

Amendment to the Motorized Snow Vehicle By-Law 2016-230

Presented To: Operations Committee

Meeting Date: March 27, 2023

Type: Managers' Reports

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Recommended by: General Manager of
Corporate Services

Report Summary

This report provides a recommendation regarding a proposed amendment to the Motorized Snow Vehicle By-Law 2016-230.

Resolution

THAT the City of Greater Sudbury approves the inclusion of sections of Bancroft Drive and Moonlight Beach Road, as outlined in the report entitled "Amendment to the Motorized Snow Vehicle By-Law 2016-230" from the General Manager of Corporate Services presented at the Operations Committee meeting on March 27, 2023;

AND THAT the City of Greater Sudbury directs staff to prepare a By-law to amend the Motorized Snow Vehicle By-law 2016-230 to implement the recommended changes.

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

This report refers to operational matters and has no direct connections to the Community Energy & Emissions Plan (CEEP).

Financial Implications

There are no financial implications associated with this report.

Background

The Motorized Snow Vehicle By-Law 2016-230 regulates the use of snowmobiles on municipal roads.

The Motorized Snow Vehicle by-law was created in accordance with direction received from Council and reflects a balance between community safety and a desire to provide access to Ontario Federation of Snowmobile Clubs Trails of which the Sudbury Trail Plan is a member. It provides consistent law throughout

the City of Greater Sudbury and prohibits the operation of motorized snow vehicles on sidewalks (as defined).

Broder-Dill Snowmobilers Association is part of the greater Sudbury Trail plan that has well over 2000km of trails in the Sudbury area. Of that, Broder-Dill is responsible for approximately 232km which extends from Royal Distributing at the north, to Killarney at the south, the east side of Lake Penage to Estaire.

The long established access to City of Greater Sudbury property will continue. Land use agreements between City Greater Sudbury and the Sudbury Trail Plan Association distinguish that routes will be reviewed as necessary and amendments may be made to reflect a balance between community safety and Sudbury Trail Plan access.

Analysis

Broder-Dill Snowmobile Association has brought forward the concern that one of the sections of road used for part of trail system was left off the map. The section in question is on the main north/south connection (trail D111) on part of Moonlight Beach Road and Bancroft Drive (see attached map named area of review). The trail comes out just before the CP Rail crossing on Moonlight Beach Road, then runs the shoulder of the road up the intersection of Moonlight Beach Road and Bancroft Drive. The intersection is a 4 way stop. The trail then turns right (east) onto Bancroft Drive and travels almost 200m on the shoulder before crossing to the north side and entering the wooded area.

The Association has identified that moving snowmobilers out of the core is becoming increasingly difficult as residential and commercial development expands. The ability to move trails gets severely limited as new subdivisions are created, and industrial areas expand.

Approximately three years ago CP Rail (and CN Rail to a large degree) revoked all private rail crossings and rail line corridor access across the province for snowmobile clubs. Users can only cross rail lines at public crossing (ie. controlled crossings on public roads). As a result, snowmobilers lost the primary north/south connection between Estaire and Coniston. To date, a replacement has not been found.

Currently, for the east end of the City, the only north/south connections left are through the D111 trail, St. Charles/Noelville to Kukagami, through Lively up to Chelmsford, or Whitefish to Fairbanks and Windy Lake.

Losing the D111 trail would be a significant loss, impacting not only local riders, but snowmobile tourism to the Sudbury area. Several local motels and businesses will suffer meaningful loss because snowmobilers from out of town will look for other areas in the city to stay and access the trails. Based on statistics collected by the provincial association, last year 7190 permits were sold in this district (district 12). District 12 is also the second most visited district for snowmobilers in the entire province of Ontario. Last year the Association saw 10.8% (11,534) of all Ontario permit buying riders visit this district to ride these trails. That generates approximately \$52 million dollars in tourism revenue annually in the area in terms of visitor spending, not to mention employment opportunities connected to snowmobiling.

Consultation with Greater Sudbury Police Traffic Management Unit, as well as the City of Greater Sudbury Traffic and Transportation department have not yielded any objections to this amendment.

Recommendation

That the recommended sections of Moonlight Beach Road and Bancroft Drive be added to the Motorized Snow Vehicle By-law. (See attached map for section to be included in By-Law 2016-230.)

Resources Cited

<https://www.greatersudbury.ca/city-hall/by-laws/by-law-pdfs-en/by-law-2016-230/>