Minutes – Executive Policy Committee – May 18, 2011

Minute No. 291
Report – Standing Policy Committee on Protection and Community Services – April 4, 2011

Item No. 1 Review of By-laws Governing Off Road Vehicles

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee referred the matter back to the Standing Policy Committee on Protection and Community Services.

Minutes – Executive Policy Committee – May 18, 2011

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DECISION MAKING HISTORY:

Moved by Councillor Steeves,

That the matter be referred back to the Standing Policy Committee on Protection and Community Services.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 20, 2011, the Executive Policy Committee laid over the matter to its meeting on May 18, 2011.

STANDING COMMITTEE RECOMMENDATION:

On April 4, 2011, the Standing Policy Committee on Protection and Community Services recommended that the Council Motion of January 31, 2011 be received as information inasmuch as the Standing Policy Committee received a verbal report from the Winnipeg Public Service, and submitted the matter to the Executive Policy Committee and Council.

COUNCIL DECISION:

On March 23, 2011, Council granted an extension of time of 30 days to enable the Winnipeg Public Service to report back as directed by the Standing Policy Committee on Protection and Community Services on January 31, 2011.

STANDING COMMITTEE RECOMMENDATION:

On January 31, 2011, the Standing Policy Committee on Protection and Community Services laid the matter over to its meeting on February 28, 2010 and requested the Winnipeg Police Service to be present at the time to answer questions.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION:

On January 26, 2011, Council ruled automatic referral of the following motion to the Standing Policy Committee on Protection and Community Services:

Moved by Councillor Wyatt,
Seconded by Councillor Vandal,

WHEREAS the existing by-laws relating to Off Road Vehicles (ORV) is outdated and requires review and revision with regard to the changes in ORV technology and the need to protect the public;

AND WHEREAS the existing Vehicles By-law No. 6726/95 actually still allows ORV usage in some parts of Winnipeg;

AND WHEREAS the existing Vehicles By-law No. 6726/95 does not prescribe a minimum fine structure, nor does it offer the ability to seize vehicles and sell in auction;

AND WHEREAS the Central Traffic Unit's River Patrol is the only police unit to possess snowmobiles and much of their time is consumed with enforcement issues on the city's rivers and issues relating to ice safety;

AND WHEREAS there is a need for a regular Public Education campaign to be conducted by the City of Winnipeg and the Province of Manitoba, including provincial agencies/crown corporations, such as Manitoba Public Insurance on the dangers of ORV use inside the City of Winnipeg;

AND WHEREAS there may be opportunities for the Province of Manitoba to assist the City of Winnipeg with enforcement of illegal use of ORVs through the MPI vehicle registration and licensing process;

THEREFORE BE IT RESOLVED THAT:

a) The City of Winnipeg immediately undertake a comprehensive review of the by-laws governing Off Road Vehicles, including but not limited to, Vehicles By-law No. 6726/95, and make recommendations to Council to modernize the by-laws, that would (but not be limited to):

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

i) eliminate the ability to legally use ORVs anywhere inside the City of Winnipeg (excluding natural disaster events, such as severe blizzards).
ii) impose minimum fines that would be substantial and act as a real deterrent for by-law violations.
iii) provide authorities the power to seize ORVs and that such vehicles would be offered to auction, with funds being earmarked to Public Education campaigns on the dangers of illegal ORV use within the City of Winnipeg.

b) City Council request an immediate report from the Winnipeg Police Service, that will subsequently be supplied on an annual basis, to the Standing Policy Committee on Protection and Community Services, which will:

i) provide information on WPS enforcement plans with regard to the illegal usage of ORVs, with a breakdown between winter season ORV enforcement and summer season ORV enforcement.
ii) provide the record of success of the previous years' enforcement (ex. fines, ORVs seized, etc.)
iii) provide information on public education campaigns which will be directed toward deterring the illegal use of all forms of Off Road Vehicles. Such campaigns will clearly outline the dangers of ORV use within the City of Winnipeg and provide information on areas outside of Winnipeg which are ORV friendly, including existing ORV drop off areas.

c) The Winnipeg Police Service immediately explore means to expand the snowmobile and four-wheel drive Off Road Vehicle fleet beyond Central Traffic's River Patrol Unit in order to ensure adequate and timely enforcement of said by-laws throughout the City of Winnipeg, and that the status of this consideration be reported to City Council.

d) The City of Winnipeg request that the Province of Manitoba:
i) participate in coordinated public education campaigns between the City of Winnipeg and the Province of Manitoba, including all relevant provincial agencies, departments, and crown corporations, in order to ensure that the strongest and most wide reaching message possible is delivered to the public.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

ii) review existing processes for ORV licensing and registration, with the intent of improving the registered owners' declaration, including, but not limited to, a requirement to clearly name all operators of said ORV, not just the usual operators.

iii) ensure, where necessary, our by-laws are supported via existing provincial legislation, including powers to seize ORVs.

iv) develop a system for the licensing of individuals via mandatory individual ORV operator safety courses and written testing.

v) review the minimum age presently allowed for the operation of an ORV, with the intent to raise the age of unsupervised riders from 14 to 16.

vi) that the above request to the province and its success (or lack thereof) be reported to Council.