

Document 4 - Internal Circulation

Natural Systems

In Osgoode Ward, Natural Systems identified no issues in Vars but also noted that there should be signage to notify ATV riders concerning access to Cumberland Forest. Towards Osgoode village, there were no major concerns.

In Rideau-Jock Ward, Natural Systems noted that the trail network proposal had a recommendation that went to the west and north of Gallagher Road, through significant wetlands, they did not support this aspect of the proposal. In Marlborough Forest, Natural Systems did not support the creation of a loop near O'Neill Road because it is not part of the Forest Access Road network.

While there were not many, Natural Systems had recommendations that encompassed a not insignificant area of the trail network in West Carleton-March Ward. The section on Thomas Dolan Road from Diamondview Road and Ridgetop Road was not supported to be part of the trail network due to sensitive natural areas around Carp Barrens and roadside wildlife fencing. Further east of this from Greenland Road to Dunrobin Road, it was strongly recommended against use due to the use of shoulders for nesting habitat of rare turtles and the fact that it passes through a significant wetland. Additionally, because of this, the trail down Needham Side Road and Stonecrest Road, which would deposit ATVs onto the section of Thomas Dolan Road that was not supported by Natural Systems. Another segment that was recommended against was extending from Torbolton Ridge Road to Ridgetop Road. This segment would have necessitated the clearing of mature trees for nearly a kilometre to accommodate a trail.

These comments were incorporated into the recommendations.

Forestry

Forestry expressed concern over damage done to the Marlborough Forest during Covid, when certain ATV riders took paid tours through sensitive areas of the forest; it is still recovering. With more notoriety, they were concerned that there might be more use, more wear and tear, more bad actors. Their concerns centered around new pressures for Forestry staff for monitoring, service requests, and operations.

These comments initiated a few discussions between Rural Affairs staff and Forestry staff. These discussions led to a determination that a License of Occupation between the City and the ATV clubs that outlines what the ATV clubs will be responsible for and what the consequences for not abiding by the agreement would be, is an important tool in the process of the proposed ATV trail network expansion.

Parks and Maintenance

Parks and Maintenance communicated concern about wear and tear on the Doug Thompson/Osgoode Link pathway. There is a limited budget and resources for major rehabilitation on the pathway, and the use of the pathway by ATVs would make the need for rehabilitation more frequent. The increased need for major and minor repairs will add an unknown element to resources needed to fix the trail. There is existing damage from ATV riders cutting gates and riding illegally. Concerns about speed limits, enforcement and maintenance were brought up as key factors.

There were a few discussions between Rural Affairs staff and Parks and Maintenance staff. The question of speed was addressed, with a speed limit of 20kph, reduced to 10kph when passing pedestrians. Concerning wear and tear, the ATVs are to ride on the east side of the trail, off of the stone dust. To accommodate this, they will trim the trees back to allow ATVs to ride comfortably far to the right. Similar to the discussions with Forestry, a License of Occupation was considered to be a useful tool for ensuring these issues would be itemized and addressed.

Rural Roads

Rural Roads did not identify any concerns with the proposed ATV trail network expansion.

Real Estate

Real Estate wanted to know if a current License of Occupation for grooming and maintenance of trails would cause conflict with ATVs, further if there would be conflict between hikers, bikers, and ATV riders. They also wanted to know how the use of non-ROW lands for ATV use would be implemented and managed. They pointed out that there was significant overlap of UCSR Licence with these trails and that there was the potential for conflict. The example provided was on the Beachburg Subdivision Corridor, where the snowmobile club has raised a number of concerns over the years about the damage done to the trail by (unauthorized) ATV's. How would this be mitigated and responsibilities shared? They also pointed out that some City lands may not have City

funds for ongoing maintenance and monitoring. Again, using the Beachburg Subdivision, highlighting the failing culverts and potentially increased use as an issue, with the City not having the funds set aside for repairs at this time.

Rural Affairs staff communicated with Real Estate staff concerning these comments and addressed them in the following ways. Concerning the question of the other License of Occupation, the ATVs would be limited to use of the Forest Access Roads in Marlborough Forest and not the trails, mitigating a number of conflicts on maintenance, and between hikers, bikers and ATVs. The use of non-ROW lands for ATVs is managed by a few different factors: If private property, it must be an agreement between property owner and the club, if City owned property, it is governed by a License of Occupation. The City would use a License of Occupation to negotiate the work required by the ATV clubs to perform maintenance on the rail corridor.

Right of Way

Right of Way commented that a License of Occupation would be the best way to manage issues on City Right of Way.

Active Transportation

Active Transportation Planning raised concerns for the use of the 2.2km section of the Doug Thompson Pathway (aka the Osgoode Multi-use Pathway) between Flag Station Road and Doyle Road. These concerns centered around shared use of the pathway between cyclists, hikers and the proposed new use of ATVs. With ATV capable of traveling at high rates of speed along the pathway, Active Transportation Planning was concerned of the potential for injury to pedestrians and cyclists in the event of a collision with an ATV.

Concerning the Beachburg Subdivision, this rail corridor was relatively recently acquired by the City in-line with the policies of the Official Plan and Transportation Master Plan to acquire such corridors for potential future usage for transportation or other use. The TMP (Rural Active Transportation Network) also identifies this corridor as having potential for a Major Pathway (possibly interim), similar to other long-distance pathways that the City has within former rail corridors in the rural area (Osgoode, Prescott-Russell, and Ottawa-Carleton Trailway). On top of that, conversion of a segment of the Beachburg subdivision within the urban boundary to a multi-use pathway is identified within the active transportation project list, with the intent of implementing that within the Plan's horizon. The limits of that project are from approximately Carling Ave to Celtic

Ridge Cres (but possibly extending further north as development takes place and budgets allow), although it may be implemented in phases. With the intent to construct elements of this project in the mid-term, and the much higher likelihood to encounter larger number of residents on the portions of the trail closer to denser urban neighbourhoods (pedestrians, dog walkers etc....), ATP suggests that usage of the corridor by ATVs should not be permitted on the segment of the trail within the urban boundary (and perhaps outside but closest to the urban boundary too – e.g. only north of Cameron Harvey).

These concerns were responded to with the following: All ATV traffic would be restricted to the easternmost side of the trail bed, on the grass except when meeting other ATVs; and that the speed limit of ATVs would be 20kph for the length of the section of the pathway. The conditions would be included in the License of Occupation and would be posted on the trail. There would also be enforcement both by the ATV club and by the Ottawa Police Marine, Dive, and Trail Unit. Additionally, looking at the Beachburg Subdivision,

This was sufficient to address Active Transportation Planning's concerns.

Police

The Ottawa Police Services commented that much of the expansion was on roads, but did not identify any concerns with the proposed ATV trail network expansion. The Marine, Dive, And Trails unit would provide enforcement of traffic laws and the by-law as they traditionally have.

Traffic

Recommend that Rural Affairs conduct a road safety audit over the two-year pilot project. This audit should include such things as:

- Posted speed limit of the proposed roadway.
- History of collisions.
- State of infrastructure (condition of asphalt) both current and what this use would have on asphalt and shoulders moving forward.
- Width, surface type and condition of existing shoulder.
- Clear zone impacts and roadside hazards.
- Roadside lighting (would it be appropriate to implement a time-of-day window to this activity (dawn to dusk)).
- Whether the corridor is identified as a rural cycling route with improved shoulders – if so how would the 2 uses potentially coexist.

- Horizontal and vertical curvature of roadways.
- Seasonality – while on-road ATV use may be legal under the ORV by-law is it appropriate in the winter months given shoulder widths are greatly diminished due to snow storage.
- What would be the appropriate warning signage to alert roadway users of vehicles in lane going at MAX 50km/h when the rest of vehicles are legally travelling at 80km/h however operating at much higher speeds.
- Evaluation of route at 400 series highway on/off interchange.
- Evaluation/consideration of on-road ATV use in rural villages, for example, the route that has a terminus at Ridge Rock Brewery in Carp.