Grey County Road 112 from Grey Road 12 to 25 Sideroad (Meaford).
3. Grey Road 12 from 10th Sideroad to Town of Meaford limits (Meaford)
4. Grey Road 12 from Sideroad 22A to West Back Line in Grey Highlands
5. Grey County Road 7 from 7th Sideroad to Town of Meaford limits
6. Grey Road 7 from Grey Road 13 to Sideroad 10B in Grey Highlands
7. Grey County Road 29 from Grey Road 40 to Holland-Sydenham Townline (Chatsworth)
8. Grey County Road 32 from Highway 10 to Grey County Road 30 (Grey Highlands)
9. Grey County Road 13 from 8th Concession to Grey County Road 7 (Grey Highlands)
10. Grey County Road 31 from 8th Concession B to Collingwood Road (Grey Highlands)
11. Grey County Road 4 from Baseline to West Back Line (Grey Highlands)
12. Grey County Road 4 from George Street to Concession 2 (West Grey)
13. Grey County Road 3 from Concession 12 to Grey County Road 9
14. Grey County Road 9 from Grey County Road 3 to Highway 6 (West Grey)
15. Grey County Road 9 from Grey County Road 14 to Highway 10 (Southgate)
16. Grey County Road 8 from Southgate Road 8 to Grey County Road 9

Since the public meeting the DGATV has requested that they modify the Grey Road 32 request to extend all the way to Highway 10.

All of the Clubs have indicated that the main reasons for these requests are to accommodate connecting links to access food, other trails, fuel and lodging and to connect the clubs.

*The Highway Traffic Act – O. Reg. 316/03*

The genesis of these requests has come from recent modifications to the Ontario Highway Traffic Act (December 2015). Highlights of this update include the addition of Side-by-side ORVs as a classification of vehicle and the permission for use of roads provided the municipal authority puts a by-law in place permitting such uses. The By-law needs to stipulate the hours and months to which ATV’s will be permitted on the roads.

On roads where the posted speed is more than 50 km/hr the maximum speed that an ATV can travel is 50 km/hr. On roads 50km/hr or less the maximum allowable speed is 20
km/hr. This is the most concerning aspect of the legislation for the Transportation Services department as variations of speed of vehicles travelling in the same area is a contributing factor to many collisions. To this end, Transportation Services has suggested revisions to the requests by the Clubs to use certain County Roads, to reduce the amount of areas of extended travel where a suitable shoulder is not present (i.e. a two land urban curbed street), as a driver travelling at 50 km/hr grows impatient travelling behind an ATV driver going 20 km/hr and may attempt an unsafe passing maneuver.

ATV’s are required to ride on the right shoulder (in the same direction as the traffic using the same side of the highway) where possible and where not possible to the right most portion of the roadway. They are not permitted to overtake other moving motorized vehicles, but where safe, they can overtake non-motorized vehicles. ATV operators must have a valid license, insurance and also must wear a helmet.

Grey County Roads

This report was written in conjunction with the Transportation Services department.

Transportation staff have reviewed each to the requests in detail and have a number of areas suggested for modification based on the composition of the roads, sightlines and traffic volumes. The impact of introducing ATV’s to certain requested roads will be to create an unsuitable or and unsafe situation for the existing travelling public. Staff met with the Club representatives to determine if there were alternative options to access the amenities they are wanting to connect with using other trails and local roads. Based on the staff review and the discussion with the Clubs, Transportation staff recommend the following:

SBPATV Requests and Staff Recommendations (see corresponding Map numbers):

<table>
<thead>
<tr>
<th>Request Number</th>
<th>Road Section Requested</th>
<th>Road Section Recommended</th>
<th>Staff Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Grey Road 1 from 14th Street in Owen Sound to Wiarton</td>
<td>Grey Road 1 from Wiarton to Grey Road 17A and from Grey Road 17A to Range Road</td>
<td>The road narrows as it approaches Owen Sound and this modification would offer an alternative route into Owen Sound and to connect to the Georgian Bluffs trail using lower volume roads.</td>
</tr>
<tr>
<td>2</td>
<td>Grey Road 17B from 10th Street to Highway 6</td>
<td>Grey Road 17B from Alpha Street to 10th Street</td>
<td>Nichol’s Gully is narrow and sightlines are restricted, this use would not be compatible and there are alternative routes to connect</td>
</tr>
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</tr>
<tr>
<td>3</td>
<td>Grey Road 15/3rd Avenue from the CP Trail to 6th Street East</td>
<td>Recommend refusal</td>
<td>There are alternative routes permitted by the City that would allow connection to the desired locations.</td>
</tr>
<tr>
<td>4</td>
<td>Grey Road 5/8th Street from CP Rail Trail down to 2nd Avenue, past Harrison Park to Concession 3 in Georgian Bluffs</td>
<td>Grey Road 5 from the intersection of Highway 26 and 28th Avenue/Grey Road 5 to 9th Avenue East/Highway 6 &amp; 10 and from 9th Avenue East/Highway 6 &amp; 10 to 8th Avenue East.</td>
<td>The permission of 8th Street would allow access to the City owned portion of 8th Street and would connect ATV traffic to the other side of Town allowing ATV riders to connect to the Georgian Bluffs Trail. 8th Street has been recently upgraded to include bike lanes which would be able to accommodate ATV traffic. Allowing the small portion of 6th Street would accommodate access to accommodations in that area. Transportation Services staff suggest that the request for 2nd Avenue East would be inappropriate as it would promote access past Harrison Park, where ATV’s are not permitted as well as 'Harrison Park Hill' and ‘Creamery Hill’ which are not suitable and cannot safely accommodate the widths and sightlines required.</td>
</tr>
<tr>
<td>5</td>
<td>Grey Road 16 to bypass Owen Sound from Concession 3 Derby to Sunny Valley Road South</td>
<td>Same as requested</td>
<td>No concerns.</td>
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</tbody>
</table>

DGATV Requests and Staff Recommendations (see corresponding Map numbers):
<table>
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<tbody>
<tr>
<td>1</td>
<td>CP Rail Trail Extension</td>
<td></td>
<td>Being considered by the Planning and Community Development Committee</td>
</tr>
<tr>
<td>2</td>
<td>Grey Road 112 from Grey Road 12 to 25\textsuperscript{th} Sideroad (Meaford)</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>3</td>
<td>Grey Road 12 from 10\textsuperscript{th} Sideroad to Town of Meaford limits (Meaford)</td>
<td>Recommend refusal. Future consideration for Grey Road 12 into Meaford if Meaford allows access to urban areas.</td>
<td>Transportation Services staff suggest that the request from 10\textsuperscript{th} Sideroad to Grey Road 12 not be supported and that consideration in the future of a portion of Grey Road 12 into Meaford be considered if Meaford allows access to urban areas.</td>
</tr>
<tr>
<td>4</td>
<td>Grey Road 12 from Sideroad 22A to West Back Line in Grey Highlands</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>5</td>
<td>Grey Road 7 from 7\textsuperscript{th} Sideroad to Town of Meaford limits</td>
<td>Future consideration is the Municipality of Meaford grants access to the urban area.</td>
<td>Transportation Services staff suggest that consideration for this request be given if the Municipality of Meaford grants access to the urban areas.</td>
</tr>
<tr>
<td>6</td>
<td>Grey Road 7 from Grey Road 13 to Sideroad 10B in Grey Highlands</td>
<td>Same as requested</td>
<td>No concerns.</td>
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<tr>
<td>7</td>
<td>Grey Road 29 from Grey Road 40 to Holland-Sydenham Townline (Chatsworth)</td>
<td>Grey Road 29 from Hamill Road to Grey Road 40.</td>
<td>Transportation Services staff suggest that the route be modified from Hamill Road to Grey Road 40. Alternative access can be obtained from Hamill Road.</td>
</tr>
<tr>
<td>8</td>
<td>Grey Road 32 from Highway 10 to Grey Road 30 (Grey Highlands)</td>
<td>Recommend refusal.</td>
<td>Transportation Services staff suggest that this be refused as the Club does not have permission currently for trails in this area. The trails in this area are also within the Niagara...</td>
</tr>
<tr>
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<td>Staff Comments</td>
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<tr>
<td>9</td>
<td>Grey Road 13 from 8&lt;sup&gt;th&lt;/sup&gt; Concession to Grey Road 7 (Grey Highlands)</td>
<td>Grey Road 13 from 8&lt;sup&gt;th&lt;/sup&gt; Concession to 12&lt;sup&gt;th&lt;/sup&gt; Concession B</td>
<td>Transportation Services staff suggest this route be modified as there are alternative routes to get to the desired location in which the Club already uses. This portion of Grey Road 13 is very hilly and does not have wide shoulders.</td>
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<tr>
<td>10</td>
<td>Grey Road 31 from 8&lt;sup&gt;th&lt;/sup&gt; Concession B to Collingwood Road (Grey Highlands)</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>11</td>
<td>Grey Road 4 from Baseline to West Back Line (Grey Highlands)</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>12</td>
<td>Grey Road 4 from George Street (Durham) to Concession 2 (West Grey)</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>13</td>
<td>Grey Road 3 from Concession 12 to Grey Road 9</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>14</td>
<td>Grey Road 9 from Grey Road 3 to Highway 6 (West Grey)</td>
<td>Same as requested</td>
<td>No concerns.</td>
</tr>
<tr>
<td>15</td>
<td>Grey Road 9 from Grey Road 14 to Highway 10 (Southgate)</td>
<td>Grey Road 9 from Grey Road 8 to Highway 10 (Southgate)</td>
<td>Transportation Services staff suggest this route be modified as the portion of Grey Road 9 from Grey Road 14 to Grey Road 8 is a very high traffic road and a main truck route and therefore there are more opportunities for conflicts. There are alternative routes on lower volume roads that would be more suitable.</td>
</tr>
<tr>
<td>16</td>
<td>Grey Road 8 from</td>
<td>Same as requested</td>
<td>No concerns.</td>
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Maps illustrating these modifications are attached as an appendix to this report. The Maps correspond to the above noted request numbers in the chart.

With regard to size of the vehicles, Transportation Services staff do not have a concern at this time as the County Road System is designed for vehicular traffic and can accommodate the ATV’s and the side-by-side ORVs.

Transportation Services staff recommend that ATV’s and side-by-side ORV’s are only permitted on the roads between dawn and dusk from May 1\(^{st}\) to November 10\(^{th}\) in any given year. Consideration outside of that time period should not be considered due to winter road conditions.

Transportation Services staff would recommend that the request only be considered on a one year trial basis so that the necessary data can be gathered to determine if the use is compatible with the existing roads system. Following the ATV season in 2016, the by-law and memorandum of understanding will be brought back to Committee to determine if these uses should continue to be permitted beyond 2016.

It is also worth noting that a request came from the Municipality of Meaford to open all County Roads within the Municipality in late 2015. Grey County Transportation and Public Safety Committee received this request for information in December 2015. No further action with regard to this request was taken. Given that fact that only certain County roads have been requested by the ATV Clubs within the Municipality of Meaford, staff are recommending that only the roads as requested by the Clubs be considered. Future requests may be considered to connect to the Meaford settlement area should the Municipality of Meaford support ATV’s within the settlement area.

**Grey County Trails**

The portion of the CP Rail Trail requested is the highest used portion of non-motorized users of the CP Trail. The request entails approximately 8 km that would connect the DGATV Club into Owen Sound and access amenities via city streets. STRAVA mapping shows that this portion of the CP Rail Trail as having the most use (non-motorized) on all portions of the trial.

The request to use side-by-side ORV’s on the CP Rail Trail requires considerable research. Currently, the request could not be considered based on the structure of the trail itself as it does not have the width to accommodate the machines of this size on the
trail. There is also the consideration of these machines not having sufficient space on the trail when passing other users. In addition to this the new legislation indicates that there can be ORV’s with a width of up to 2.03 metres (without mirrors), this would require significant modification to gates and would essentially make the gates obsolete. This would create a new problem of other vehicles now being able to access areas and create trespassing issues and further compatibility and liability issues. Suggestions by the Club have indicated that they do not want the full 2.03 metres, however this does not negate the need for modifications of gates and potential modifications to the width of the trail in order to reduce liability concerns. Trespassing by larger trucks was an issue prior to the gate installation along the trail, and the County has seen significant improvements with this issue since the introduction of gates.

With regard to warden patrols outside of the season to control ‘rogue’ ATV’s, Planning staff would generally not support this proposal as it would provide minimal assistance with this problem. The ATV season begins on May 1 and ends November 30th on the CP Rail Trail. Often those dates correlate with weather and the beginning of snowmobile season. Also, there could be considerable confusion created if certain members (i.e. wardens) were permitted on the trail outside of the season. Planning staff do however recommend that consideration be given to allow Warden’s to access the trail just prior to the season beginning and just following the ATV season in order to post/remove signs and to perform any general maintenance/repairs to the trail in order to get it ready for ATV season and following the ATV season. Planning staff recommend that this be considered as part of a future update to the ATV Agreement.

A large portion of the CP Trail that has been requested falls within the Niagara Escarpment Plan Area. Niagara Escarpment Commission (NEC) Staff have indicated that motorized vehicles on either existing trails or unopened road allowances require a Niagara Escarpment Development Permit. Also, motorized vehicle trails are not permitted in Escarpment Natural Area (green on the map below).

Planning staff have discussed the proposal with NEC staff and it has been indicated that consideration will not be given to the area that falls within the Escarpment Natural Area. Therefore a Niagara Escarpment Plan amendment and a Niagara Escarpment development permit is required in order to consider the request to allow ATV’s on the portion of the CP Rail Trail that bisects the Escarpment Natural Area. Based on this information, Planning staff recommend that the request to use ATV’s on the CP Rail Trail from Sunny Valley to 20th Street East not be supported at this time. Should Council wish to consider the ATV Club’s request, Planning staff will have further discussions with the NEC to determine the process for considering ATV’s within the Niagara Escarpment Plan Area.
Should Council decide to support the Club’s requests related to the CP Rail Trail in the future, Planning staff would recommend that any consideration for these requests be done on a one year trial basis.

The following is an excerpt from the NEP Mapping that shows the CP Trail (black line) and the NEP designations that it crosses; yellow reflects Escarpment Rural; green is Escarpment Natural; orange is Escarpment Protection; pink is Urban Area (Owen Sound); green hatched area is Public Land; beige is outside of the NEP area.

Consultation

In order to provide the necessary information to Council regarding these requests, consultation with the public and agencies was completed. Staff discussed the proposal with the Niagara Escarpment Commission, the Grey Bruce Health Unit, the County’s Trails Manager and Forest Manager as well as the public. There are no organized groups that have a formal agreement with the County that use the CP Rail Trail in the
portion requested, except for the Snowmobile Club, who have provided comments.

Grey County Trails Manager/Grey County Forest Manager

Currently, Grey Sauble Conservation manages multi-use recreation activities in both the County Forests and the CP Rail Trail with the following activities permitted.

The Grey County CP Rail Trail offers 12 month multi-use trail access for both motorized and passive use along a 64km section of rail trail from Dundalk to Sunny Valley Road. The CP Rail Trail from Sunny Valley Road to Owen Sound is designated as a non-motorized multi-use trail during the spring, summer and fall. During the winter months, the entire 70 plus kilometres of CP Rail Trail permits motorized OFSC Snowmobile Trails.

It is important to note that the agreement with Grey Sauble Conservation is currently at capacity to deal with the present compliment of permitted activities. Expanding permitted activities requires many considerations that would be outside of the current Trails / Recreation agreement. At a minimum, the requests related to the CP Rail Trail would require that the contract agreement between Grey Sauble Conservation and the County to be renegotiated which could result in additional costs to the County.

Neighbours/Public

A public Meeting was held on June 9, 2016. A summary of comments from that meeting are listed below as well as any written comments we have received.

The comments raised are separated into two categories, Roads and the CP Rail Trail.

Comments related to the CP Rail Trail are:

- Incompatibility with other users (hikers, cyclists, strollers, equestrian)
- Displacement of other users
- Trail Damage
- Noise
- Speed differential dangers
- Liability concerns
- Enforcement concerns
- Safety
- Trail is narrow now for standard ATV the request for side-by-sides would not be compatible, potentially impossible.
- Dust
- Warden Patrols will not solve the 2% ‘rogue’ riders.
- Damage to road crossings and maintenance, snowmobiles have created a
problem and they haven’t fixed it, same issue will present itself with a new motorized use.

- Existing signage is not effective, new signage may not improve the existing problem.
- Calling police for trespass issues will waste time and money and will not catch the culprit
- Loss of solitude
- Removal of a place to go where there are no motorized vehicles permitted
- Will result in other motorized vehicles to come forward (i.e. dirt bikes) and further exacerbate and displace non-motorized users
- The opening of roads will allow the access needed to all the amenities requested (food, lodging, gas)
- Many neighbouring municipalities have non-motorized trails (Port Elgin, Hanover, Meaford)
- Give ATV operators the roads and keep the trail non-motorized.
- Keep this portion of the trail non-motorized, 8km of non-motorized trail is not unreasonable
- Exhaust fumes
- Speed limits should be low 10-15 km/hr
- Environmental Impact Study (EIS) should be completed before considered
- Habitat disruption
- Garbage
- Passing on the trail will result in users to go off the travelled portion of the trail and often the embankment is quite steep and narrow.
- Lack of respect for other trail users
- Discouragement for non-motorized users of the trail.
- ATV use does not promote a healthy lifestyle
- Climate change and the effects of combustion engines of ATV’s
- Needs to be a curfew, no ATV’s on trail after dark.

Comments related to the County Roads are:

- Road requests are too extensive
- Issues already exist (do not adhere to speed limits, not riding on shoulders)
- Not well blended with scenic routes (i.e. Grey Road 1, Grey Road 12)
- Some of the requested roads are part of established cycling routes, incompatible.
- County roads needed for Owen Sound trail period
- Recommend that ATV’s be permitted on the roads and not the CP Rail Trail section.
- Opening County roads will further exacerbate issues on local roads
It was strongly suggested that the proposed extension of access to the CP Rail Trail would displace the non-motorized users of this portion of the trail. With the secondary requests for a number of roads, connectivity can be achieved to the desired amenities as well as to other Clubs.

There was minimal opposition for the use of ATV’s on the County Roads expressed at the public meeting.

Ontario Federation of Snowmobile Clubs (OFSC) District 9 and the Owen Sound East Side Snowmobile Club

Generally support the endeavors by the Clubs to expand the accessible areas for their sport. There are three areas of concern outlined by members:

1. Expanded accessibility for ATVs may create new trespassing issues where enthusiasts knowingly or un-knowingly ride into areas where permission has not been provided;
2. The current gates installed along the rail trail by the ATV Club in partnership with the County will not likely be wide enough to accommodate Side-by-Side ATVs in the closed position. Other jurisdictions that have simply left one gate open to permit use by Side–by-Side ATVs, and as such have left the trail open to access (and potential trespassing) by full size vehicles;
3. The over-the-snow use of the rail trails does not generally cause damage to the trail base for the summer users, however the rutting created by, even normal, ATV use does create problems for trail grooming operations in the winter, especially in low snow years. Extended ATV usage on shared trail areas should include a maintenance responsibility consideration.

Grey Bruce Health Unit

Staff received comments from the Grey Bruce Health Unit on June 13, 2016 regarding the proposed use of ATV’s on certain County Roads. They recommend that the County maintain the current limit for ATV use to multi-use trails and roadways. The rationale for this recommendation is based on three main points:

1. Injuries and fatalities through vehicle crashes
2. Environmental impacts through vehicle dust and noise pollution
3. Decreased physical activity for vehicle operators and other trail users.

If the County decides to move forward with the approval the Grey Bruce Health Unit strongly advocates for this to be a ‘pilot’ project. During this phase, it is recommended that the impacts of ATV use be evaluated and the issue re-addressed following the
conclusion of the pilot period.

*The Dufferin Grey ATV Club*

The Dufferin Grey ATV Club has become an organized club under the OFATV (Ontario Federation of All Terrain Vehicles) umbrella. They have provided proof of insurance coverage of $15,000,000 which covers all members with valid permits. As well the Club has been able to establish a trail system within Grey County to include municipal roads and private lands having landowner agreements.

OFATV also has an established Warden system in order to patrol sanctioned OFATV trails. Club members are provided with training as well as what authority the wardens do and do not have in relation to trail users. They are not able to lay charges, but can report unauthorized activities to the police. They can request riders who do not have a valid permit to leave the trail and direct them where to purchase a permit. The Warden program also provides tips on customer service and outlines the Occupiers Liability Act, Off-Road Vehicles Act and Trespass to Property Act. Wardens will be representing Grey County while on its property and thus exercising the County’s rights under the Trespass to Property Act.

The County has agreements with the DGATV Club for use of the CP Rail Trail, the proposed requests would modify this agreement.

*The West Grey ATV Club*

The West Grey ATV Club has become an organized club under the OFATV (Ontario Federation of All Terrain Vehicles) umbrella. They have provided proof of insurance coverage of $15,000,000 which covers all members with valid permits. As well the Club has been able to establish a trail system within the Municipality of West Grey to include municipal roads and private lands having landowner agreements.

OFATV also has an established Warden system in order to patrol sanctioned OFATV trails. Club members are provided with training as well as what authority the Wardens do and do not have in relation to trail users. They are not able to lay charges, but can report unauthorized activities to the police. They can request riders who do not have a valid permit to leave the trail and direct them where to purchase a permit. The Warden program also provides tips on customer service and outlines the Occupiers Liability Act, Off-Road Vehicles Act and Trespass to Property Act. Wardens will be representing Grey County while on its property and thus exercising the County’s rights under the Trespass to Property Act.

The County has agreements with other ATV Clubs in the County that are under the umbrella of the OFATV. The OFATV are familiar with our agreement process and
insurance requirements.

*The South Bruce Peninsula ATV Club*

The South Bruce Peninsula ATV Club has become an organized club under the EOTA (Eastern Ontario Trails Alliance) umbrella. They have provided proof of insurance coverage. As well the Club has been able to establish a trail system within the Town of South Bruce Peninsula (Bruce County) and in the Township of Georgian Bluffs to include municipal roads and private lands having landowner agreements.

The County does not currently have an agreement with SBPATV Club, but any agreement would be similar to that of the other ATV Clubs.

All three Clubs suggested that the presence of a warden in the off season would create an attitude of respect and would stop illegal riders on the trails. They suggest that the use of side-by-sides would not be an impediment to the existing trail base and they all indicate that the reason for the requests is for trail connectivity, access to food, services and accommodation.

The SBPATV Club and the West Grey ATV Club would specifically need approvals from the Transportation and Public Safety Committee and the DGATV Club will need approvals from both the Planning and Community Development Committee (CP Rail Trail, side-by-sides on trails, warden patrols on CP Trail) and the Transportation and Public Safety Committee (Roads).

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Based on the comments from the agencies and the public, Planning staff are recommending that the request for extending access to the CP Rail Trail not be supported at this time, as further work needs to be completed including applications to the NEC, further review of the trail infrastructure and further discussions with Grey Sauble Conservation regarding revisions to the current contract agreement. Staff would suggest that if TAPS Committee approves the modified revisions as presented in this report on a trial basis, connectivity and access to the various amenities can still be achieved and would allow the City of Owen Sound to move forward with their trial period.

Financial/Staffing/Legal/Information Technology Considerations

County Staff have recently drafted agreements for ATV clubs and would have the necessary components and templates, including clauses and insurance requirements to have the proper protection for both the clubs and the County.

There will be a financial implication for the proposed use including the need for signage
on both the roads and trails, as well as gates for the trail. Improvements to the CP Rail Trail may also be required in order to accommodate the proposed use. Ongoing maintenance would also be required to ensure that the Trail is in suitable condition for all users. This would need to be investigated further. The Clubs have indicated that they would be willing to provide a portion or all of the costs associated with these required modifications. Investigation as to the cost to modify all the gates has not been completed at this time. It is estimated that approximately 17 new gates will be required for the ATV trail extension request.

In addition to the actual cost to accommodate the new use, GSCA staff have indicated that they do not have the capacity within the confines of their existing agreement to monitor this proposed use. If a temporary trail period is granted Planning staff have had a discussion with GSCA and they would be able to shift duties to manage the new use in this area for a trial period. However renegotiating the contract with Grey Sauble will be necessary beyond any trial period. If it was to be a consideration by Committee, it would be necessary to either renegotiate the existing agreement with GSCA to hire additional staff, or to hire new staff outside of the existing contract agreement. This could increase costs significantly.

**Link to Strategic Goals/Priorities**

3.1 Partner with sector representatives to support and enhance tourist experiences that strengthen Grey County as a preferred four-season destination.

3.4 Encourage economic and tourism initiatives that support the sustainability, protection, and enhancement of the natural environment.

3.5 Protect conserve natural and cultural heritage resources and landscapes, including those that offer scenic and habitat preservation.

3.7 Continue to implement the Grey County Recreational Trails Strategy and seek opportunities to work with others to expand the county-wide trails network.

Respectfully submitted by,

Sarah Morrison, Hons. BA, MCIP, RPP
Intermediate Planner

Pat Hoy, P. Eng
Engineering Manager

Director Sign Off: Randy Scherzer and Kim Wingrove

June 23, 2016
Attachments

Staff Modifications of ATV requests
ATV/ORV Classifications
All written comments received from Public and agencies
Staff Modifications
Grey County Recommendation
Dufferin Grey ATV Club Request 1
Grey Rail Trail

Legend

Future Consideration
Grey CP Rail Trail

1:50,000

Grey Road 18
Grey Road 5
7th Street East
9th Street West
2nd Avenue East
1st Avenue West
Superior Street
Concession 11

Roads and Rail Trail Network

Sideroad 3
Sideroad 6
Sideroad 6
Concession 3 Dubby
Concession 5 Dubby
Innis Falls Road
Sunny Valley Road

GR2016063G01.mxd

June 23, 2016
Grey County Recommendation
Dufferin Grey ATV Club Request 5
Grey Road 7 (Part 1 of 2)

Legend
- Future Consideration

1:20,000

June 23, 2016
Grey County Recommendation
Dufferin Grey ATV Club Request 8
Grey Road 32

Legend
Not Support 1:38,000

GR201606DGO8.mxd
Grey County Recommendation
Dufferin Grey ATV Club Request 12
Grey Road 4 (Part 2 of 2)

Legend
- Support

1:13,000

N

McNab Lane

Concession 2

Durham Road East

Concession 2

George Street East

Lambton Street East

Cedar Crescent

Saddler Street East

Concession 1

Concession 1

Adair Street

South Line

GR20160630G12.mxd

June 23, 2016
Grey County Recommendation
South Bruce Peninsula ATV Club Request 1
Grey Road 1 and Grey Road 17A

Legend
- Approved
- Support
- Not Support

1:114,590

GR201606SBP01.mxd

June 23, 2016
Comments Received
Attention Sarah Morrison:

Some things that should be kept in mind when thinking of allowing ATVs onto rail trails. I myself am a bicyclist and have a few concerns:

1. The small tractor-like tires on ATVs leave a pattern in the stone dust that when a bicycle rides over them, a high frequency vibration is caused in the bicycle that numbs the hands, forearms, elbows, and derriere. I do not know the health effects of this phenomena but I'm sure that chiropractors and physiotherapists who treat construction workers that use jack-hammers, rock-drills, and soil-compactor are well aware the effects.

2. The large plumes of dust that cover the trees and plants and other users along these pristine areas does not enhance the quiet solitude that I have enjoyed in the past.

3. In my travels along these paths I have not seen a lot of garbage accumulate, most bikers, hikers, dog walkers, and runners don't carry much extra garbage with them that motorized vehicles are capable of carrying.

4. There is always the safety issues that are involved with motorized equipment when sharing areas like this. I know most people are careful and considerate but there are always the others to think of also.

5. There is also the noise issue not only for the other users but also for the residence that live along the trails.

I apologize for my concerns but frankly I believe that it will be either ATVs or the rest of us that will use paths------ not both.

Don Chessell
Scribner, Monica

From: Robert Garnet
Sent: Tuesday, June 07, 2016 5:57 PM
To: Scribner, Monica
Subject: I strongly oppose allowing ATV access to the C
Attachments: I strongly oppose allowing ATV access to the C.docx

Monica, Thank you for including my letter in the information package for the ATV meeting.
Robert Garnett
Grey County Council

Dear Councillors,

I strongly oppose allowing ATV access to the C.P. Rail Trail from Sunny Valley Road to 20th Street East in Owen Sound.

I ride my bicycle on this stretch of the C.P. Trail as many times as I can from April to October and have for the last many years. I choose this trail specifically because motorized vehicles are prohibited.

On any given day I can meet people walking, people exercising their dogs, as well as runners, horseback riders, and others on bicycles. When we meet, passing is very safe and comfortable. However, when the ATVs approach, they force all other users to the extreme edge of the trail which, in many places, is very narrow and steep. This is very uncomfortable at best and very dangerous at its worst. Yes, there are ATVs using this portion of the C.P. Trail even though it is restricted.

I can only imagine the damage constant usage by ATVs would do to the surface of the trail. There are places of compacted gravel but much is simply hard packed dirt. To get an idea of the damage they could do, you only have to visit any one of the gated entrances to see how these machines have torn up the ground to get around the gates.

In their wisdom, the original planners of the trail prohibited motorized vehicles and because of that it has become a great haven for many types of passive users. If it becomes an ATV trail, what happens to the horseback riders? What happens to the dog walkers? And what happens to the rest of us who prefer a trail without noise?

I also worry that the lack of respect that some ATV owners show for the rules of the trail in its present form indicates how they may disrespect rules in the future i.e. if it becomes an ATV trail.
It is my hope that you, the present custodians of the trail, show the same wisdom as the original planners did and keep the C.P. Trail in its present form.

Respectfully,

Robert Garnett
Dear Sarah,  
(Sarah Morrison Intermediate Planner)

Unfortunately I am away from home on June 9 and will not be able to attend the meeting. Feel free to copy this, or if you were able to read this as a letter from a concerned citizen that would be okay.

I am strongly opposed to extending the use of ATV’s on the CP Rail Trail. ATV’s cause many problems for bicycle and walkers on trails.

1. Safety  As a walker or cyclists you have to be constantly on guard and you are at the mercy of the operator who expects you to move out of his/her way. ATV’s are powerful heavy machines that easily cause injury and take up the travelled portions of the trail. How will the County make sure that non motorized users are safe and feel safe while walking or cycling?

2. ATV’s are noisy machines that disturb the peacefulness of the trail experience, plus they can affect some people that are living near the trail.

3. ATV’s have dirty engines and unlike cars have no air pollution equipment to make the exhaust cleaner. Here we have an area that people like to visit for it’s clean air. Adding these machines can effect the air quality and discourage other non motorized users who want a fresh air experience on our trail.

4. Trail Deterioration: ATV’s make 2 tracks on a gravelled trail and the lugs tend to loosen the gravel causing water to not drain properly. This makes the trail not as good for biking or walking. When the trail is dry there is loose gravel and dust in the tracks with a hump in the middle.

5. Neighbouring Communities such as Collingwood and Saugeen Shores have Rail Trail with no ATV’s and these trails are used by locals and tourists. They have many cyclists and walkers and the trails are in great condition. I cycle on the CP Rail Trail south from Rockford at there are no ATV’s. The ATV’s have the use of most of the CP Trail. Having 8 km of the total trail with no ATV’s is not unreasonable.

6. Grey County has a high incidence of heart disease. ATV’s give you very little exercise and do not promote a healthy life style.

7. We are aware of Climate Change and the effect that Combustion Engines have increasing carbon in the air. Promoting the use of these machines does not appear to take in the big picture of what is happening in our world and is effecting great parts of the world already.
8. I know of a person living beside an ATV trail in Georgian Bluffs. It appears that it has been a very bad experience with the noise and the fumes. I would think that not many of us would not like to have the misfortune of being beside an ATV Trail.

I would urge Grey County Council to step back and look at what they are being asked to approve. Is this really in the best interests of our communities in Grey? How is this going to improve the enjoyment of our natural environment?

If we plan to allow ATV's they do belong on roads where they won't effect other users or residents living in close proximity. ATV's should not be on trails where they discourage other users.

Thank you, Robert Knapp, Georgian Bluffs.
To Randy and Sarah

My family lives next to the CP rail line just south of Rockford. Our house is about 100m from the trail. Not only do we live close to the trail but we walk/run the trail daily. The dust that is generated by one ATV is absolutely crazy. I understand that they wear dust masks when riding. I am concerned about the health issues regarding breathing in the dust.

I propose that if the ATV get access that the trail be sprayed with calcium to prevent dust erosion and 'dust storms'. Erosion may be a concern to the County, as over time stone dust would have to be reapplied, creating a significance cost to upkeep.

We also were concerned about the curfew. I hope there is strict curfew so that they are off the trail after dark.

I hope these subjects get mentioned at the meeting. Unfortunately I work and can not attend but I will follow up.

Thanks

Robin Nurton
Sent from my iPad
What are the Effects of Dust on the Lungs?

What are the lungs?

The lungs are the organs of breathing; they are responsible for bringing oxygen from the atmosphere into the body through a series of branching air tubes (Figure 1) and exchanging it for carbon dioxide that is released back into the atmosphere.

The lungs are constantly exposed to danger from the dusts we breathe. Luckily, the lungs have another function - they have defense mechanisms that protect them by removing dust particles from the respiratory system. For example, during a lifetime, a coal miner may inhale 1,000 g of dust into his lungs. When doctors examine the lungs of a miner after death, they find no more than 40 g of dust. Such a relatively
small residue illustrates the importance of the lungs' defenses, and certainly suggests that they are quite effective. On the other hand, even though the lungs can clear themselves, excessive inhalation of dust may result in disease.

What happens when we breathe in dust?
The lungs are protected by a series of defense mechanisms in different regions of the respiratory tract.

When a person breathes in, particles suspended in the air enter the nose, but not all of them reach the lungs. The nose is an efficient filter. Most large particles are stopped in it, until they are removed mechanically by blowing the nose or sneezing.

Some of the smaller particles succeed in passing through the nose to reach the windpipe and the dividing air tubes that lead to the lungs [more information about how particles entering the lungs](http://www.ccohs.ca/oshanswers/chemicals/how_to.html].

These tubes are called bronchi and bronchioles. All of these airways are lined by cilia. The mucus they produce catches most of the dust particles. Tiny hairs called cilia, covering the walls of the air tubes, move the mucus upward and out into the throat, where it is either coughed up and spat out, or swallowed.

The air reaches the tiny air sacs (alveoli) in the inner part of the lungs with any dust particles that avoided the defenses in the nose and airways. The air sacs are very important because through them, the body receives oxygen and releases carbon dioxide.

Dust that reaches the sacs and the lower part of the airways where there are no cilia is attacked by special cells called macrophages. These are extremely important for the defense of the lungs. They keep the air sacs clean. Macrophages virtually swallow the particles. Then the macrophages, in a way which is not well understood, reach the part of the airways that is covered by cilia. The wavelike motions of the cilia move the macrophages which contain dust to the throat, where they are spat out or swallowed.

Besides macrophages, the lungs have another system for the removal of dust. The lungs can react to the presence of germ-bearing particles by producing certain proteins. These proteins attach to particles to neutralize them.

http://www.ccohs.ca/oshanswers/chemicals/lungs_dust.html
Dusts are tiny solid particles scattered or suspended in the air. The particles are "inorganic" or "organic," depending on the source of the dust. Inorganic dusts can come from grinding metals or minerals such as rock or soil. Examples of inorganic dusts are silica, asbestos, and coal.

Organic dusts originate from plants or animals. An example of organic dust is dust that arises from handling grain. These dusts can contain a great number of substances. Aside from the vegetable or animal component, organic dusts may also contain fungi or microbes and the toxic substances given off by microbes. For example, histoplasmosis (http://www.ccohs.ca/oshanswers/diseases/histoplas_m.html), psittacosis (http://www.ccohs.ca/oshanswers/diseases/psittacosis.html) and Q Fever (http://www.ccohs.ca/oshanswers/diseases/qfever.html) are diseases that people can get if they breathe in organic that are infected with a certain microorganisms.

Dusts can also come from organic chemicals (e.g., dyes, pesticides). However, in this OSH Answers document, we are only considering dust particles that cause fibrosis or allergic reactions in the lungs. We are not including chemical dusts that cause cancer or acute toxic effects, for example.

What are the reactions of the lungs to dust?

The way the respiratory system responds to inhaled particles depends, to a great extent, on where the particle settles. For example, irritant dust that settles in the nose may lead to rhinitis, an inflammation of the mucous membrane. If the particle attacks the larger air passages, inflammation of the trachea (tracheitis) or the bronchi (bronchitis) may be seen.

The most significant reactions of the lung occur in the deepest parts of this organ. Particles that evade elimination in the nose or throat tend to settle in the sacs or close to the end of the airways. But if the amount of dust is large, the macrophage system may fail. Dust particles and dust-containing macrophages collect in the lung tissues, causing injury to the lungs.

The amount of dust and the kinds of particles involved influence how serious the lung injury will be. For example, after the macrophages swallow silica particles, they die and give off toxic substances. These substances cause fibrous or scar tissue to form. This tissue is the body's normal way of repairing itself. However, in the case of crystalline silica so much fibrous tissue and scarring form that lung function can be

impair. The general name for this condition for fibrous tissue formation and scarring is fibrosis. The particles which cause fibrosis or scarring are called fibrogenic. When fibrosis is caused by crystalline silica, the condition is called silicosis.

What are the factors influencing the effects of dust?

Several factors influence the effects of inhaled particles. Among these are some properties of the particles themselves. Particle size is usually the critical factor that determines where in the respiratory tract that particle may be deposited. Chemical composition is important because some substances, when in particle form, can destroy the cilia that the lungs use for the removal of particles. Cigarette smoking may alter the ability of the lungs to clear themselves.

Characteristics of the person inhaling particles can also influence the effects of dust. Breathing rates and smoking are among the most important. The settling of dust in the lungs increases with the length of time the breath is held and how deeply the breath is taken. Whether breathing is through the nose or mouth is also important.

What are the diseases of dusty operations?

The classic diseases of "dusty" occupations may be on the decline, but they have not yet disappeared. Workers today still suffer from a variety of illnesses caused by dust they inhale in their work environments. For practical purposes, we limit this document to dust. We do not take into consideration combined effects arising from exposures to dusts, gases, fumes and vapours.

Some types of lung diseases caused by the inhalation of dust are called by the general term "pneumoconiosis." This simply means "dusty lung."

The changes which occur in the lungs vary with the different types of dust. For example, the injury caused by exposure to silica is marked by islands of scar tissue surrounded by normal lung tissue. Because the injured areas are separated from each other by normal tissue, the lungs do not completely lose their elasticity. In contrast, the scar tissue produced following exposure to asbestos, beryllium and cobalt completely covers the surfaces of the deep airways. The lungs become stiff and lose their elasticity.

http://www.ccohs.ca/oshanswers/chemicals/lungs_dust.html
Not all inhaled particles produce scar tissue. Dusts such as carbon and iron remain within macrophages until they die normally. The released particles are then taken in again by other macrophages. If the amount of dust overwhelms the macrophages, dust particles coat the inner walls of the airways without causing scarring, but only producing mild damage, or maybe none at all.

Some particles dissolve in the bloodstream. The blood then carries the substance around the body where it may affect the brain, kidneys and other organs.

The table below summarizes some of the most common lung diseases caused by dust.

The OSH Answers document [Extrinsic Allergic Alveolitis](http://www.ccohs.ca/oshanswers/diseases/alveolitis.html) has more information about diseases from exposure to organic dusts.

<table>
<thead>
<tr>
<th>Inorganic Dust</th>
<th>Type of Disease</th>
<th>Lung Reaction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos</td>
<td>Asbestosis</td>
<td>Fibrosis</td>
</tr>
<tr>
<td>Silica (Quartz)</td>
<td>Silicosis</td>
<td>Fibrosis</td>
</tr>
<tr>
<td>Coal</td>
<td>Coal Pneumoconiosis</td>
<td>Fibrosis</td>
</tr>
<tr>
<td>Beryllium</td>
<td>Beryllium Disease</td>
<td><a href="http://www.ccohs.ca/oshanswers/diseases/beryllium.html">http://www.ccohs.ca/oshanswers/diseases/beryllium.html</a></td>
</tr>
<tr>
<td>Tungsten Carbide</td>
<td>Hard Metal Disease</td>
<td>Fibrosis</td>
</tr>
<tr>
<td>Iron</td>
<td>Siderosis</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Tin</td>
<td>Stannosis</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Barium</td>
<td>Baritosis</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Organic Dust</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mouldy hay, straw and grain</td>
<td>Farmer's lung</td>
<td><a href="http://www.ccohs.ca/oshanswers/diseases/farmers_lung.html">http://www.ccohs.ca/oshanswers/diseases/farmers_lung.html</a></td>
</tr>
<tr>
<td>Droppings and feathers</td>
<td>Bird fancier’s lung</td>
<td>Fibrosis</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Mouldy sugar can</td>
<td>Bagassosis</td>
<td>Fibrosis</td>
</tr>
<tr>
<td>Compost dust</td>
<td>Mushroom worker’s lung</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Dust or mist</td>
<td>Humidifier fever</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Dust of heat-treated sludge</td>
<td>Sewage sludge disease</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Mould dust</td>
<td>Cheese washers’ lung</td>
<td>No Fibrosis</td>
</tr>
<tr>
<td>Dust of dander, hair particles and dried urine of rats</td>
<td>Animal handlers’ lung</td>
<td>No Fibrosis</td>
</tr>
</tbody>
</table>

**How can we protect the lungs from dust?**

To avoid respiratory or other problems caused by exposure to dust, hazardous substances should be substituted with non-hazardous substances. Where substitution is not possible, other engineering control methods should be introduced. Some examples are:

- use of wet processes
- enclosure of dust-producing processes under negative air pressure (slight vacuum compared to the air pressure outside the enclosure)
- exhausting air containing dust through a collection system before emission to the atmosphere
- use of vacuums instead of brooms
- good housekeeping
- efficient storage and transport
- controlled disposal of dangerous waste

http://www.ccohs.ca/oshanswers/chemicals/lungs_dust.html
Use of personal protective equipment may be vital, but it should nevertheless be the last resort of protection. Personal protective equipment should not be a substitute for proper dust control and should be used only where dust control methods are not yet effective or are inadequate. Workers themselves, through education, must understand the need to avoid the risks of dust. A respiratory protection program is discussed in OSH Answers - Personal Protective Equipment (http://www.ccohs.ca/oshanswers/prevention/ppe/) under Respirator Selection (http://www.ccohs.ca/oshanswers/prevention/ppe/respsclt.html) and Respirator Care (http://www.ccohs.ca/oshanswers/prevention/ppe/respcare.html).

Document last updated on October 1, 2012

What's New

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Software

CANWrite (http://www.ccohs.ca/products/canwrite/)

What are the Effects of Dust on the Lungs? : OSH Answers

Publications

WHMIS After GHS: Preparing for Change
(http://www.ccohs.ca/products/publications/WHMISGHS.html)

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Date modified:
2016-06-06

http://www.ccohs.ca/oshanswers/chemicals/lungs_dust.html

6/6/2016
Morrison, Sarah

From: Hugh Evans
Sent: June 08-16 11:20 PM
To: Morrison, Sarah
Subject: ATVs on Rail Trail

Sarah

I will not be able to attend the meeting on Thursday evening so I would like to express my feelings about ATVs on the rail trail.

I do not think that ATVs belong on trails that are also used by hikers and cyclists.

The ATVs are not compatible with non-motorized users of the trail and in addition the ATVs destroy the roadbed for any other user of the trail.

Hugh Evans

Virus-free. www.avast.com
Hi Bob,

Thank you for your interest in the ATV matter. The minutes and the staff report have not been finalized yet. Once they have been finalized we will send you a link to the documents. I have cc'ed Monica and Sarah on this email and one of them will provide you with the information once it has been finalized and shared with the Councillors.

Thanks,
Randy

Randy Scherzer
Director of Planning
Phone: +1 519-372-0219 ext. 1237

-----Original Message-----
From: Bob Watson
Sent: Monday, June 13, 2016 7:17 AM
To: Scherzer, Randy
Subject: ATVs on Grey County Roads & Trails

Dear Sir,

I attended the public meeting last Thursday regarding ATVs on Grey County Roads & Trails at which it was stated that the a summary of comments made would be posted on the Grey County website in due course. A proposed program for the approval process was also outlined.

Please would you tell me when this information will be available online and where it might be found? I referred to the "Headlines" on the Grey County homepage which linked to a pdf file which said that further information could be found under "Public Notices". But there is nothing there about ATVs.

Regards,
Bob Watson
This went to group planning so want to make sure you receive it for the file. :) Mon

Monica Scribner
Administrative Assistant
Phone: +1 519-372-0219 ext. 1232

-----Original Message-----
From: The Popescu's
Sent: Friday, June 10, 2016 12:40 PM
To: Group: Planning Dept Emails
Subject: ATV use

Hello,

I was unable to attend the public meeting and would like to register some thoughts on the possibility of expanded ATV use in Grey County.

I feel that ATV use on rail trails doesn't blend well with other users such as hikers, cyclists, strollers and even horseback riding. In my experience once motorized vehicles are brought into the mix, the enjoyment of all other users suffers due to trail damage as well as noise and speed differential dangers. I feel there would be diminished use by others with motorized use taking over the trails. I would be concerned about liability and enforcement as well.

ATV use on county roads is also concerning to me. The requested routes they have are too extensive, and the same concerns of noise and especially enforcement in this case are troubling. I have already witnessed ATV use where it is permitted, and there tended to be large groups of riders not adhering to the shoulders and certainly not to 20 km per hour speed limits. In my opinion they would not blend in well on roads like grey Rd 12, and the scenic route of grey Rd 1 among others.

I hope if these requests are approved that consideration is given to noise, safety, damage liability, and critically, strict enforcement of the rules, along with a probationary period.

I am very concerned that the enjoyment of relatively few with be at the expense of many……

Thank you,

DP

Grey Highlands
Morrison, Sarah

From: Schezer, Randy
Sent: June 11-16 7:24 AM
To: Lou
Cc: Schezer, Randy, Morrison, Sarah
Subject: Re: ATV access to County Roads and Rail Trail

Thank you for taking the time to send in your comments. We will be sure to include these in the report. I have cc'd this email to Sarah Morrison who is preparing a draft of the report.

Randy

Sent from my iPhone

On Jun 11, 2016, at 7:18 AM, Lou [REDACTED] wrote:

    Hi Randy:

    Trying this again as the first try did not deliver.

    From: [REDACTED]
    Sent: Friday, June 10, 2016 10:13 PM
    To: randyschezer@grey.ca
    Subject: ATV access to County Roads and Rail Trail

My husband and I were present at last night's public meeting on ATV access (both trail and county roads). We did not speak at the meeting, however, would like to state our opposition to the use of ATVs on the CPR trail from Sunny Valley Road to 20th Street.

Our home [REDACTED] is directly adjacent to the rail trail. We have lived at our home since 1988 at the time when the trains were still coming through. We, like many others, have enjoyed the use of this trail since being converted to a recreation trail. We use it very often for both walking and bicycling and from our front deck have seen the increase of people out and about using the trail.

The reasons for our opposition are the same ones voiced at last night's meeting – including the comments read prior to being opened up to the floor. To highlight a few...

- A major concern we have is for the safety. The trail, specifically from the section of 11th Concession to 4th Street East (also known as Superior Street) has a rather steep incline on the sides. We feel it would be unsafe for both ATVers and walkers/bicyclists/equestrian. There would be little room now with a

1
"normal-sized" ATV ... let alone a double-wide ATV (which the double-wide ATVs weren't discussed much prior to us leaving the meeting last night). If the ATV were to move over as far as possible, that leaves the walkers/bicyclists/equestrian to try and manoeuvre around, which could be tricky and unsafe at best and particularly in the case of a double-wide ATV perhaps even impossible.

- Dust. That was mentioned a few times last night. Our well is close to the rail trail. We don't like the idea of calcium having to be sprayed to keep the dust down and being concerned about our water from the well. We also don't like the idea of dust being stirred up on the trail all the time by ATVs.

- We see the damage now done by ATVers going around the posts as well as to the point of destruction of the posts themselves. A comment was made that is approximately 2% of the ATV population that will use the trail without having proper trail permit, license, insurance, etc. It was further stated that they are currently using the trail now so essentially, give them access so that the wardens can "police" it. We doubt very much that the wardens are always going to be around when illegitimate use/damage is being done. No one can be everywhere when needed.

- The existing use of snowmobiles has created a really bad bump crossing the road at the old railway tracks on Superior Street (4th Street East) for cars. This has not yet been rectified. Recognizing that the ATV clubs are a different affiliation, we still have little faith that the ATV clubs will do any better of a job to fix damage done anywhere along the trail in a timely fashion.

- Existing signage is now not always adhered to. We also have little faith that additional signage would mean the automatic and continual acceptance of these trail rules/guidelines/etiquette.

- There was also a comment made about calling police when you see an improper use of the trail. We doubt very much that this would ever be done. By the time the police would arrive (as this task would not be considered (and rightfully so) a matter of extreme importance), the users would be long gone. ... and how are you going to be able to identify them anyway? Even taking a picture of an ATV using the trail now (while it hasn't been approved) wouldn't mean that the individual(s) in question would be fined. We are certainly not going to stop the ATVers who now use that section...or those in the future that may not abide by what they are to do (e.g., stop and let the walker go by) so that the ATV club can then try to rectify the situation. The ATV club says call the police if you have concerns...it shouldn't be the job of the police and using taxpayer's money for this...and our time to make the call to the police, wait for the police to show up, and then take the time to make a report.

- Dust. That was mentioned a few times last night. Our well is close to the rail trail. We don't like the idea of calcium having to be sprayed to keep the dust down and being concerned about our water from the well. We also don't like the idea of dust being stirred up on the trail all the time by ATVs.

- We will indeed lose the solitude. It is peaceful now and you can see/hear birds and nature. Mixing that with a motorized sound is no longer peaceful.

- Our experience (and in speaking with others) is that people prefer to walk on trails without the "worry" of coming across the sound and obstacle of manoeuvring around a motorized vehicle. ATVs will diminish this peaceful solitude and the average walker/bicyclist and especially family will avoid putting themselves (and their family) at a chance of being harmed and usage from these
groups will decline while the ATVers will be happy...and then the dirt bikes will also be asking for permission.

- The ATVers are saying they want access to food, lodging, and gas. Access to the already motorized county roads would provide them with this access and would leave walkers/bicyclists/equestrians in safety and solitude. Policing could then be done by the "wardens" as well as the police just like any other motorized vehicle.
- Many surrounding trails are well utilized and remain non-motorized (in Hanover, Port Elgin, and Meaford to Collingwood to name a few). Please do not allow the rail trail to become motorized.
- We think the fair compromise would be to allow access to the county roads (to access the food, lodging, and gas) and leave the rail trail for the walkers/bicyclists/equestrians. This solution would still work to promote tourism as well.

We do hope that these comments are combined and considered with the others prior to any final decisions being made. We thank you for your time reading our concerns.

It would be greatly appreciated if you could acknowledge receipt of this e-mail and hearing our concerns.

Thank you.

Angelo and Kim Blum

Owen Sound, [redacted]

This email has been checked for viruses by Avast antivirus software.
www.avast.com
Morrison, Sarah

From: John Dickson
Sent: June 12-16 10:07 PM
To: Morrison, Sarah
Subject: comments

Sarah,

It was nice to see you again on Friday. I did mention at our AGM that you would welcome more comments, soon. When I returned to my spot at the table I was using, I saw that there were fewer of your cards left, so hopefully you will receive another message or two.

My comments include the following _ Please add them to your report - Thanks, John

I think it is important that the old rail line be primarily for non-motorized traffic - i.e. pedestrians, wheelchair and other handicaps, cyclists, similar to the Georgian Trail which runs from Meaford to Collingwood. Along there joggers, cross country skiers, and bird watchers can doodle along the trail, or artists doing sketching, painting etc., can set up and not be worried about incidents with ATV operators.

If indeed ATV use will be permitted, then steps should be taken to ensure safety of other users, and only ATV's with clean engines i.e. no smelly exhaust, would be allowed, similar to an automobile exhaust, and noise level, must be lowered to no more than a typical automobile, a few feet away.
Speed limits should be kept to 10-15KM per hour, so that they can stop safely around other users.
Pedestrians should always have the right of way.

What should really be happening is that ATV clubs should be required to provide environmental impact statements, before any trails are approved. There is currently no legislation that covers such a process to control one on the most environmentally damaging "recreational uses" we have.
An Environmental Bill of Rights could be used to establish a protocol for any proposed uses.
In addition, these trail corridors are proving to be excellent habitat for many wildlife species, including birds, butterflies, frogs and amphibians, deer, foxes. I am very concerned about clouds of exhaust settling into these habitat corridors, providing even more challenges for the wildlife residing there, not to mention the other users of the trail.
I have heard recently of the road by Gleason Lake seeing as many as two hundred ATV's per day, where turtles are crossing that road, etc., leaving great clouds of dust and exhaust.
It would be a real setback if this were to happen on the rail line.
Morrison, Sarah

From: Scribner, Monica
Sent: June 10, 2016 10:02 AM
To: Morrison, Sarah
Subject: FW: County roads

This came to group panning...want to make sure you get it :) 

Monica Scribner
Administrative Assistant
Phone: +1 519-372-0219 ext. 1232

-----Original Message-----
From: Glenn Weatherall
Sent: Thursday, June 09, 2016 10:00 PM
To: Group: Planning Dept Emails
Subject: Courtly roads

Hi I'm Glenn Weatherall
Concerning number 10 on dufferin grey atv club I think it should be from Grey road 30 to highway 10 on country road 32

I ride the road to get to my bothers and would Fell better knowing its in by law I belong to the club Thanks Glenn.
Hi Sarah, Further to our chat yesterday, I have attached a letter containing the thoughts of the Owen Sound Eastside Snowmobile Club and OFSC District 9.

We appreciate your offer to make a written submission.

Thanks again,
Mike

Mike Farr
Operations & Safety Coordinator
OFSC District 9
operations@ofscdistrict9.ca
June 8, 2016

Sarah Morrison
Intermediate Planner
County of Grey
595 9th Ave. E.,
Owen Sound Ontario, N4K 3E3

Re Notice of Public Meeting to Discuss ATVs on County Roads and Trails

Dear Sarah,

First, I would like to apologize for not being able to attend this important meeting in person, and to thank you for the opportunity to provide our comments in writing.

OFSC District 9 and the Owen Sound East Side Snowmobile Club support the endeavors of the South Bruce Peninsula and Dufferin Grey ATV Clubs for their work on behalf of ATV enthusiasts to expand the accessible areas for their sport.

Our member clubs have expressed a few concerns that we would appreciate your planning committee be aware of…

1) As you may know, snowmobile trails are maintained according to the permission granted by the property owners including municipalities and the governing authorities for public lands. As such, the snowmobile clubs are often called upon to address issues of trespassing by snowmobiling enthusiasts who stray off of the established or approved trails. Our concern is that the expanded accessibility for ATVs may create new trespassing issues where enthusiasts knowingly or un-knowingly ride into areas where permission has not been provided. (As an example: Day’s Inn - Owen Sound to the Grey County Rail Trail). We believe that the ATV Clubs must take responsibility to secure land use permission in those areas where ATVs are now travelling without permission, or have potential to trespass to access services in the future.
2) The current gates installed along the rail trail by the ATV Club in partnership with the County will not likely be wide enough to accommodate Side-by-Side ATVs in the closed position. Other jurisdictions that have simply left one gate open to permit use by Side-by-Side ATVs, and as such have left the trail open to access (and potential trespassing) by full size vehicles.

3) The over-the-snow use of the rail trails does not generally cause damage to the trail base for the summer users, however the rutting created by, even normal, ATV use does create problems for trail grooming operations in the winter, especially in low snow years. Extended ATV usage on shared trail areas should include a maintenance responsibility consideration.

Meanwhile we look forward to working with the County and all other users in partnership towards establishing controls and sharing maintenance responsibilities along County Trail corridors.

Thanks again for allowing our organization to comment on this important consideration.

Yours very truly,

Mike Farr,
Operations and Safety Coordinator - OFSC District 9

C.c.

Kevin Matheson,
President – Owen Sound Eastside Snowmobile Club

Randy Walker,
Operations Director - OFSC District 9

Karen Buratynski,
Manager - OFSC District 9
Hello Everyone!
Glenn's suggestion is a good idea...
We did have a portion of 32 on the proposed list and this was removed.
As an after thought. We have storage in Flesherton for our maintenance equipment.
32 would provide a shorter route to get to and from trails in the areas near or West of the Kimberley/Talisman area's.
This would also benefit riders providing a more direct route to return south to parking areas after a long days ride.
If this can be added at this point in time? Please do!

Thank You
Tim Allen
President
Dufferin Grey ATV Club,

On 2016-06-10 10:19 AM, "Morrison, Sarah" <Sarah.Morrison@grey.ca> wrote:
Thanks for these comments Glenn.
Just to keep you informed we have been working very closely with DGATV regarding all the requests and at this time the Club has not made the request to take Grey Road 32 all the way to Highway 10. If you feel that it is important that this be included in the request can you please have Tim Allen contact me with the requested revision.
Regards,
Sarah

Sarah Morrison
Intermediate Planner
Phone: +1 519-372-0219 ext. 1241

-----Original Message-----
From: Scribner, Monica
Sent: June-10-16 10:02 AM
To: Morrison, Sarah
Subject: FW: County roads

This came to group planning...want to make sure you get it. :)

Monica Scribner
Administrative Assistant
Phone: +1 519-372-0219 ext. 1232

-----Original Message-----
Thank you for your comments and attached letter. We will include these comments as part of the report to the Committee's next week. I have sent these on to Sarah Morrison and Pat Hoy so that they are aware of the concerns you have raised.

Thanks,
Randy

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From: Valerie Kurck [mailto:]
Sent: Tuesday, June 14, 2016 8:53 AM
To: Scherzer, Randy
Subject: Comments to be included from Public meeting Discussing ATV's on County Roads and Trail

We are Grey County residents living in the municipality of Georgian Bluffs and recently attended the public meeting in Owen Sound. We did not speak at that meeting but would like to share our concerns through this letter.

What concerns us as property owners is the proposed use of Grey Road 1 by ATV/ORV clubs. If use is granted, it would enable them to access Head of Trails for The SBATV Bruce Caves trail.

As the document below details, we are presenting our numerous concerns to municipal council, June 20th and feel that many issues regarding ATV/ORV trail use are still unresolved on a municipal level and will be compounded by the County of Grey increasing the flow of ATV/ORV traffic in our direction and into areas that are protected under NEC regulation.

We feel that the recent public meeting was valuable as a starting point for dialogue on a complex issue. We encourage council members to access more expertise to assess the economic and environmental impacts increased ATV use will have on an area of finite resources. The information contained in the following attachment will hopefully help in decision making. It provides information and outlines the impact the ATV/ORV trail has had and continues to have on residents in Georgian Bluffs.

We propose that the municipality of Georgian Bluffs having entered an agreement (formal or informal) with the South Bruce ATV Club to designate portions of municipal roads as ATV trails, reconsider this agreement and revoke club use of the portion of Colpoy’s Range Road between Centre Road and the maintained portion of Colpoy’s Range Rd. East of Gleason Lake.

We are a local couple born and raised in Grey & Bruce County. In 2000 we purchased our home at the above location. Resident farmers, hikers, bicyclists, horseback riders and the occasional visitor (local and tourist) were the primary users of the above, identified road. The use of this road remained fairly unchanged for another 10 years.

About 6 years ago, a sign stating, “no maintenance beyond this point” was erected adjacent to our home. Affected land owners were not consulted or notified regarding this change. Within a short period of time, directional signs marking an ATV trail were posted, some affixed to existing municipal signage, like stop signs.

In 2013, we spoke to 2 members of the SBATV club, Glen and Ian. They listened to our concerns about speed, safety, dust, exhaust fumes and volume of ATV traffic. At that time we asked them about the ATV club being permitted to post signage and identify a road as an ATV trail without consultation from residents residing on the road and those who would be directly impacted by usage of ATV/ORV’s. They informed us that they had permission from the township of Georgian Bluffs and that they did not have to consult residents. They responded to our concerns by posting 2 homemade wooden signs at either end of our property on the adjacent road. We asked that they remove the homemade sign near the entrance to our home and requested official signage. The club responded by attaching a small “ATV slow” sign to an existing municipal sign. During that same time period, in 2013, we also contacted the municipal road supervisor stating the same concerns. There was no response from anyone at Georgian Bluffs municipal office.

In 2014, the roads supervisor was contacted via email and phone about 6 times regarding safety concerns due to an increase in traffic on this road. This resulted in a ‘No Exit’ sign being posted near Concession 24 on Side road 20.

Throughout 2015-16 we witnessed the volume of ATV’s increase on this road. By the summer of 2015 we were experiencing between 80 and 200 ATVs and ORVs daily on weekends. On long weekends, we experienced, and continue to experience, larger volumes daily and increasingly through the night. At this point, ATV use has increased in volume and has expanded to all hours of day and night. If a recent proposal is passed to allow ATV access to Grey Road 1, between Wiarton and Owen Sound, ATV traffic will increase even more due to greater trail accessibility.
Because our home, barns and land run directly along and close to Colpoy’s Range road we are significantly impacted on many levels. Our animal has developed chronic lung disease due to dust and needs expensive veterinary treatment. Following most weekends in summer and fall he requires treatment in order to override the harm produced from the dust from the ATV’s. We are concerned that the amount of dust created at our home from the ATV/ORV’s may also affect our long-term health.

We continue to have great concern about safety due to the road being designated ATV/ORV. We are at a juncture where several driveways come together. There is a steep hill beside our home and at the top of this hill is our neighbour’s driveway (impossible to see coming up the hill) and at the bottom of the hill are two entrances on each side of the road. On the South side is an entrance to our horse paddock/barn and on the other side of the road is an entrance to the neighbour’s land and hay field. When using tractors, any machinery/vehicles at these entrances it is impossible to see anything coming from the top of the hill and traffic coming over the hill would be greatly challenged to stop for a tractor/horse/vehicle/person at the base of the hill.

There is also an entrance to the field at the end of our property. At this entrance there is a tight turn in the road. When using any machinery at these entrances, it is impossible to hear or see ATV’s/ORV’s coming (as noted above). ATV/ORV use of this unopened road allowance at night compounds the risk. Even though slow signs are posted, ATV’s users do not seem to heed this warning and speed is excessive considering the conditions. We have seen no evidence of patrolling or consequence for speeding and other travellers, unfamiliar with the situation, are put at risk.

Here are some important measurements:
- distance from our house to the ATV trail=57 feet
- distance from the paddock gate to the ATV trail=25 feet

We reside on the Niagara Escarpment and our area has been designated as “rural protection”. Gleason Lake is spring fed and the water comes over the road from the springs, feeding the lake. There are several plants, animals and birds here that are on the endangered list. We are curious to know what the Ministry of Environment, Niagara Escarpment and Grey Sauble Conservation think about the use of ATV’s/ORV’s on this piece of protected Niagara Escarpment.

We are concerned about the decline in value to our property due to our proximity to this ATV/ORV trail. We are concerned about the negative impact this trail has on our health and the health of our animals. We hope that this situation can be resolved in a timely and acceptable manner for all stakeholders through The Transportation Committee of Georgian Bluffs. We would like to avoid litigation as a way to resolve our concerns. We believe that everyone wants to ensure the safety and wellbeing of residents and travellers on this portion of unopened road.
allowance. This committee is now aware of the negative impact that the
ATV's/ORV's have on this particular part of the trail. We are hopeful that measures
will be taken to reverse damages done and avoid future risks.

We are asking that the Transportation Committee of Georgian Bluffs no longer
permit the use of this section of Colpoy's Range Road as a designated ATV/ORV trail.
When weighing the risk to safety, which we believe no amount of signage/patrolling
can ensure, we feel it is in the best interest of all parties to revoke the use of this
portion of road as a ATV/ORV trail.

Thank you
Valerie Kurck & Mark Harwood
Morrison, Sarah

From: Scherzer, Randy
Sent: June 15-16 6:14 AM
To: Morrison, Sarah
Subject: Fwd: ATVs on County Roads & CP Rail trail inside Owen Sound
Attachments: GC_268662.pdf, ATT00001.htm

Sent from my iPhone

Begin forwarded message:

From: Bill Abbott
Date: June 14, 2016 at 7:45:26 PM EDT
To: <planning@grey.ca>
Cc: Randy Scherzer <Randy.Scherzer@grey.ca>
Subject: ATVs on County Roads & CP Rail trail inside Owen Sound

Good evening Sarah, Randy

This is a short follow up on my remarks last Thursday at the ATV meeting.

Re the rail trail. I believe there are many alternatives for ATV access to Owen Sound that don't require the use of the rail trail. Obviously noisy motorized vehicles don't mix well with pedestrians, runners, & cyclists and as trail use grows even less so. I can't imagine ATVs mixing with all the users on the Georgian Trail and I predict trail use will increase on the CP rail trail & close by Tom Thomson trail as well. This is an urban area & there are many residences along this section of trail that may not appreciate the ATV's noise early in the morning, evenings or late at night. Bottom line - no to use of CP rail trail into Owen Sound!

As far as the network of County Roads are concerned as Meaford & Owen Sound have done it should be on a trial basis for 1 or maximum of 2 years to gauge the impact on others users and adjoining residences. We have seen the damage ATVs & other off road vehicles have done to trails & I worry that more of this will occur. Even the name of the vehicles - ATV (All Terrain Vehicle) or ORV (Off Road Vehicle) suggest that they are more suited to other than County roads!

This should not be a "done deal" without far more input from other than the ATV community!
Morrison, Sarah

From: Hugh Evans
Sent: June 15-16 6:50 AM
To: Morrison, Sarah
Subject: Re: ATVs on Rail Trail

Sarah

I don’t know what was decided at your meeting last Thursday but I thought you should know that in spite of gates and signage prohibiting their use, ATVs are going around the gates going both north and south on the rail trail at the Derry Line at Rockford.

I was cycling this section of rail trail on Sunday and was met by two ATVs. When I got to the Derry Line I checked to see if the gate was still there and it was. I also read all the signs and from what I can read the ATVs are not permitted on this section of trail.

It would appear that people on ATVs have decided themselves where and when they can operate their machines and to me this is further reason to exclude them entirely from the rail trail.

Hugh Evans

From: Hugh Evans
Sent: Wednesday, June 08, 2016 11:19 PM
To: sarah.morrison@grey.ca
Subject: ATVs on Rail Trail

Sarah

I will not be able to attend the meeting on Thursday evening so I would like to express my feelings about ATVs on the rail trail.

I do not think that ATVs belong on trails that are also used by hikers and cyclists.

The ATVs are not compatible with non-motorized users of the trail and in addition the ATVs destroy the roadbed for any other user of the trail.

Hugh Evans

☑ Virus-free: www.avast.com

☑ Virus-free: www.avast.com
Hi Harley,

Planning staff recently became aware of Meaford’s request to allow ATVs on all County roads within the Municipality of Meaford. We understand that the correspondence was received for information by the Transportation and Public Safety Committee late last year. Based on our discussions with the ATV Clubs, they are only requesting some of the County roads within the Municipality of Meaford as well as other parts of Grey County because they have noted that they prefer to travel on lower volume roads rather than County roads. However, in some cases the County road sections they have requested provide connections to urban areas, gas stations, other trails, etc., and there may be no other alternatives then to travel on a County road. In speaking with Transportation staff, they prefer that ATVs be directed to other roads where possible because in most cases local roads have less traffic and therefore there are less opportunities for conflict. In saying that we can note the request made by Meaford in the report and discuss further with Transportation staff. I have cc’ed Rob Tremblay on this email as I know that Sarah and him have been corresponding on this matter as well.

Best regards,

Randy

Randy Scherzer
Director of Planning
Phone +1 519-372-0219 ext. 1237

-----Original Message-----
From: Harley Greenfield [mailto:hgreenfield@meaford.ca]
Sent: Friday, June 10, 2016 9:06 PM
To: Morrison, Sarah
Cc: Scherzer, Randy
Subject: ATVs on Co. Roads in Meaford Munic.

Good evening, sorry to bother you. I am wondering if ALL County Roads in Munic. Of Meaford are included in the list for approval on the 23rd?
We are definitely looking for approval for # 7 and 12 so the machines can enter the urban area. BUT I feel our Council is desirous of all county roads to be approved in our Munic.
Can you advise if that is the case? Thanx. HG

Sent from my iPad
By E-mail

Sharon Vokes
County Clerk/ Director of Council Services
Sharon.vokes@grey.ca

Dear Ms. Vokes,

On behalf of the Municipality of Meaford, please note the following resolution passed on September 28, 2015:

Moved by: Deputy Mayor Greenfield
Seconded by: Councillor Keaveney

Be it resolved that By-law 69-2015, being a by-law to permit Off-Road Vehicles to be driven on certain roadways under the jurisdiction of the Municipality of Meaford as regulated in accordance with Ontario Regulation 316/03, be taken as read a first, second and third time and finally passed; and

That the Council of the Municipality of Meaford:
1) Request that the Council of the County of Grey amend By-law 4673-10 to permit Off-Road Vehicles on all County roads within the Municipality of Meaford to ensure connectivity and promote economic development opportunities, with the exception of road sections within the urban settlement area of Meaford as defined by the County of Grey Official Plan; and
2) Request that the County of Grey give consideration to allowing Off-Road Vehicle restricted access to urban Meaford, using County Road 12 and County Road 7 as described in Appendix 2 to the memorandum; and, that such permission occur at the same time the Municipality of Meaford undertakes a one-year review of its own by-law, by September 30, 2016.

Carried Resolution #30-03-2015

Attached is a copy of the by-law, Report LS2015-09 and a follow up memo outlining the proposed route in downtown Meaford. In keeping with the resolution, we request immediate consideration to allow Off-Road Vehicles on County Roads with the exclusion of the urban settlement area of Meaford.

A fulsome review of the by-law will occur within one year at which time a assessment of the proposed route into downtown Meaford would also be considered.

Municipality of Meaford
21 Trowbridge Street West
Meaford, ON
N4L 1A1
June 13, 2016

Sarah Morrison, Intermediate Planner
County of Grey
595 9th Avenue East
Owen Sound, ON N4K 3E3

Dear Ms. Morrison,

Thank you for the opportunity to offer a public health perspective regarding the County’s proposal related to All Terrain Vehicle (ATV) use on certain County roads. Based on the information provided below, the Grey Bruce Health Unit would recommend the County of Grey maintain the current limit for ATV use to multi-use trails and roadways.

Transportation planning decisions affect public health in a number of ways:

- Injuries and fatalities through vehicle crashes
- Environmental impacts through vehicle dust and noise pollution
- Decreased physical activity for vehicle operators and other trail users

Transportation Crashes

A strategic priority and primary public health concern for the Grey Bruce Health Unit is injury prevention. The number of serious injuries involving ATVs is growing faster than any other major wheeled or water-based activity. Locally, off-road motor vehicle injuries show hospitalization rates similar to Ontario - higher for males and in those 15-24 years of age (Unintentional Injuries in Grey-Bruce 2000-2009, 2011).

In Canada, the rate of ATV related hospitalizations rose by 57% between 1996 – 2004 (Yinchar, 2012). Since 2004, the numbers continue to rise with an overall increase in hospitalization by 17% by 2009. Further analysis of ATV injuries indicates that 15 – 24 year olds have substantially higher rates than the other age groups and account for 28.6% of all injury admissions to hospital (Canadian Institute of Health Information, 2007). The total economic burden of injuries for children and youth on off road vehicles in 2010 was nearly $150 million dollars.

Retail sales of ATV in Ontario more than tripled in the last 5 years. As a result, the number of trauma hospitalizations in Ontario from ATV crashes showed an average annual increase of 10.2%. As ATV use increases, we can expect injuries to increase.
Vehicle Noise and Dust Pollution

Motorized vehicles produce a variety of air pollutants, including carbon monoxide, particulates, toxins and ozone precursors which contribute to a variety of diseases, including cancer, respiratory diseases, and heart disease. Cancer and heart disease are the two leading causes of death in Grey Bruce, Ontario and Canada. The number of premature deaths from motor vehicle pollution appears to be similar in magnitude to the number of deaths resulting from traffic crashes. Excess levels of noise and dust from ATV use may be considered an annoyance by many.

Physical Activity

Transportation planning decisions have a major effect on the amount of non-motorized travel that occurs in a community. Lack of physical activity contribute to high rates of disease, particularly heart disease, diabetes, and osteoporosis. Even modest increases in physical fitness could yield health benefits and associated health care cost reductions.

ATVs and active transportation are highly incompatible. Studies show that permitting ATV use on trails may reduce the intended non-motorized user trips by up to 48% (Jennett, 2007). The main concern cited with sharing trails is the safety of all trail users given that ATVs are faster and heavier than the average pedestrian or cyclist. As such, active trail/road users are likely to be discouraged from taking part in physical activity in spaces also accessed by ATVs.

Other Considerations:

Increasing ATV access to in-town destinations, particularly bars and restaurants, is a concern. Alcohol use above the legal limit was a factor in 28% of trauma admissions involving off road vehicles, excluding snowmobiles (Canadian Institute of Health Information, 2007).

Recommendations:

1. County of Grey maintain the current limit for All Terrain Vehicle use on multi-use trails and roadways.

2. Should the County support the proposal to allow ATVs on certain County roads, the Grey Bruce Health Unit strongly advocates this be a “pilot” project. During the pilot phase, it is recommended the impacts of ATV use be evaluated and the issue re-addressed following the conclusion of the pilot period. We would recommend involvement from law enforcement officials during this phase to support the evaluation component. The Grey Bruce Health Unit would also be available to support the development of an evaluation plan.
The Grey Bruce Health Unit position is directed by the Board of Health Resolution 2010-13 Active and Alternative Transportation to Support Healthy Living in Grey Bruce which states, in part, "That the Board of Health urge upper and lower tier municipalities to incorporate healthy public policy into official and master plans, bylaws, and land use planning approvals which supports increasing active and alternative transportation while reducing motor vehicle dependency."

For your reference, the full Resolution 2010-13 as well as our 2009 report Building Healthy Communities Together: Active and alternative transportation to support healthy living in Grey Bruce are attached.

Together we build healthy communities,

[Signature]

Hazel Lynn, MD, FCFP, MHSc
Medical Officer of Health
Grey Bruce Health Unit

Attached:
Building Healthy Communities Together: Active and alternative transportation to support healthy living in Grey Bruce (2009)
Board of Health Resolution 2010-13 Active and Alternative Transportation to Support Healthy Living in Grey Bruce (2010)

References:

1. Canadian Institute for Health Information (CIHI), National Trauma Registry, October 2007


4. Yanchar, N. 2012 Preventing Injuries from All-Terrain Vehicles. Canadian Paediatric Society
5. Grey Bruce Health Unit. 2009. *Active and Alternative Transportation to Support Healthy Living in Grey Bruce.*

Resources:


MADD Canada. [http://www.mad.ca/madd2/](http://www.mad.ca/madd2/)


February 19, 2010

The Honourable Dalton McGuinty
Premier and Minister of Research and Innovation
Hepburn Block
Room 281, Main Legislative Building, Queen’s Park
Toronto ON M7A 1A1

Dear Premier McGuinty:

Re: Building Healthy Communities Together: Active and Alternative Transportation to Support Healthy Living in Grey Bruce

On February 19, 2010, at a regular Board of Health meeting for the Grey Bruce Health Unit, the Board passed the following resolution:

Resolution 2010-13

WHEREAS Health Canada recognizes that physical activity is essential for the health of all people at all life stages however only 53% of Grey Bruce residents are physically active; and

WHEREAS 62% of Grey Bruce residents are overweight or obese; and

WHEREAS cardiovascular disease and cancer are preventable and are the leading causes of death in residents of Grey and Bruce Counties; and

WHEREAS motorized vehicle crashes are a preventable cause of injury and death and are the number one preventable cause of injury and death among children and youth in Grey Bruce; and

WHEREAS the number of falls in Grey Bruce is nearly double the provincial rate. Falls were significantly higher in number for all ages, but adults 65 and older represent a prominent difference between Grey Bruce and Ontario; and

WHEREAS over 3000 families in Grey and Bruce are considered low income (live below the poverty line) which may preclude them from owning a car thus negatively affecting a person’s ability to find work, access public services or educational institutions and limit consumer and recreational opportunities; and

WHEREAS vehicle dependency is consistently identified as a major contributor to ill health in low density areas, due to poor air quality and reduced motivation for physical activity; and

WHEREAS the Ontario Medical Association’s Illness Cost of Air Pollution Model estimates 93 premature smog related deaths occurred in 2005 within Grey Bruce; and
WHEREAS vehicles and roadways contribute to water pollution through contaminants and chemicals that collect and wash away into ground or surface water; and

WHEREAS carpooling, cycling, walking or taking public transit can help improve mental health and counteract the negative effects of driving according to the Ontario College of Physicians; and

THEREFORE BE IT RESOLVED THAT the Board of Health urge upper and lower tier municipalities to incorporate healthy public policy into official and master plans, bylaws, and land use planning approvals which supports increasing active and alternative transportation while reducing motor vehicle dependency

THAT policy decisions are made with special attention paid to creating access and equity for all residents, especially children, youth, and older adults, people with low or limited income and others who may normally be at a disadvantage

THAT an increase in active and alternative transportation and decrease in motor vehicle dependency may be accomplished by, but not limited to:

- Providing opportunities for and promoting intensification of residential and employment areas
- Providing opportunities for a mix of land uses where homes are in proximity to workplaces, shopping, entertainment and daily amenities
- Increasing the connectivity of and options for alternative transportation including public/mass transit, car pooling, walking, cycling, etc., both within and between municipalities and regions; and, where appropriate, provide and improve the necessary amenities to support alternative transportation (e.g. bicycle racks and storage in safe well-lit areas, benches for resting)
- Increasing walking and cycling opportunities through the development of a connected trail network and improving existing trail accessibility
- Improving sidewalk quality and connectivity throughout communities
- Improving safety and providing aesthetically pleasing built and natural environments for alternative transportation. This might be accomplished by creating or modifying playgrounds and green space, implementing traffic calming measures, creating bike lanes and retro-fitting existing infrastructure
- Improve pedestrian safety by requiring sidewalks in all development areas including residential, commercial, and industrial, creating raised pedestrian islands to ease street crossings, using pedestrian friendly traffic signals, reducing the widths of roads, driveways, and intersections, separating pedestrians from vehicles with curbs and street trees, and reducing vehicle speed

BE IT FURTHER RESOLVED THAT the Grey Bruce Health Unit will work with upper and lower tier municipalities to support the development of healthy public policy and will provide information to encourage individuals and organizations to use the infrastructure and services available.
FURTHER THAT a copy of this resolution be forwarded to the Premier of Ontario; Ontario Minister of Transportation; Ontario Minister of Municipal Affairs and Housing; Ontario Minister of Health Promotion; Ontario Boards of Health; all Ontario Medical Officers of Health; Grey and Bruce County MP’s and MPP’s; Bruce County Council; Grey County Council; Bruce County Planning Department; Grey County Planning Department; Bruce County Transportation Department; Grey County Transportation Department; and Councils, Planning, and Works Departments of the Municipalities of Arran-Elderslie, Brockton, Kincardine, Northern Bruce Peninsula, South Bruce, Meaford, Grey Highlands, West Grey, Townships of Huron Kinloss, Georgina Bluffs, Chatsworth, Southgate, Towns of Saugeen Shores, South Bruce Peninsula, Blue Mountains, Hanover and City of Owen Sound.

Building Healthy Communities Together,

Original Signed by

Hazel Lynn, MD, FCFP, MHiSc
Medical Officer of Health

HL/cf

Copies to:

The Honourable Kathleen Wynne, Minister of Transportation
The Honourable Jim Bradley, Minister of Affairs and Housing
The Honourable Margaret Best, Minister of Health Promotion
Larry J. Miller, MP Grey-Bruce-Owen Sound
Ben Lobb, MP Huron-Bruce
Helena Guergis, MP Simcoe-Grey
Bill Murdoch, MPP Bruce-Grey-Owen Sound
Carol Mitchell, MPP Huron-Bruce
Jim Wilson, MPP Simcoe-Grey
Ontario Boards of Health
Ontario Medical Officers of Health
Bruce County Council, Planning Department and Transportation Department
Grey County Council, Planning Department and Transportation Department
Councils, Planning and Works Departments for All Grey and Bruce County Municipalities

Attachment:

Background: Building Healthy Communities Together; Active And Alternative Transportation To Support Healthy Living In Grey Bruce
Building Healthy Communities Together:  
Active and alternative transportation to support healthy living in Grey Bruce

Prepared for:  
Operation Safe Strong Clean Committee,  
Grey Bruce Health Unit, Owen Sound, ON

Prepared by:  
Tammy Atken  
Jason Cranny  
Crystal Ferguson  
Robert Graham  
Bev Middleton

December 23, 2009
Executive Summary

A healthy community ensures that each person in the community has the opportunity to live to his or her fullest potential. There are many different components to building healthy communities; the purpose of this paper is to highlight the effects of transportation on health and make recommendations to improve health.

A transportation system which aims to increase active and alternative modes of transportation while decreasing the use of personal automobiles can help to improve mental health and physical activity levels, maintain air quality and water quality, reduce motor vehicle crash risk, and increase accessibility to employment, schools, recreation and other essential services. By implementing a variety of healthy public policies to support active and alternative transportation, all people in the community will have the opportunity to enjoy a high quality of life.
Introduction
The leading causes of death in Grey Bruce are cardiovascular disease, cancers, injury and poisoning (Leffley, 2008). In 2004, cardiovascular disease alone accounted for 37% of deaths, equivalent to over 300 deaths a year (Leffley, 2008). Cancer accounted for 28% of deaths in 2004 (Leffley, 2008). In 2001, there was nearly double the number of falls in comparison to Ontario, totalling 889 falls. Falls were significantly higher in number for all ages, and there is a prominent difference between Grey Bruce and Ontario for adults 65 and older (Leffley, 2008).

In Grey Bruce, motor vehicle crashes (MVCs) are the number one preventable cause of injury and death in children and particularly youth (Ministry of Health Promotion, 2007). MVCs accounted for 79% of deaths amongst youth in Grey Bruce, 31% higher than both the provincial and national averages (Ministry of Health Promotion, 2007).

These major health concerns all have multiple risk factors and require multifaceted approaches to improve quality of life and reduce the burden of death and disease in Grey Bruce. Individual and community health is affected by the environments in which we live, work, play, and learn. "It is unreasonable to expect large proportions of the population to make individual behaviour changes that are discouraged by the existing environment and social norms" (Schmid, Pratt & Howze, 1995, p.1207). Modifying and creating a healthy built environment can support positive health outcomes in our community. A healthy built environment encourages and enables people to walk and cycle more often, use their automobile less, and create opportunities for social interaction.

Physical Activity
Physical activity is linked with better health. It reduces the risk of cardiovascular disease, cancers, and falls. Physical activity contributes to well-being and reductions of depression. While many people know that physical activity is good for their health and well-being, only 53 per cent of residents report being physically active in their leisure time (Leffley, 2009). Individual choices and behaviours, like physical activity, are often shaped by broad social and environmental factors including the location of housing, employment, and other services, the design of transportation systems and the ease with which people can access places to be active (Laborie, Muhajarine, Winquist & Quai, 2009).

Designing and retrofitting the built environment to have higher residential densities, connected streets, and a mixture of land uses has shown that people walk and cycle more (Brownson, Haire-Joshu & Luke, 2006). People walking to and from public transit can accumulate a substantial amount of physical activity. In a study by Besser & Dannenberg (2005), 29% of transit walkers achieved more than 30 minutes of activity solely getting to and from transit. To further emphasize the need to get out of our cars and be physically active, research
indicates the risk of obesity can decline 5% for each additional kilometre walked per day. In comparison, the risk of obesity can increase by 6% for each hour spent in a car per day (Frank, Andresen & Schmid, 2004).

Safety
MVCs are more than two times higher in Grey Bruce than that of Ontario. Collisions were significantly higher in all ages with the greatest difference seen in the 15-24 age group (Leffley, 2008). In a report examining the amount people travel and crash risk, it was found that “strategies that reduce per capita vehicle travel tend to reduce overall crash risk” (Litman & Fitzroy, 2009).

Motor Vehicle Dependence
Motorized vehicles are essential in Grey and Bruce due to our large geographic area. This has created an auto-oriented culture where motorized vehicles are perceived as the principle mode of transportation to get to and from work, access retail and social services, and recreate. Most children are driven to school either by bus or car (Manske, 2007). Eighty-eight percent of the Grey Bruce labour force drives to work either by car, truck, van or passenger (Statistics Canada, 2007). Our dependence on motorized vehicles will only continue to rise unless alternative means of transportation are developed and supported locally. Increasing and supporting opportunities for public and alternative transportation to employment, schools, services, recreation and other amenities may decrease the number of motor vehicle crashes and increase people's physical activity levels.

Mental Health
The growing use of motor vehicles has a direct impact on the mental health and quality of life for residents in Grey Bruce. The more time one spends in the vehicle is less time spent with family and friends, less time for oneself and less time to engage in community activities. As a result, people who do a substantial amount of driving may not have a strong sense of belonging, trust or social ties with their community which puts them at risk for poor mental and physical health (Ontario College of Family Physicians, 2005). The limited ability to enjoy nature and have meaningful interaction with others contributes to feelings of powerlessness and lack of belonging (Young, 2009). According to the Ontario College of Physicians (2005), carpooling, cycling, walking or taking public transit can help improve mental health and counteract the negative effects of driving. It has been shown that thriving societies emphasize centrality and easy access to services (City of Toronto & City of Hamilton, 2008).

Accessibility
Not all members of our community have access to a vehicle. Those with the financial means to own and operate a personal vehicle must realize that they are only able to drive temporarily on the basis of age and financial, physical, and cognitive ability.
Automobiles are expensive to operate, where it is estimated that the cost of owning and operating a car is about $8441 per year\(^1\) (Canadian Automobile Association, 2009). With few other transportation options, this expense may force people with lower incomes to spend large portions of their budget on transportation leaving little left over for healthy food choices, educational opportunities, and other essentials for daily living. For other families, it may mean no, or limited, access to a vehicle.

There are many people who are simply unable to drive or hold a drivers licence, regardless of financial position. Children under the age of 16, people with various physical and cognitive impairments, and many seniors are unable to operate an automobile. Many of these people become isolated and have limited access to social services and programs that they need (Ontario College of Family Physicians, 2005).

In areas with limited public transportation, people must live with limited access to employment, social and recreation opportunities, shopping and other services (Campbell & Wittgens, 2004; Brownson, 2006; Papas, 2007). “Active transportation can provide people with increased mobility and thus improved quality of life” (Campbell & Wittgens, 2004). For many people, walking and bicycling can offer a low cost alternative for making short trips. To improve accessibility for all residents, a greater emphasis is needed on safe, affordable, and sustainable transportation, such as walking, cycling, and public/mass transit.

**Air Quality**

Rural Ontario remains dependent on motorized vehicles to sustain industry, agriculture, business, schools, workplaces, recreation and pleasure. However, automobile emissions are a major contributor to poor air quality and pollution in Ontario and the transportation sector is one of the main emission sources in Ontario. Road vehicles contribute 33% of nitrogen oxides and 18% of volatile organic compounds emitted into the air, both of which contribute to the formation of ozone (Ontario Ministry of Environment, 2002; Bray, Vekil & Elliot, 2005).

Vehicle dependency is consistently identified as a major contributor to ill health in low density areas due to poor air quality and reduced motivation for physical activity (Association of Public Health Epidemiologists of Ontario, 2004). The health impacts from smog range from itchy eyes and sore throats to respiratory illnesses such as asthma, cardiac illnesses, cancers and even premature death. People that are especially sensitive to the adverse health effects of air pollution include children, older adults, and those with pre-existing cardiac or respiratory diseases.

The Ontario Medical Association’s Illness Cost of Air Pollution Model calculates the number of premature smog deaths that occur in a census area. In 2005, 93

\(^1\) based on Cobalt LT driven 18,000 km per year.
premature smog related deaths were identified in Grey Bruce (Ontario Medical Association, 2005). These numbers reinforce that the problem of smog is not confined to cities but that rural areas can be equally, and sometimes even more affected by smog than larger cities (Bray, Vakil, & Elliott, 2005). While automobiles contribute largely to air pollution, walking and cycling produce virtually no air pollution.

**Water Quality**

Water quality and quantity is generally excellent in Grey and Bruce Counties. However, land use decisions can influence water quality. “Any disruption to a watershed, even at very minor levels, has relatively large impacts,” which in turn, degrades water quality (Frank. Kavage & Litman, 2005, p 31).

Impervious asphalt parking lots, roadways, driveways and rooftops constrict the amount of water that gets absorbed into the ground. Run-off water that collects on these surfaces impacts surface water sources, is largely unfiltered, and contains pollutants, chemicals and other contaminants that have accumulated in it.

Waterborne-related contamination can have negative health effects on healthy people, but it particularly can affect the fetus, children, older adults and those who are immuno-compromised (Williams & Wright, 2007). The impact of the built environment on water quality is significant. Sprawled communities, lack of green space, paved surfaces and the automobile are all contributors to contaminated runoff and degradation of watersheds and watercourses (Williams & Wright, 2007).

**Recommendations**

Building healthy communities requires a commitment from regional and local governments, community organizations, private sector businesses, and individuals to advocate for, implement and make use of healthy public policy that supports making healthy choices easier. Creating an environment where all people can choose to walk, cycle or use alternative transportation is one way to build a healthy community. No one single recommendation will completely change a community overnight, rather it will be the collection of healthy public policies over time that will help the community achieve a high quality of life for all citizens.

Municipalities are of primary importance as they are responsible for developing and implementing policy for many components of healthy communities. In developing and reviewing policy at the municipal level, the following is recommended:

1. Upper and lower tier municipalities should incorporate healthy public policy into official and master plans, bylaws, and land use planning
approvals which supports increasing active and alternative transportation
while reducing motor vehicle dependency

2. Policies should be made and reviewed with special attention paid to
creating access and equity for all residents, especially children, youth, and
older adults, people with low or limited income and others who may be at
a disadvantage

3. Increase active and alternative transportation and decrease motor vehicle
dependency, this may be accomplished by, but not limited to:
   a. Providing opportunities for and promoting intensification of
      residential and employment areas (Brownson et al., 2006; Williams
      and Wright, 2007)
   b. Providing opportunities for a mix of land uses where homes are in
      proximity to workplaces, shopping, entertainment, and daily
      amenities (Brownson et al., 2006; Heath et al., 2006)
   c. Increasing the connectivity of and options for alternative
      transportation including public/mass transit, car pooling, walking,
      cycling, etc., both within and between municipalities and regions,
      and, where appropriate, improve accessibility to necessary
      amenities (e.g. bicycle racks and storage in safe well-lit areas)
      (Williams and Wright, 2007)
   d. Increasing walking and cycling opportunities through the
      development of a connected trail network and improving existing
      trail accessibility (Brownson et al., 2006; Heath et al., 2006)
   e. Improving sidewalk quality and connectivity throughout
      communities (Health et al., 2006)
   f. Improving safety and providing aesthetically pleasing built and
      natural environments for alternative transportation. This might be
      accomplished by creating or modifying playgrounds, implementing
      traffic calming measures, creating bike lanes and retro-fitting
      existing infrastructure. (Health et al., 2006)
   g. Improving pedestrian safety by requiring sidewalks in all
      development areas including residential, commercial, and
      industrial, creating raised pedestrian islands to ease street
      crossings, using pedestrian friendly traffic signals, reducing the
      widths of roads, driveways, and intersections, separating
      pedestrians from vehicles with curbs and street trees, and reducing
      vehicle speed (Ewing, Frank, & Krueitzer, 2006; Frank & Engelke,
      2006).
References


Heath, G. W., Brownson, R. C., Kugler, J., Mites, R., Powell, K. E. & Ramsey, L. T. (2006). The effectiveness of urban design and land use and transport policies and practices to increase physical activity: A systematic review. Journal of Physical Activity and Health, 3(Suppl. 1), S55-S76.


Young, P. (2009, March 6). Building Healthy Communities Webinar: Ontario Healthy Communities Coalition. (Available from the Ontario Healthy Communities Coalition, 2 Carlton Street, Suite 1810, Toronto ON M5B 1J3)
Hello Randy,

We are Grey County residents living in the municipality of Georgian Bluffs and recently attended the public meeting in Owen Sound. I spoke at that meeting and wish to document our concerns through this letter.

What concerns us as property owners is the proposed use of Grey Road 1 by AT/ROV clubs. If use is granted, it would enable more to access the SBATV route in our local area that takes in Rumble Rock to Bruce Caves.

As many issues regarding ATV/ORV trail use are still unresolved on a municipal level we feel the situation will be compounded by the County of Grey increasing the flow of ATV/ORV traffic in our direction and into areas that are protected under NEC regulation.

The recent public meeting was valuable as a starting point for dialogue on a complex issue.

We encourage council members to access more expertise to assess the economic and environmental impacts increased ATV use will have on an area of finite resources.

We thank you for the opportunity to respond to this proposal.

Danuta Valente

Georgian Bluffs, ON, N0H 2T0
RE: ATV/ORV routes on municipal roads in Georgian Bluffs Township

*Specifically route linking Cape Road to Kemble Rock Rd and 'W Hill'

North Keppel

We have lived on [redacted] above the locally named W Hill for the past 11 years. Each weekend an increased mix of cars, road-bikes and ORV's would pass by. It was not a big deal.

Five or six years ago, the road that zigzagged down the hill was closed and a sign 'No Maintenance Beyond This Point' was installed on the road approx 10 metres north of our entrance.

Shortly after that, we noticed small square signs with green arrows posted on poles, stop signs, some at either end of Cape Road and the confluence of Georgian Range Rd and Kemble Rock Rd. The ATV/ORV traffic has dramatically increased since then. On summer weekends I have counted 40 in a row go past. It takes several minutes. Smaller Groups of 20 to 25 are common.

The blocks at the top were dragged to the side more than once. The drainage culvert was squashed flat by vehicles driving around the barriers at the bottom, the road bed re-routed through the ditch. When I called the Township of Georgian Bluffs about this damage, I was told that the ATV users were responsible for maintaining the trail when there is damage.

When we planned and built our house here, we had to make application to the NEC for permission and then wait while all of our neighbours were surveyed for their objections. How is it that a planned, ongoing expansion of ORV traffic can happen on these roads without any communication to/with residents who are affected?

Regarding the proposal from the ATV Club to Grey County for access to Grey Rd 1 from 14th St in Owen Sound to Wiarton, we are concerned that the unregulated expansion of ORV traffic this would bring to our area will have an even greater impact on the local and closed roads that surround us.
We are concerned about:

- Further degradation of the hill and other small roads in this area
- The increase in noise, dust, fumes on weekends when we are mostly at home and also its impact on wildlife
- Safety on unmaintained roads where the line of sight is not good and the road is eroding

There needs to be:

- consultation with all affected parties on road use and shared responsibilities
- an effective plan for patrolling and monitoring road use
- maintenance

How are residents’ concerns going to be addressed?

Thank you in advance for your attention,

Danuta Valleau

[Address redacted]

15/06/2016
ATV/ORV Classifications

Single-rider All-Terrain Vehicle (ATV)
A type of ORV that has:
- Four wheels
- Steering handlebars
- A seat that is straddled by the driver to carry only a driver

No passengers are allowed.

Two-up All-Terrain Vehicle (ATV)
A type of ORV that has:
- Four wheels
- Steering handlebars
- A seat that is straddled by the driver
- A passenger seat directly behind the driver
- Separate foot rests for the passenger

May carry a passenger who is at least 8 years old and able to reach the foot rests when on-road.

A single-rider ATV that has been modified to carry a passenger by installing an after-market seat and foot rests is not considered a two-up ATV.
Side-by-side Off-Road Vehicle (ORV)
A type of ORV that has:
- Four or more wheels
- Steering wheel
- A driver’s seat
- Seating for passengers beside/behind the driver
- Seat belts for each seating position
- Roll-over protective structure
- Maximum engine displacement of 1,000 cubic centimetres
May carry passengers who are at least 8 years old when on-road. Passengers must wear a seat belt properly.

Utility-Terrain Vehicle (UTV)
A type of ORV that is similar to a side-by-side that has:
- Four or more wheels
- Steering wheel
- A driver’s seat
- Seating for a passenger beside/behind the driver
- Seat belts for each seating position
- Occupant protective structure
- A cargo box with a minimum cargo capacity of 159 kilograms
May carry passengers who are at least 8 years old when on-road. Passengers must wear a seat belt properly.