

## FOR INFORMATION

### Background:

This report updates Council in regards to the final Motorized Snow Vehicle By-Law which appears on the agenda for final passage.

On March 8, 2016 Council approved the following resolution:

*CC2016-98 Jakubo/McIntosh: WHEREAS on May 23rd, 2007, the Council for the City of Greater Sudbury resolved that the City of Greater Sudbury accept the challenge to become the most pedestrian friendly city in Ontario by 2015 and further resolved that the City of Greater Sudbury consider both the International Charter for Walking and the challenge in future planning, transportation, infrastructure and leisure decisions;*

*AND WHEREAS safely walking on or accessing sidewalks with mobility enabling devices in all seasons is the most affordable and natural way of living a healthy and active lifestyle;*

*AND WHEREAS the City of Greater Sudbury invests approximately \$900,000 each year for winter maintenance of sidewalks;*

*AND WHEREAS the Council of the City of Greater Sudbury has requested that the General Manager of Infrastructure Services develop a plan and cost options to enhance winter sidewalk maintenance to include all sidewalks for the 2016/2017 season;*

*AND WHEREAS the City of Greater Sudbury has resolved to allow the use of snow machines on local roads to enable full and easy access to Ontario Federation of Snow Machine Clubs groomed trails;*

*AND WHEREAS only the areas of Greater Sudbury which fall within the former towns of Nickel Centre, Valley East and Walden currently have enforceable by-laws which prohibit the use of snow machines on sidewalks;*

*THEREFORE BE IT RESOLVED that the City of Greater Sudbury directs the Executive Director of Administrative Services/City Clerk to present a report and draft by-law to City*

A report regarding Motorized Snow Vehicles was presented to Council at their meeting of August 9, 2016 at which time the following resolutions were passed:

*CC2016-284 Jakubo/Signoretti: THAT the City of Greater Sudbury receives the report dated July 22, 2016 from the Executive Director Administrative Services/City Clerk regarding the Motorized Snow Vehicle By- Law.*

*CC2016-285 Jakubo/Signoretti: THAT the City of Greater Sudbury allows motorized snow vehicle access on walking trails mutually agreed upon by the CGS By-Law Department and the Trail Plan Association so as to facilitate connections between communities and the formal trail plan network.*

*CC2016-286 Signoretti/Jakubo: THAT the City of Greater Sudbury directs staff to create a by-law that contains the principles described in the report dated July 22, 2016 from the Executive Director Administrative Services/City Clerk.*

The By-Law has been drafted in accordance with the direction received from Council at the two meetings as outlined in the resolutions above.

The new by-law has been written to be easy to understand and identify where motorized snow vehicles may be legally operated. It provides consistency with respect to the law and enforcement of motorized snow vehicle operation throughout the City of Greater Sudbury. The by-law balances community safety and access to Ontario Federation of Snowmobile Clubs Trails of which STP is a member. This proposed by-law prohibits motorized snow vehicles from all sidewalks (as defined) throughout the City of Greater Sudbury.

CGS staff worked closely with the Sudbury Trail Plan Association and the Greater Sudbury Police Service in identifying roads where access would be permitted. The ATV Summer Schedule of Roads was used as a starting point for discussion. Modifications were made that eliminated the 500 series of Highways, specific Municipal Roads (MRs) and other major arteries. The Sudbury Trail Plan Association supported these reductions and identified certain secondary roads located north of Lasalle Blvd., as well as both South and West of Regent Street as desirable to support access to their trail system. After review with CGS staff and the Greater Sudbury Police Service, those secondary roads requested by STP were approved.

Access to City of Greater Sudbury owned and or leased property reflects historical practice. In the longer term, the intention is to formalize those arrangements with land use agreements between the City and STP. Routes and access to CGS property will be reviewed, as required, to ensure community safety and efficient operation.