

Thank you for stepping forward to volunteer as a warden.

Your willingness to take on this responsibility shows real commitment to our community's safety and well-being.

I also want to thank those of you who are already serving as wardens and have joined us again today, your continued dedication and experience are invaluable.

As with any important role, we have clear expectations to ensure everyone is prepared, supported, and aligned in how we work together.

What is a Warden:

COATV Trail Wardens are ambassadors for COATV , respective landowner and OFATV.

How can achieve this:

We are not law enforcement therefore the best practice approached is via friendly conversation, to do this a certain knowledge is required which we hope to enhance your knowledge after this engagement session.

Main responsibilities :

To be visible on the trails and confirmation of valid trail permit, if any noncompliance are found the warden is to educate the driver about the deficiency, without prejudice.

Report any Trail concerns

COATV Warden Expectations:

#1 Driver Education

- ✓ Basic understanding of:
 - ✓ Applicable laws
 - ✓ Applicable bylaws
- ✓ Driver Etiquette
 - ✓ Driver Education, encourage to promote COATV Web page, Municipal Web page
- ✓ Confirming of Valid Trail Pass
- ✓ Check for compliance such as Helmet, seat belt, Lights etc
- ✓ May hand out promotional / educational Material to drivers.
- ✓ May Support Local Bylaw or Police with Patrol
- ✓ May support drivers in distress
- ✓ Mentor new Warden with knowledge and experience
- ✓ Avoiding verbal or physical outbursts in public
- ✓ Report any finding, issues, concerns to the Chief Warden, for Trail concerns or violation summary (without personal information) FB Warden Group is excepted for communication.



COATV Warden Expectations:

#2 Anticipated Club Engagement:

- Warden Patrol (COATV Club Members only)
 - ✓ Target 2x per season
- Patrols (with Bylaw or Policing) pending on experience
- COATV Monthly Club Meeting
 - ✓ Target 6x per season , why? So member can meet you
- COATV AGM attendance
- COATV Yearly Warden Orientation Session
- Club Events support (with Leading a Group)
 - ✓ Target 2x per season
- Trail Maintenance Support (with Leading Volunteers)
 - ✓ Target 2x per season

#3 Expected Comprehension (with experience)

- Knowledge of applicable laws, bylaws
- Knowledge of local Trails
- Knowledge of QuadON
- Appropriate Driver approach

Trail Etiquette

- Remove your helmet when talking to other trail users
- Always yield the right-of-way to other trail users who are approaching or passing
- Ride on designated trails. Do not utilize CLOSED trails. 'If you don't know, don't go!'
- Avoid sensitive and restricted areas at all times, especially wetlands, lakeshores, steep stream banks and hills
- Comply with all applicable legislation and/or municipal bylaws
- Keep in mind the following OTC statement: 'Shared use trail - expect/respect other users.'
- Do not trespass on private property and do not utilize single-purpose trails designated for other (non-ATV) activities
- Promote parking and dismounting from your ATV to walk to sensitive, scenic, historic and cultural areas
- Enjoy wildlife viewing opportunities, avoid stressing any species particularly during the rearing stages
- Respect and be courteous to other users who are also using shared use trails
- Adjust riding behavior according to season and location
- Take a rider safety course and ride within your abilities
- Do not cut switchbacks or take shortcuts
- Keep your speed and engine rpm low and steady when approaching other riders, homes, etc.
- What you pack in, pack out - do not litter

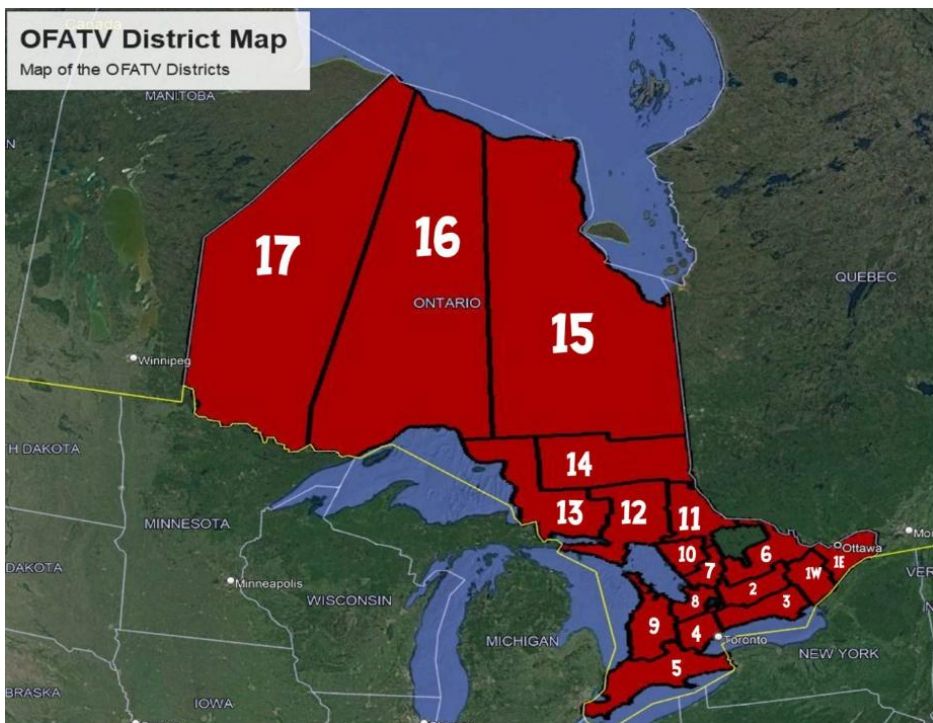


Remember, as a Warden it's important you set a good example!

Respective Knowledge: OFATV (Ontario Federation of All-Terrain Vehicle Clubs)

The OFATV is recognized province-wide as a responsible, safe, and sustainable trail steward since 1999. OFATV is work closely with townships, municipalities, and cities across Ontario to improve and expand our trails.

OFATV is Structured by Districts



25 OFATV Clubs and growing

District 1 (West)

- Ottawa Valley ATV Club
- Rideau Lakes ATV Club
- Thousand Island ATV Club
- Frontenac ATV Club

District 1 (East)

- ATV Club of Eastern Ontario
- Johnstown ATV Club
- Nation Valley ATV Club
- West Carleton ATV Club

District 2

- Coe Hill Riders ATV Club

District 3

- Northumberland & District ATV Riders Club

District 5

- Elgin ATV Club
- Essex Country ATV Club
- Great Lakes ATV Club
- Tri Shore ATV Club

District 6

- Renfrew County ATV Club

District 7

- Baxter ATV Trail Riders

District 8

- **Central Ontario ATV Club**

District 9

- Dufferin Grey ATV Club
- West Grey ATV Club

District 11

- Voyageur Multi-Use Trail System

District 13

- Elliot Lake ATV Club

District 14

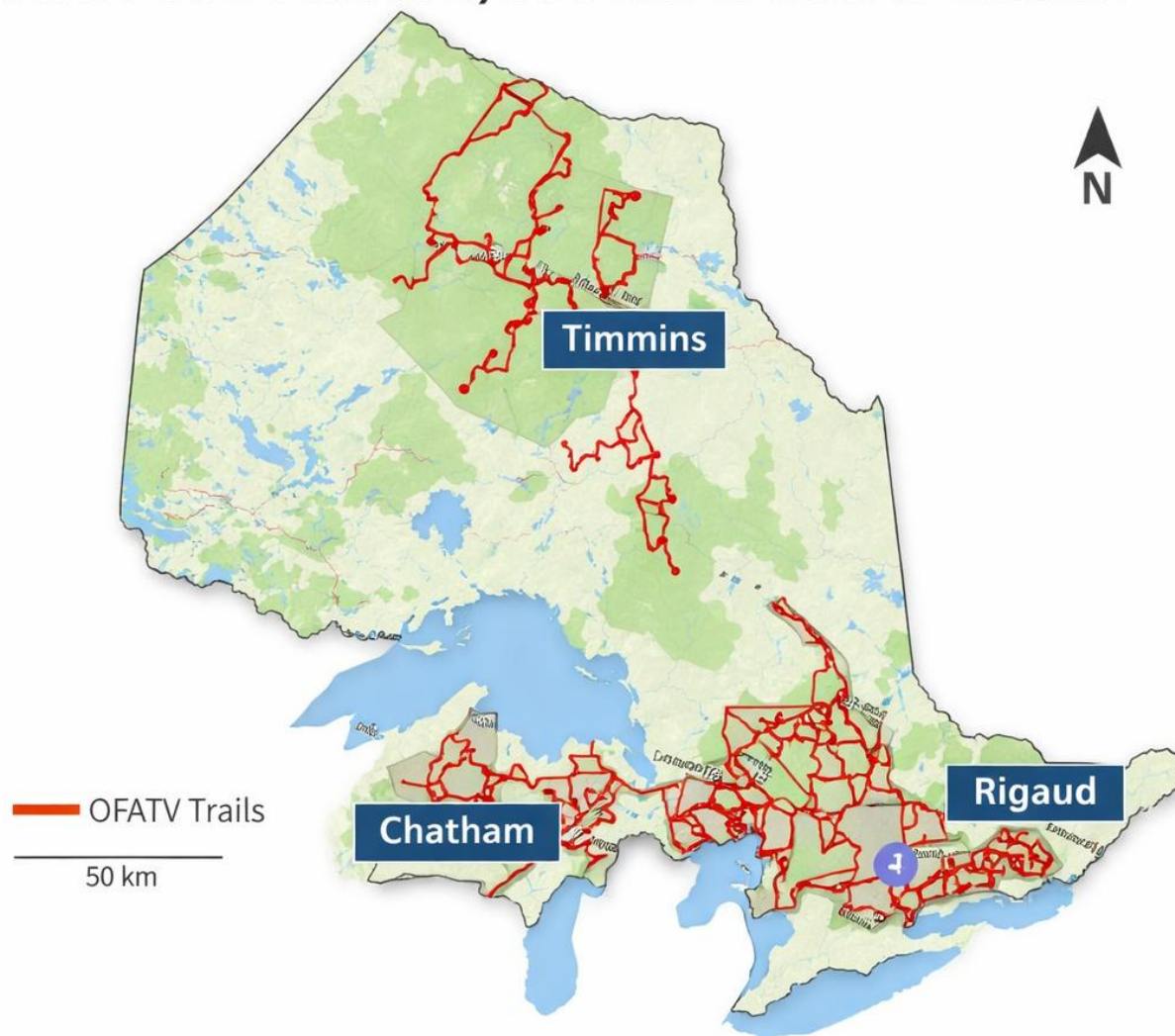
- South Temiskaming ATV Club

District 15

- Cochrane ATV Club
- Timmins ATV Club

Question:
Did you notice something ?

*OFATV offers about **8,000 km** of trails in Ontario.*



Respective Knowledge: OFATV (Ontario Federation of All-Terrain Vehicle Clubs)

Permit Administration



OFATV online Training Course

Ready to RideON
ONTARIO'S FIRST ONLINE ATV TRAINING COURSE FOR YOUTH

Ready to RideON is a \$40, two-hour interactive online program designed for 12 to 15-year-olds in Ontario, or for new riders. It provides a solid foundation in all aspects of ATV operation, from understanding the parts and functions of a machine to riding responsibly on Ontario's trails. This course ensures that youth have the confidence and practical knowledge to start their ATV adventure.

- Designed for youth and new riders
- Accessible anytime, anywhere
- Compliant with Ontario ATV regulations
- Learn maintenance and accident prevention tips

Enroll now for just \$40



Current is a Youth Program, but a New Member will come

Advocates for our sport:
 Sample: One-Permit ATV Trail System in Ontario



OFATV Applauds Passing of Motion to Create a One-Permit ATV Trail System in Ontario

by OFATV | Oct 31, 2025 | News, OnePass

OFATV Applauds Passing of Motion to Create a One-Permit ATV Trail System in Ontario Home » Search Results for "2025" OFATV Applauds Passing of Motion to Create a One-Permit ATV Trail System in Ontario Toronto, ON — October 29, 2025 – The Ontario...

QuadOn Administration (app and map)



Go to:

<https://ofatv.org>

<https://quadon.events.com>

<https://permits2.ofatv.org>



Respective Knowledge: COATV (Central Ontario ATV Club)

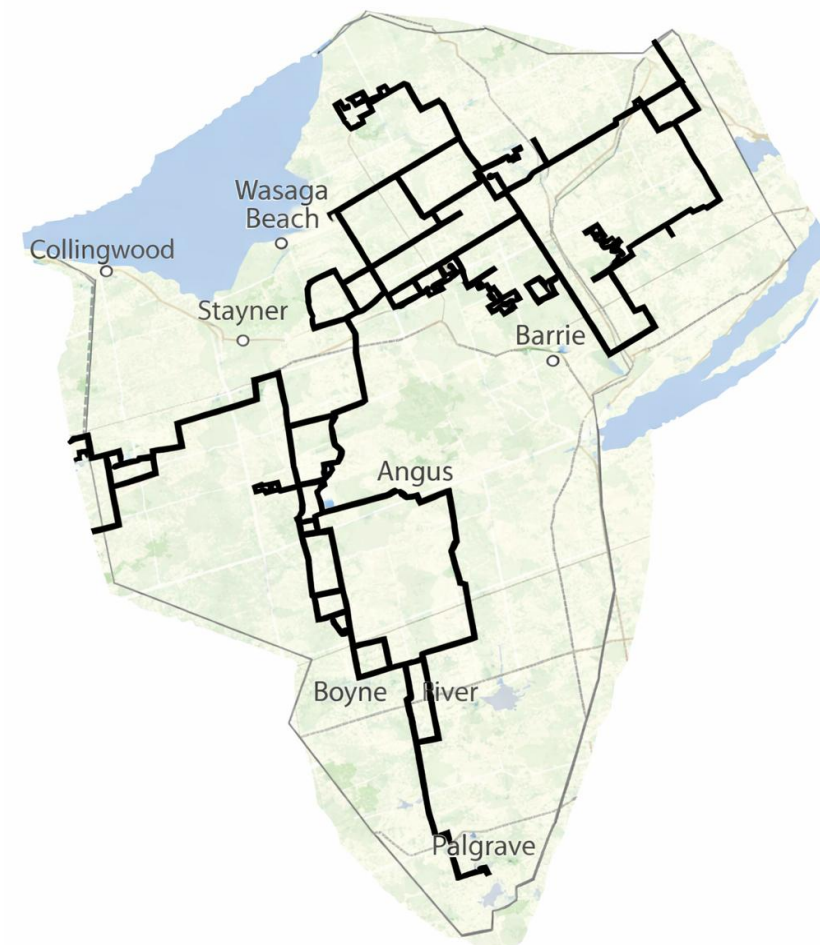
Club Started in 2002 as Georgian Trail Riders
Changed in 2006 to Central Ontario ATV Club (COATV)

COATV evolved from a small regional riding group into a cornerstone of Ontario's ATV community, promoting safety, sustainability, and camaraderie among riders.

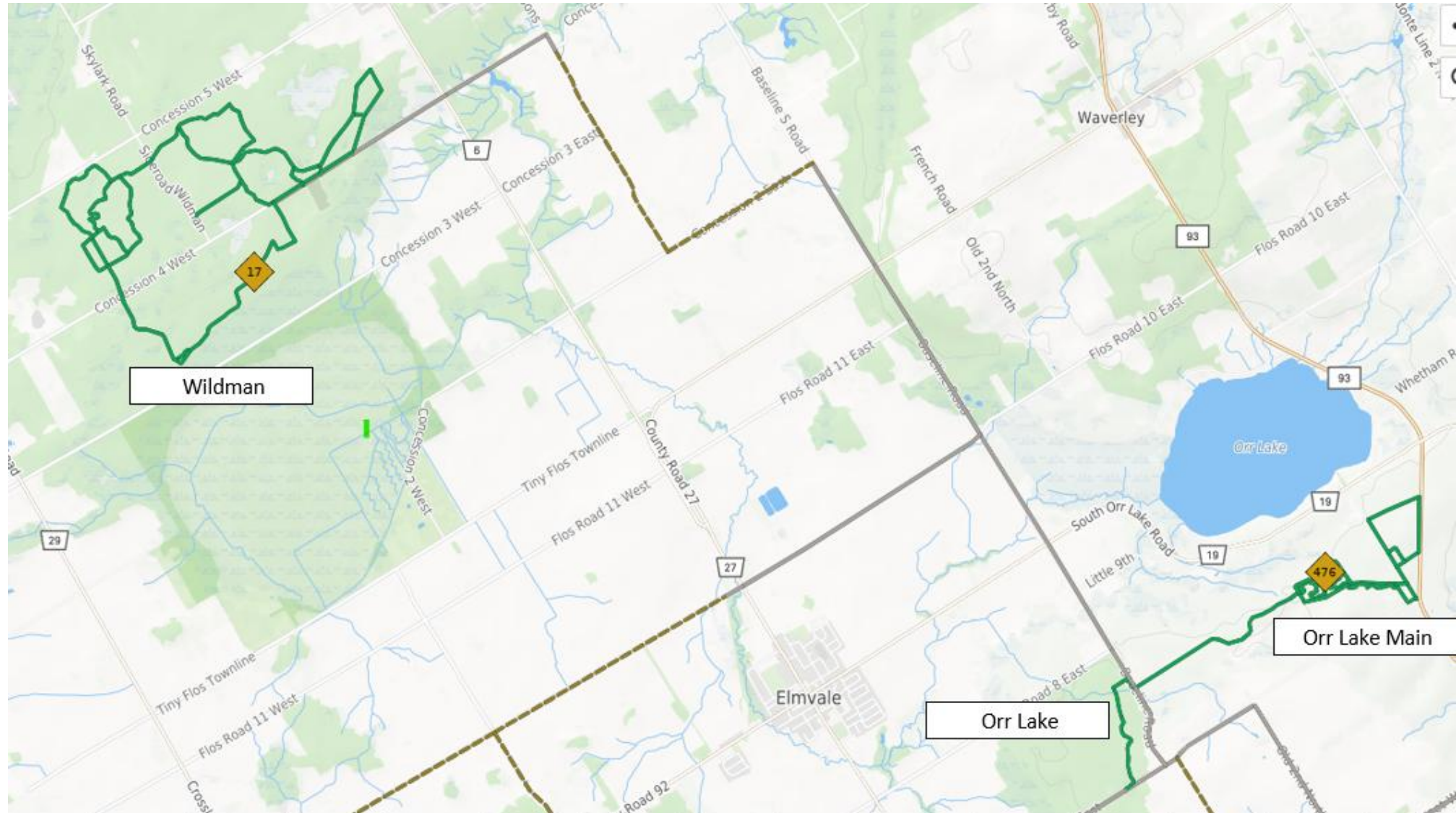
Definition: Quote from Northern Ontario Travel:

“Ontario's Simcoe County stretches from the shores of Lake Simcoe in the east to rugged Georgian Bay in the west, with trailheads in towns like picturesque Wasaga Beach. In the forested areas in between, you'll find an ATV trail system of varying terrain, from sandy trail to intricate forest loops, all maintained by one of the OFATV member clubs, the Central Ontario ATV Club.”

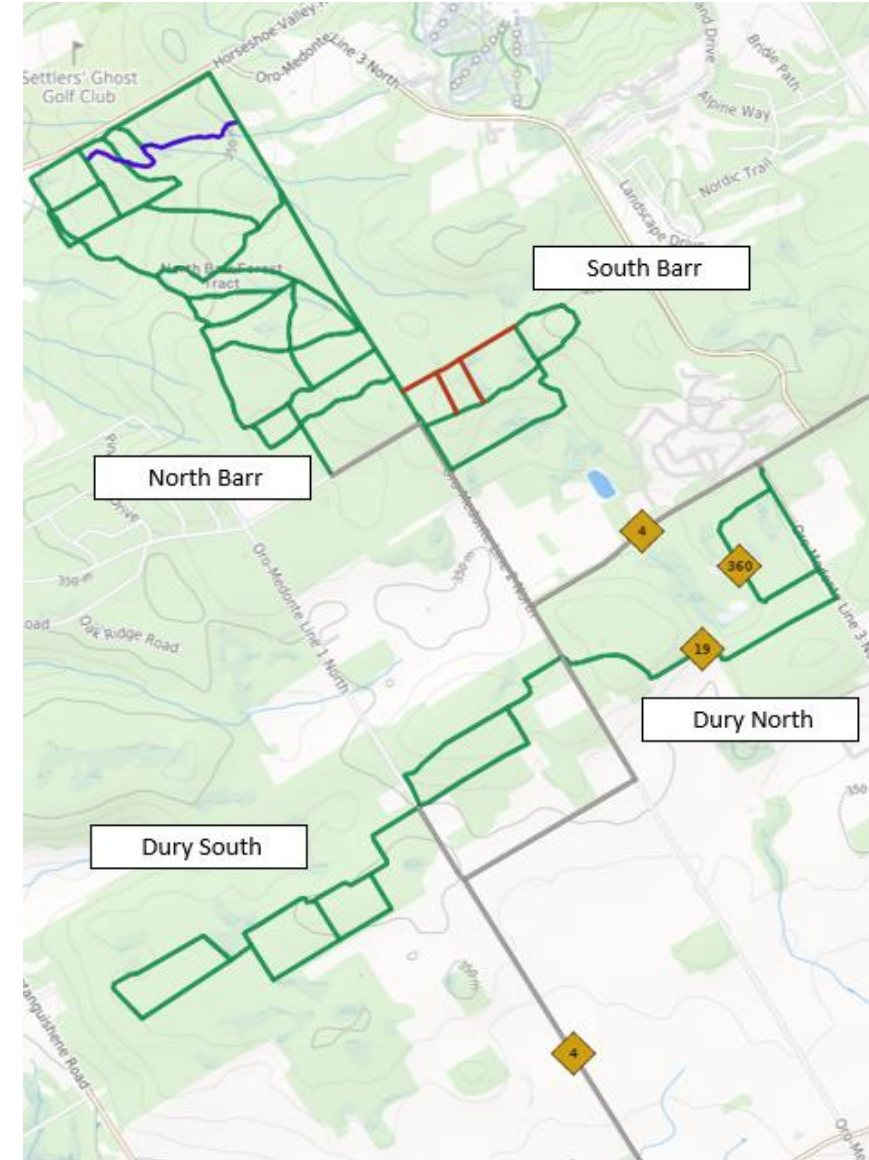
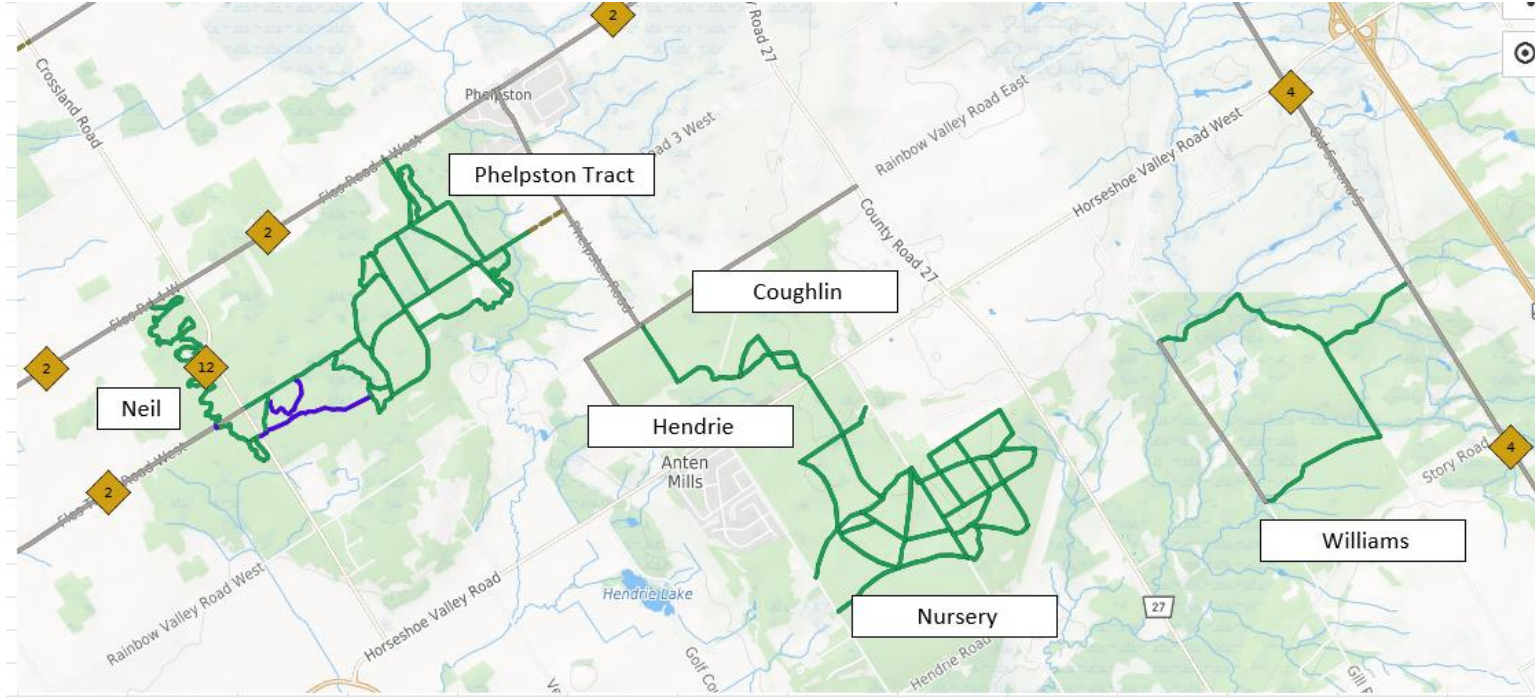
COATV Trails



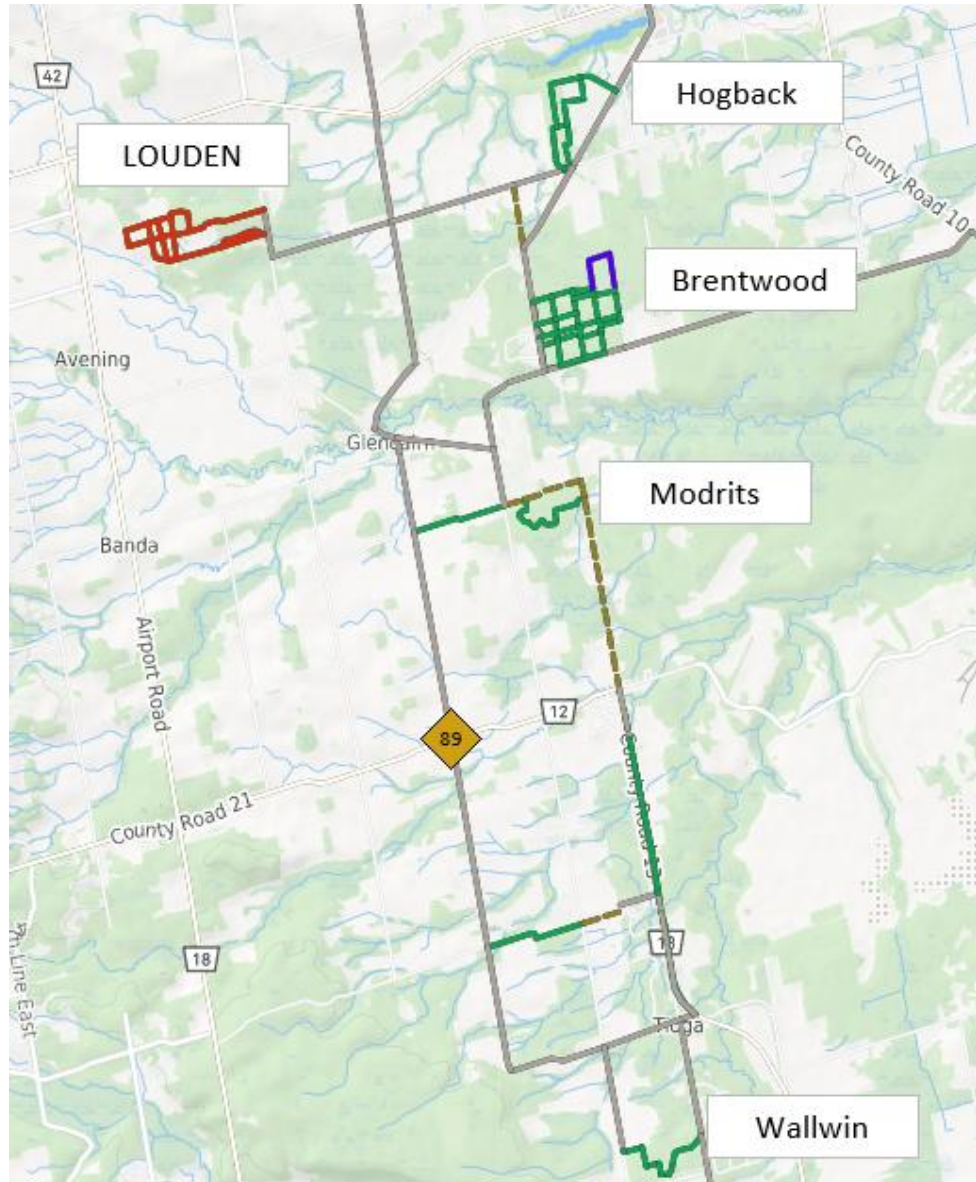
North



Central



South Trails



Respective Knowledge: Available Resources

OFATV Hand Book



P.O. Box 76085
March Road, Morgan's Grant PO
Ottawa, Ontario K2W 0C0
(705) 797-0797

TRAIL

WARDEN

HANDBOOK

On our webpage

Please note OFATV is working
on an update

OFATV Hand Book

www.e-laws.gov.on.ca

Search: 316
O. Reg. 316/03: OPERATION OF OFF-ROAD
VEHICLES ON HIGHWAYS
Part 1 to 4

Search: 316
O. Reg. 863: Off-Road Legislation
(Non-Highway Use)
Off-Road Vehicles Act, R.R.O. 1990

MTO

<https://www.ontario.ca/page/driving-road-vehicle-orv>

Municipal Bylaws



<https://simcoe.ca/explore/forests/recreational-use/off-road-motorized-vehicles/>



<https://www.springwater.ca/en/recreation-and-culture/off-road-vehicles.aspx#>



<https://www.oro-medonte.ca/our-government/by-laws/>



<https://www.tiny.ca/services/municipal-law-enforcement/motorized-vehiclesatv>

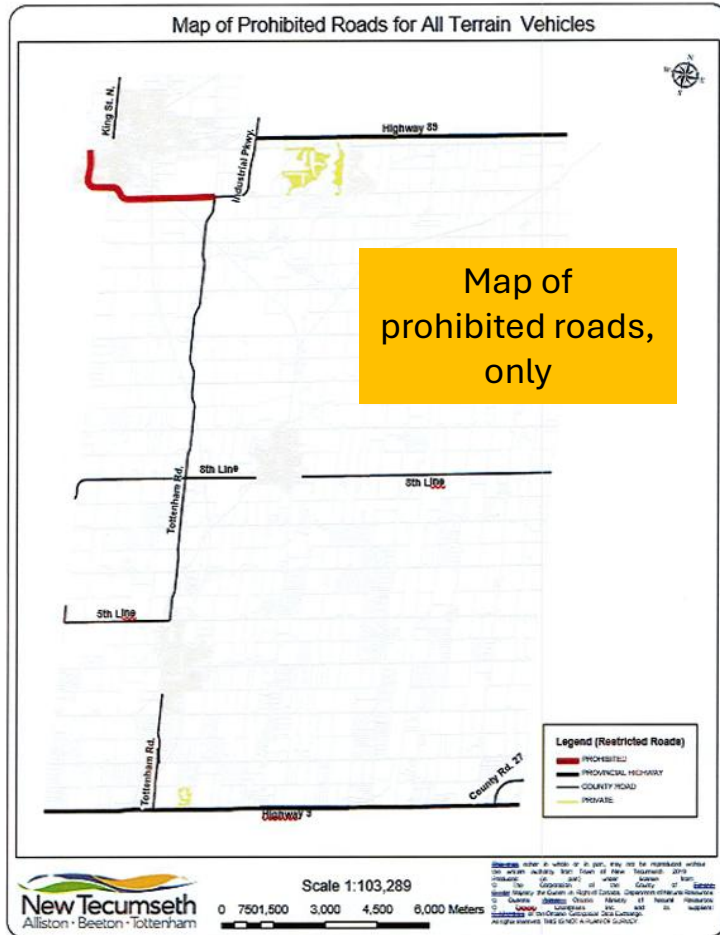


Tay Township

<https://tay.ca/municipal-government/by-law-enforcement/motorized-vehicles-atv/>

Municipal bylaws change frequently—especially around seasonal access and road permissions. For your presentation, it may help to include a slide that distinguishes provincial law (always applies) from municipal bylaws (change by location).

Municipal Bylaws



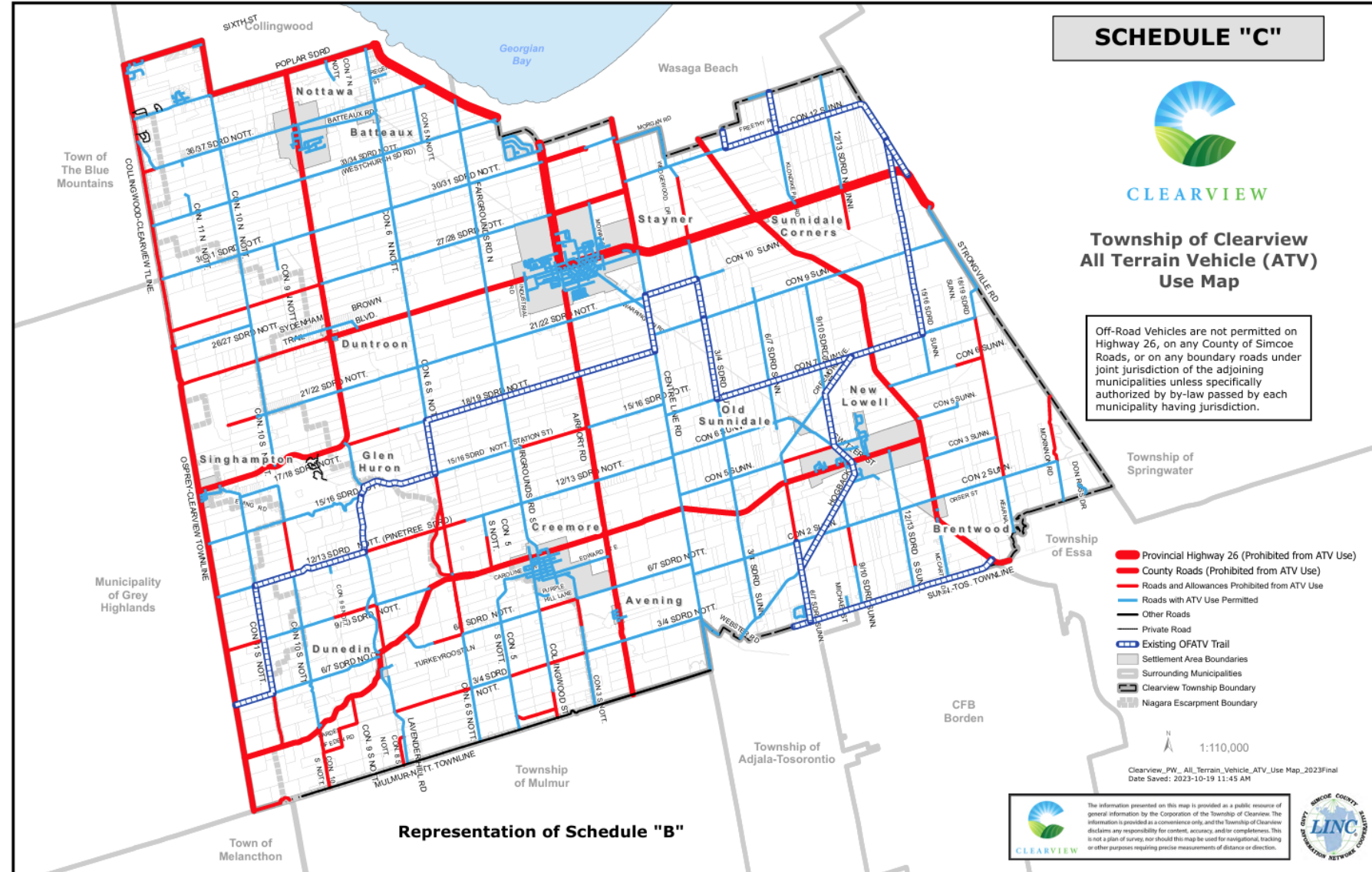
The Simcoe County
references COATV and
Off-Road Riders
Association (SCORRA)



Adjala-Tosorontio
References
Simcoe



Municipal Bylaws



County Of Simcoe -BYLAW



ATV and Off-Road Motorcycle Trails are closed yearly from December 1 until May 1

Off-road motorized vehicles are allowed **ONLY** on **designated trails** and require:

- A valid permit from the relevant off-road vehicle club;
- Valid vehicle insurance;
- Vehicle plates, displayed in the manner prescribed by the Off-Road Vehicles Act;
- Proof of vehicle ownership;
- Operator must wear an approved DOT helmet;
- Vehicle must be equipped with a spark arrestor;
- Noise decibel of 94db or less.

You must be a club member and in good standing to legally ride. Please be part of the solution and join one of the local clubs working to provide a safe and enjoyable experience for all users:

- Snowmobiles: [Ontario Federation of Snowmobile Clubs](#) (OFSC)
- ATVs & Side by Sides: [Ontario Federation of All Terrain Vehicle Clubs](#) (OFATV) & [Central Ontario ATV Club](#) (COATV)
- Off-Road Motorcycles: [Ontario Federation of Trail Riders](#) (OFTR) & [Simcoe County Off Road Riders Association](#) (SCORRA)

Joining a club offers many benefits including trail maps, trail updates, trail condition information, and invitation to club events.

MTO (Ontario.ca) / General

Ontario 



[Home](#) > [Driving and road safety](#) > [Road safety](#)

Driving an off-road vehicle (ORV)

What you need to know to drive an off-road vehicle such as an ATV safely.

[Driving an off-road vehicle \(ORV\) | ontario.ca](#)

<https://www.ontario.ca/page/driving-road-vehicle-orv>

The **Ontario.ca “Driving an off-road vehicle (ORV)” page** is *guidance*,

Focus on the guidance,
we are not enforcement

Ministry of Transportation

Moving people and goods safely, efficiently and sustainably across Ontario to improve quality of life and support a globally competitive economy.

Related

[Off-Road Vehicles Act \(ORVA\)](#)

[Highway Traffic Act \(HTA\)](#)

[Impaired driving](#)

Off-Road Vehicles Act, R.S.O. 1990, c. O.4 is the *actual law* you can be charged under.

MTO (Ontario.ca) / General

Ontario 



[Home](#) > [Driving and road safety](#) > [Road safety](#)

Driving an off-road vehicle (ORV)

What you need to know to drive an off-road vehicle such as an ATV safely.

Following Information are exactly as per MTO

Off-road vehicles (ORVs) are year-round utility and recreational vehicles that must be:

- ✓ registered
- ✓ display a licence plate (except in exempted areas like in far northern Ontario)
- ✓ insured under a motor vehicle liability policy

When riding on-road or off-road the driver of an ORV must carry and produce the registration permit or a true copy and proof of insurance for the ORV.

ORVs that are permitted to travel on certain roads and highways include:

- ✓ single rider all-terrain vehicles (ATV)
- ✓ two-up all-terrain vehicles (ATV)
- ✓ utility terrain vehicles (UTV)
- ✓ recreational off highway vehicles (ROV)
- ✓ extreme-terrain vehicles (XTV)
- ✓ off-road motorcycles (ORM)

The exemption exists because many far-northern communities rely on ORVs as essential transportation, not recreation, and the province recognizes that requiring plates/registration in those remote areas would create hardship.

“The portion of Ontario that lies north of the line identified as the ‘Far North Boundary’ on the series of maps entitled Regulation Plan of the Southerly Boundary of the Far North of Ontario, map sheets 1–20 (June 24, 2009).” — O. Reg. 21/11, s.1(1)

- Fort Severn
- Peawanuck
- Attawapiskat
- Kashechewan
- Fort Albany
- Moosonee / Moose Factory (borderline area depending on map sheet)

MTO (Ontario.ca) / General

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- ✓ single rider all-terrain vehicles (ATV)
- ✓ two-up all-terrain vehicles (ATV)
- ✓ utility terrain vehicles (UTV)
- ✓ recreational off highway vehicles (ROV)
- ✓ extreme-terrain vehicles (XTV)
- ✓ off-road motorcycles (ORM)

Along a road: When travelling along a road, your ORV must:

- ✓ be driven in the same direction as traffic
- ✓ travel on the shoulder (if the shoulder is unsafe or not wide enough, an ORV can be driven on the travelled portion of the road)
- ✓ headlights and tail lights on (This rule applies day or night , if you're on a road, your lights must be illuminated)

Crossing a highway: Where permitted, you can drive an ORV to cross a highway only if:

- ✓ it is registered and displays a rear licence plate
- ✓ it is insured under a motor vehicle liability policy
- ✓ the driver is at least 16 years old and has a valid driver's licence of any class
- ✓ the driver and passengers are wearing approved motorcycle helmets, securely fastened under the chin with a chin strap

MTO (Ontario.ca)

Off-road riding:

When driving your ORV on trails, private property or Crown land (government-owned land), ride in designated areas only. You may require a trail permit and must always have the land owner's permission.

Who can ride

When riding on-road or off-road, drivers and passengers must wear an approved motorcycle helmet, securely fastened under the chin with a chin strap.

When riding on-road or off-road, drivers and passengers must wear a seat belt, if provided.

Passengers must keep their feet on the foot-rests at all times while the ATV is moving.

(On permitted municipal roads & provincial highways, on trails, on Crown land, on private property (unless the owner sets stricter rules)

What this means in practice

A passenger must use footrests every time they ride, and: Children who cannot reach the footrests cannot legally ride as passengers.

Aftermarket “add-on” seats on single-rider ATVs do not make them legal two-ups, even if they include footrests.

MTO (Ontario.ca)

Speed limits On roads, ORVs must travel at speeds less than the posted speed limit for cars and trucks:

Posted speed limit for cars and trucks	Maximum speed limit for ORVs
Roads where the speed limit is over 50 km/h	50 km/h
Roads where the speed limit is 50 km/h or less	20 km/h
(Note: Municipalities can set lower speed limits or have additional guidelines)	

Off-road riding:

When driving your ORV on trails, private property or Crown land (government-owned land), ride in designated areas only. You may require a trail permit and must always have the land owner's permission.

Who can ride: Drivers

For on-road riding, a driver must:

- ✓ be at least 16 years old
- ✓ hold at least a valid G2 or M2 licence
- ✓ wear a seat belt, where provided
- ✓ travel at speeds less than the posted speed limit
- ✓ Not impaired

MTO (Ontario.ca)

Who can ride: Drivers

For off-road riding, the driver must:

- ✓ be at least 12 years old, unless directly supervised by an adult or while driving on land occupied by the owner of the ORV
- ✓ carry the ORV's registration permit or a true copy
- ✓ Not impaired

Who can ride: Passengers

For on-road riding, a passenger on an ORV:

- ✓ must be at least 8 years old
- ✓ must wear a seat belt or use foot rests, when applicable
- ✓ Passengers are not permitted on off-road motorcycles (ORMs).

There are no restrictions for passengers when off-road.

(O. Reg. 316/03 – Definition of an ATV)
is equipped with foot rests for the passenger that are separate from the foot rests for the driver.

- ✓ If the machine does not have separate passenger footrests → it is legally a single-rider ATV.
- ✓ Carrying a passenger on a single-rider ATV is prohibited under s. 19.2 of O. Reg. 316/03 (Passengers on ATVs).
- ✓ If the machine does have a factory passenger seat and separate passenger footrests → it is a legal 2-up ATV.

•O. Reg. 316/03, s. 19.2 — Passengers on ATVs
•Carrying a passenger on a single-rider ATV is prohibited.

On road Only

Insurance does
not allow it



Vehicle Classification

All-Terrain Vehicle



Single Driver ATV:

has 4 wheels, the tires are in direct contact with the ground, is steered by handlebars, has a seat designed to be straddled by the driver, is designed to carry the driver only



Dual Driver ATV: is designed to carry the driver and only one passenger. The Manufacture Label will show the designation



Off-Road Motorcycle:

Does not meet the legal definition and there for is not allowed to drive on a road, and most important a Green Ontario License Plate solid mounted to the front of the bike



Motorcycle:

Meet road legal definition, as it has the needed equipment, as sample light signaling equipment , mirrors, and most important a Blue Ontario License Plate solid mounted to the back of the bike.



Question:
Is this a legal 2 up machine?

Manufacture Label



Added Note:
316/03 allows 450kg
for ATV's

Vehicle Classification

SxS

Off Road Vehicle

"UTV"



Often speed limited
Range 40 to 80 km/h

UTV isn't a legal term in Ontario, its an US based term from farmers.
(U.S. industry/marketing term)

The law only recognizes

- MPOHUV for utility machines
- &
- ROHV for sport machines

Short Summary:

If the machine it's under 1.7 m wide and under 1,700 kg with a utility box, it's an MPOHUV.
If it's wider, faster, and built for sport, it's an ROHV.

Feature	MPOHUV (Utility SxS)	Sport SxS (ROHV)
	Multi-Purpose Off-Highway Utility Vehicle	Recreational Off-Highway Vehicle
Primary Purpose	Work, hauling, farm, property, utility tasks	Recreation, speed, suspension travel, sport riding
Ontario Legal Category	Multi-Purpose Off-Highway Utility Vehicle	Recreational Off-Highway Vehicle
Weight Limit	≤ 1,700 kg (required by law)	No weight limit
Width Limit	≤ 1.70 m	≤ 2.03 m
Seating	Side-by-side bench or utility bucket	Sport bucket seats
Suspension	Shorter travel, work-oriented	Long-travel, high-performance
Cargo Capacity	Large dump box or utility bed	Small cargo area or none
Top Speed	Lower (work-focused gearing)	Higher (sport gearing)
Examples	Kubota RTV-X900, John Deere Gator, Yamaha Viking	Can-Am Maverick, Polaris RZR, Honda Talon
ROPS + Seatbelts	Required	Required
Manufacturer Intent	Utility / commercial	Recreation / sport

Vehicle Classification

Extreme Off-Road Vehicle or multi-purpose off-road vehicle



Definition:

4 or more wheels, the tires are in direct contact with the ground,
a steering wheel,
seats not designed to be straddled, and
a minimum cargo capacity of 159 kg. (350 lbs.)

Some trails do not allow
Extreme Off-Road
Vehicle on the trail system

Confirmation from Simcoe:

To answer your question, as a 6x6 ATV would fall under the definition of an "Extreme Terrain Vehicle" under O.Reg 316/03 of the Highway Traffic Act, it would not be included in the off-road vehicles we permit in the County Forest.

However, as a 6x6 side by side is considered a Multi-purpose Off-highway Utility Vehicle (UTV), it would technically be permitted, as we permit UTVs given side by sides are all defined as such.



If, no VIN number,
only manufacture
certification

They must be registered and display a license plate.
They must be insured under a motor vehicle liability policy.
Operators must carry registration and insurance documents.
Helmets are required for drivers and passengers unless exempted by specific vehicle design.
Only certain ORVs are permitted on public roads, depending on Regulation 316/03 and municipal bylaws

Hand Signals



STOP



LEFT TURN



RIGHT TURN



SLOW DOWN



LAST IN GROUP



HAZARD AHEAD



This is especially important in certain areas, based on tight trails, as sample.



Helmet Tap = Enforcement Ahead

Riders tap the top of their helmet to warn others of police, wardens, or checkpoints ahead. **It's not illegal**, it's just rider-to-rider communication



**Motorcycle Rider
Left Hand Wave Greeting**

Left hand extended out and down with a friendly wave to greet other riders on the

How to conduct a stop

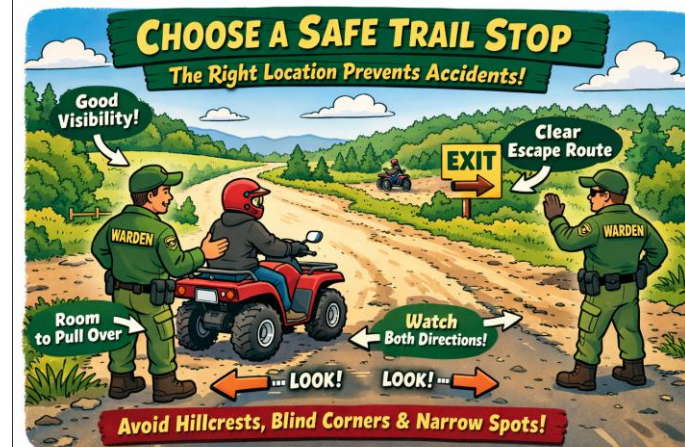


How to conduct a stop: General

#1) Safe Location:

A stop should never create risk for the rider, the warden, or other trails users.

- ✓ Visibility — Avoid hillcrests, blind corners, narrow bridges, or deep sand/mud sections. Choose a straight, open stretch where riders can see you early.
- ✓ Space — Ensure there is room for machines to pull over without blocking the trail.
- ✓ Escape route — Wardens must never trap or corner riders; they must be able to pass safely if they choose not to stop.
- ✓ Traffic flow — Watch both directions before signaling. Never step into the trail.
- ✓ This is the most important safety factor. A poorly chosen location is the #1 cause of near-misses during warden interactions.



#2) Be Visible:

A stop should never create risk for the rider, the warden, or other trails users.

- ✓ Wardens must be clearly identifiable and predictable:
- ✓ Park your machine off the trail, angled for visibility.
- ✓ Wear your OFATV/club warden vest and ID badge.
- ✓ Stand beside your machine, not in front of it.
- ✓ Keep hands visible and relaxed — palms open, non-threatening.
- ✓ Visibility reduces rider anxiety and increases voluntary compliance.

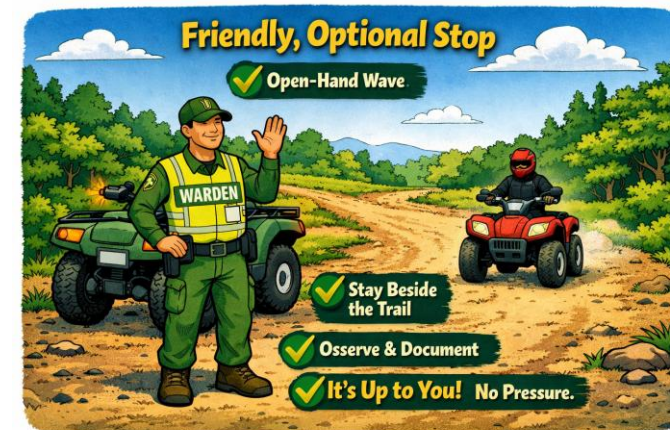


How to conduct a stop: General

3# Stop:

A stop cannot be forced!

- ✓ Wardens cannot order a stop, so the signal must be friendly and optional:
 - ✓ Use a slow, open-hand wave.
 - ✓ Step *slightly* forward but never into the rider's path.
- ✓ Maintain a calm, welcoming posture.
- ✓ If the rider continues without stopping, simply observe and document
 - ✓ no chasing, no shouting, no stepping out.



#4) The Approach:

With Respect and Neutrality

- Once the rider stops:
- If you have not done so, **remove your helmet** —this is critical for trust, communication, and de-escalation.
- Maintain a **respectful distance** (about one ATV length).
- Keep your hands away from their machine — **never touch their equipment, cargo, or person.**
 - This protects both the warden and the rider from misunderstandings or accusations.



How to conduct a stop: General

Warden Approach Protocol: One-Up, One-Back Positioning

When engaging a stopped rider, **only one warden should approach the driver directly**. The **second warden remains several feet back**, positioned to the rear or offset to the side, where they can **monitor traffic, trail conditions, and overall scene safety**.

This formation ensures:

- The primary warden can speak with the rider without distraction
- The secondary warden maintains situational awareness and watches for oncoming ATVs, side-by-sides, or hazards
- The interaction stays controlled, calm, and professional
- Riders do not feel surrounded, intimidated, or “ganged up on”

It is **not appropriate** for multiple wardens to crowd or approach a rider at the same time. A clustered approach can escalate tension, reduce safety awareness, and create unnecessary pressure on the rider.

Clear rule for training:

“One warden engages; the second warden provides safety overwatch.
Additional wardens should remain back unless needed.”



How to conduct a stop

5) Lead a Conversation:

Start with an opening line such as:

- ✓ “Hi there — nice machine!”
- ✓ “Good to see you again! How’s the ride going today?”
- ✓ “Beautiful day out here — everything running smoothly for you?”

➤ This sets the tone: you’re a volunteer, not an authority figure



#6) Don't extend a stop:

After the greeting:

- ✓ “We’re just doing quick permit checks today.”
- ✓ “We’re checking in with riders about trail conditions.”
- ✓ “We’re out reminding folks about spring trail softness.”
- ✓ Keep it short. Riders appreciate clarity and efficiency



Why we cant extend a stop:

Under Section 216(1) of the Highway Traffic Act, drivers must stop when signaled by a police officer. However, the Act does not define how long that stop may last. The time limit instead comes from case law and Charter rights:

Section 9 of the Canadian Charter of Rights and Freedoms prohibits arbitrary detention.

Courts have ruled that a traffic stop becomes unlawful if it is “extended beyond what is reasonably necessary” to complete the investigation (for example, R. v. Grant, 2009 SCC 32; R. v. Mann, 2004 SCC 52).

How to conduct a stop

If the Rider Does Not Stop

Wardens must:

- Not pursue
- Not yell
- Not block the trail
- Not take photos of faces or license plates as this can lead to vilonce

Simply note: (recommended write is down)

- Machine type/colour
- Liscence plate if your able to read it
- Direction of travel
- Trail #
- Time and location
- Behavior observed

Then report through the club's Chief Warden.



Why don't we pursue because of Ontario Insurance Definition:

Short answer Liability for the Club, Landowner and yourself!

Added Note: Using your *personal, privately insured* ATV to assist the OPP or the Club in any form of patrol can fall **outside normal recreational-use insurance**, because insurers treat *law enforcement assistance, volunteer patrols, and any quasi-operational duty* as a **material change in use**.

Your policy may exclude it unless you have explicit written approval.

This information does not constitute legal advice:

Pridmore v. Drenth (2023 ONCA 606) / "how the ATV was being used "

Beaudin v. Travelers Insurance (2022 ONCA 806) / "owner permitted the specific type "

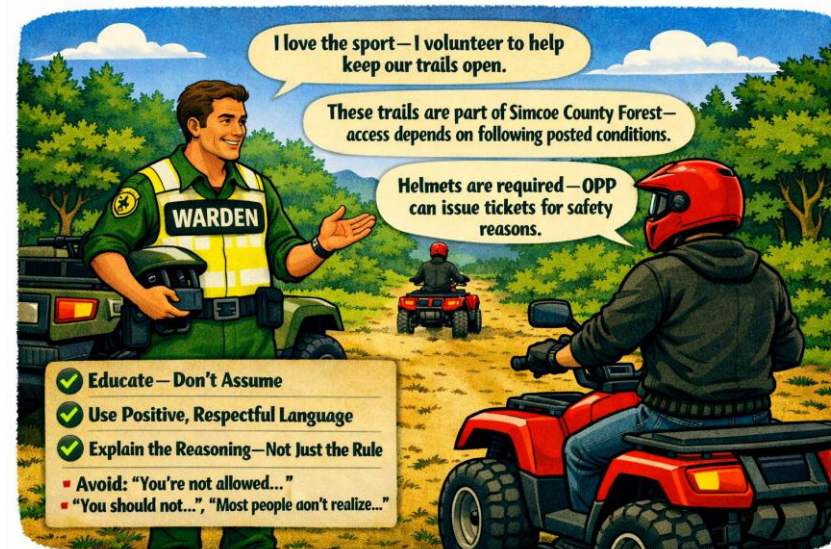
Matheson v. Lewis (2014 ONCA 542) / "your ATV is used in a *non-recreational*"

How to conduct a stop

#7) Education:

Few sample if any violation have been detected:

- Do not guess or make statements based on assumptions
 - The driver may already understand the rules (off duty Officer, Lawyer or well educated)
- Do not use negative language
 - Avoid phrases like: "You're not allowed....", "You should not" or "Most people don't realize...."
- Explain the reasoning:
 - "I love the sport and got engaged with wardening to ensure we do not lose permission for our local trails"
 - "These trails are located within Simcoe County Forest properties. Trail access is permitted under specific conditions, and permits or permissions may be suspended or revoked by the managing authority if those conditions are not met."
- Possible responses:
 - *Driver: But I pay taxes*
 - Our trails are in forests which are owned and managed by Simcoe County. They're not open public land in the sense of unrestricted access. Use is permitted only where permission is posted and under specific conditions.
 - *Driver: I don't care*
 - I'm only here to educate: Helmets are required, and not wearing one can lead to a ticket from OPP.



Wardens are the backbone of our club's success — helping keep rides safe, organized, and enjoyable for everyone. As a warden, you'll play a key part in every event and trail activity by:

- **Championing safety and communication** — ensuring riders stay connected and informed throughout the day.
- **Preparing and equipping participants** — making sure every member is ready for the ride or maintenance task ahead.
- **Leading with confidence** — managing routes, timing, and coordination so events run smoothly.
- **Representing the club professionally** — reporting progress and sharing updates with the COATV executive or OPP liaison.



Radio Communication

10-Codes for COATV Wardens

10-Code	Meaning	When a Warden Uses It
10-4	Acknowledged / OK	Confirming a message or instruction.
10-6	Busy / Stand By	Dealing with a rider or hazard.
10-7	Out of Service	Stopped and unavailable.
10-8	Back in Service	Ready to rejoin the group.
10-9	Repeat Message	Did not hear—Say Again.
10-20	Location	Giving or requesting position.
10-21	Call by Phone	Need to talk off the radio.
10-33	Emergency Traffic Only	Clearing the channel for an emergency.

Plain Language for Normal Use — 10-Codes for Clarity & Emergencies.



UV-5R used the RUV-5R from Baofeng:

Power setting is as default to max(4w)

- Dense Urban: **1–3 km**
- Suburban / Open: **3–8 km**
- Upgraded Antenna: **8–16 km**
- Via Repeater: **32+ km**

Radio communication is how wardens keep a group ride organized, safe, and informed.

- ✓ Messages must be short, clear, and spoken one at a time using proper push-to-talk discipline.
- ✓ Wardens use plain language for hazards, stops, and rider issues, with only a few key 10-codes when needed.
- ✓ Everyone monitors the designated channel so the lead and tail can coordinate safely.

Good radio use prevents confusion, reduces risk, and keeps the ride moving smoothly.

See Alain for further details

Radio & Walkie-Talkie Communications

Road communication (coordination and confirmation)



Trail communication (visibility limited)



Road Driving Tips

Soft Shoulder Not Safe



A **soft shoulder** is loose, unstable ground beside the roadway—usually sand, gravel, or soil that is not compacted. ATVs are designed for off-road terrain, but **soft shoulders behave differently** and create several specific risks:

- **Sudden sinking or pull-off** — Soft shoulders can collapse under the ATV’s weight. A front wheel can drop unexpectedly, pulling the machine sharply toward the ditch.
- **Loss of steering control** — Loose material (sand, soft gravel, soil) reduces front-tire grip. The ATV may “push” straight ahead instead of turning, or the handlebars may jerk as the wheels dig in.
- **High rollover risk** — When one side of the ATV sinks or slides, the machine becomes uneven. A small rut or drop-off can tip the ATV sideways, especially at low speed or when the rider shifts weight.
- **Hidden hazards** — Soft shoulders often hide washouts, rocks, culverts, and drop-offs. These hazards can’t be seen from the road and can cause sudden loss of control.
- **Reduced ability to recover** — Once the ATV drifts into the soft shoulder, climbing back onto the roadway requires traction. Soft material provides none, increasing the chance of sliding, fishtailing, or rolling.
- **Dust and debris**

Soft Shoulder Not Safe to you and others



Straddling the shoulder means riding with **two wheels on the roadway and two wheels on the gravel shoulder**. Although riders sometimes do it to “stay out of the way,” it actually creates several hazards:

- **Dust and debris thrown into traffic** — Gravel shoulders kick up dust clouds, stones, and loose material. This reduces visibility for following vehicles and can strike oncoming traffic, cyclists, or other ATVs.
- **Unstable handling** — The ATV is split between two surfaces with different traction levels. The road side grips; the shoulder side slides. This increases the chance of fishtailing, sudden pull-offs, or losing control.
- **Unexpected line changes** — The transition between pavement and gravel can cause the ATV to jerk or drift unpredictably, especially at speed. Drivers behind may not anticipate this movement.
- **Reduced reaction space** — Riding half-off the road limits your ability to avoid hazards, make controlled turns, or respond to wildlife or oncoming vehicles.
- **False sense of safety** — Riders think they are “being courteous,” but in reality they are creating a hazard for themselves and everyone else on the road

MTO States: travel on the shoulder (if the shoulder is unsafe or not wide enough, an ORV can be driven on the travelled portion of the road)

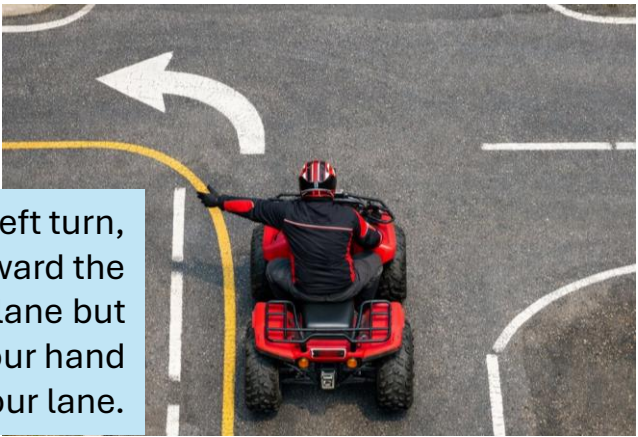
Road Driving Tips

Yes, go as close to the edge as safely possible



Unpaved, shoulders are unsafe for ATV travel.

For a safe left turn, move toward the center lane but keep your hand within your lane.



Group Riding (This should be reminder at each group riding event)

Recommended 6m to 9m (20FT to 30FT)



At every intersection, you **MUST** look for the rider behind you — because they can vanish instantly.



How to conduct a stop with OPP or Bylaw Officer



Patrol (OPP and Bylaw)

1. Safety Is the First Priority

Wardens must constantly assess the environment:

- Choose safe areas for officers to conduct stops (flat, visible, wide).
- Avoid hilltops, blind corners, narrow bridges, or deep sand/mud.
- Watch both directions for oncoming traffic.
- Never step into the trail to block or slow riders.
- Keep your own machine parked safely off the trail.

Your job is to prevent hazards while officers handle the stop

3. Guiding Officers Through the Trails

Wardens provide:

- Navigation through the trail system
- Knowledge of safe pull-off areas
- Awareness of high-traffic or problem spots
- Updates on trail conditions, closures, or hazards

You are the local expert; officers rely on you for safe, efficient movement

2. Officers Lead, Wardens Support

During a joint patrol:

- **Wardens do not stop anyone on the road** — only police have that authority.
- **Wardens do not initiate a stop on the trail** when officers are present; officers decide when and where.
- Wardens position themselves to support visibility and safety.
- Wardens never give commands to riders; only officers do.

This protects the club, the warden, and the integrity of the stop.



Patrol (OPP and Bylaw)

4. Assisting During a Stop (Only When Requested)

Wardens may assist **only under direct of a by-law officer instruction**, such as:

- Watching for oncoming traffic
- Relaying trail-specific information
- Assist with checking the permit

Wardens must never:

- Demand ID
- Demand documents
- Touch equipment
- Detain riders
- Question riders about legal matters
- Interfere with the officer's investigation

Your role is to support, not to enforce.

5. Reporting Issues to the Bylaw / Officer

If you observe something concerning:

- Do **not** address it directly with the rider.
- Step back and quietly inform the officer.
- Provide factual, neutral observations only.
- Let the officer decide what action to take

4.1 Extended Stop — Courtesy Protocol

When assisting an officer with group checks, keep the stop brief.

Say: *“To avoid extending the stop, would you be okay to present your documentation to assist the officer?”*

This maintains professionalism and respects riders' rights.

Why we cant extend a stop:

Under Section 216(1) of the Highway Traffic Act, drivers must stop when signaled by a police officer. However, the Act does not define how long that stop may last. The time limit instead comes from case law and Charter rights:

Section 9 of the Canadian Charter of Rights and Freedoms prohibits arbitrary detention. Courts have ruled that a traffic stop becomes unlawful if it is “extended beyond what is reasonably necessary” to complete the investigation (for example, R. v. Grant, 2009 SCC 32; R. v. Mann, 2004 SCC 52).

This keeps the chain of authority clean and protects the warden from conflict

Ticket Info for reference:

OPP: <2026>
Ontario Court of Justice Set Fine Schedule (Schedule 52.1)

Violation	Set Fine
No helmet / improper helmet (driver)	\$260
No ORV permit (registration)	\$85
No plate / plate improperly displayed	\$85
No driver's licence (where required)	\$260
No insurance	\$400

Bylaw: (Simcoe, 2025, they got increase in 2026)

Added in 2026, they can now check for ownership of the machine

Violation	Authority	Fine
No trail permit	Simcoe County by-law	\$215
Off designated trails	Simcoe County by-law	\$215 \$295 now
Riding closed forest / area	Simcoe County by-law	\$215

Speeding applies as well — many riders ignore this:

Stunt-driving speed thresholds depend on the posted speed limit:

- 40 km/h over → when the posted limit is under 80 km/h
- 50 km/h over → when the posted limit is 80 km/h or higher

Example:

30 km/h zone → stunt at 70 km/h

50 km/h zone → stunt at 90 km/h

(Note: SxS/ATV roadway speed is limited to 20 km/h in posted 50 km/h-or-less zones, but stunt driving is calculated from the posted limit, not the ORV limit.)

Applies to SxS, ATV, or any ORV on a roadway. Results in a 14-day impound and 30-day licence suspension on the spot.

Note: The *set fine* does **not** include court costs and the victim fine surcharge, which are added if the ticket is paid or convicted.