

OHVs Aesthetics and Fire

presentation to OHV workshop
AWA, Calgary, December 2015
by Cliff Wallis









Final Report of Nova Scotia Government's Voluntary Planning Off-highway Vehicle Task Force:

To avoid environmental and aesthetic damage and to ensure the integrity of protected areas, off-highway vehicles must be limited largely to a designated network of trails and areas. In saying this, it becomes imperative that such a vision becomes reality in a reasonable period of time. Random use of off-highway vehicles anywhere on public and private land must stop.

NEW YORK TIMES ARTICLE—BIG CYPRESS SWAMP ISSUE

At Big Cypress, off-road vehicles have created 22,000 miles of deep ruts that have collected runoff and affected water quality and flow, the National Parks Service says. That has in turn changed animal habitats and plant growth, the agency contends.

Noise from the vehicles and the presence of people so far into the preserve has also frightened endangered species like the Florida panther and the Cape Sable seaside sparrow from their natural habitats, operators of the preserve say.

In response, the preserve's operators have put into effect a land management plan that will gradually restrict the use of the vehicles to 400 miles of designated trails over 10 years.

At the core of the issue is whether scars from all-terrain vehicle trails are simply aesthetically unpleasant to environmental purists or a cause of permanent damage to the nation's most fragile and biologically rich lands. The debate has stirred controversy in several states, including Minnesota, where legislators are considering a ban on off-trail use of the vehicles in state forests, and Georgia, where environmental groups are advocating the closing of illegal trails in national forests.

Bill Horn, a Washington lawyer representing off-road vehicle users in Yellowstone and Big Cypress, says the debate is a philosophical one between traditional nature lovers, who think the land is for bird watching and hiking, and urbanites fond of vehicles that can tackle any manner of terrain. "It's the difference between some people looking at a swamp and seeing a hostile environment and others looking at a swamp and seeing a fragile ecology," Mr. Horn said. "I think what is happening is that there are attempts to take what are fundamentally subjective, aesthetic judgments and hide them under these illusory resource concerns."

Wreckreationals

British Columbia 2015 ATV study:

High ATV use areas are “frequented by visitors that have low regard for their own and other’s health and safety. Issues include:

- **Abandoned campfires, and garbage left behind after burning**
- **Improper disposal of garbage and human waste;**
- **Hazardous and Illegal firearm use;**
- **Combative and aggressive behavior;**
- **Trespassing; and**
- **Vandalism (to vehicles left parked in these areas). “**

FIRE

A photograph of an ATV (All-Terrain Vehicle) on fire on a dirt road. The fire is large and intense, with bright orange and yellow flames rising from the vehicle. A thick plume of dark smoke is rising from the fire, filling the upper part of the frame. The road is a light-colored dirt path, and the background is filled with dense green trees and foliage. The overall scene is dramatic and dangerous.

Three Causes of Fires by ATVs:

- Solenoids on winches
- Hot exhaust systems
- Sparks from the exhaust

Number of fires

Since 1990, 6.5 fires per year have been caused directly by ATVs. However, the number of fires in the last four years averages 12, three times the number caused by ATVs in the mid-1990s (Figure 1). These fires range in size but the majority are less than 5 hectares. ATV-caused fires make up roughly 1.3% of Alberta's fires.

ALBERTA

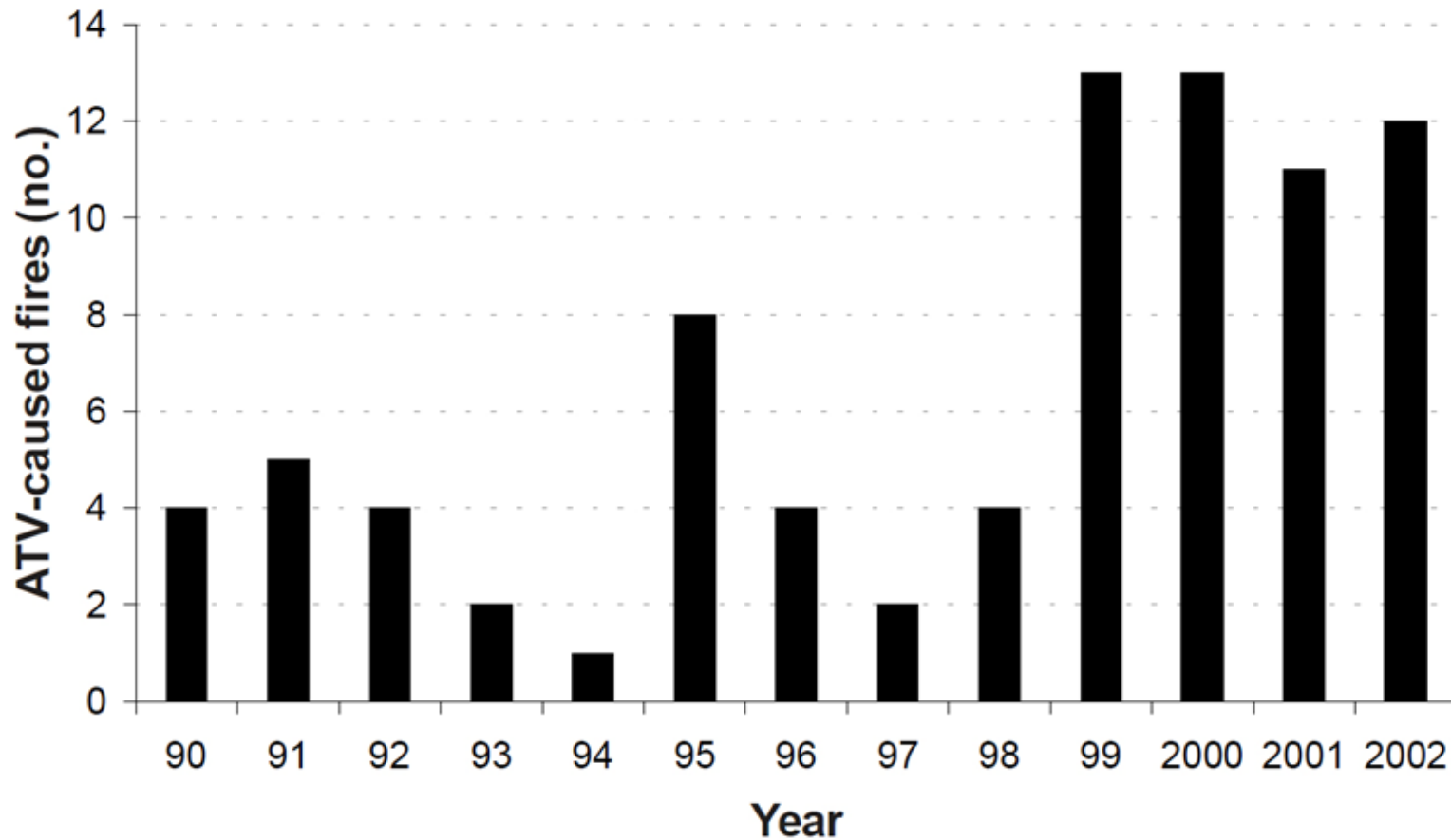


Figure 1. The number fires caused by ATVs since 1990, in Alberta.

ALBERTA

Figure 2. The number of fires resulting from ATVs, in Alberta, presented by month for the period 1990–2002.

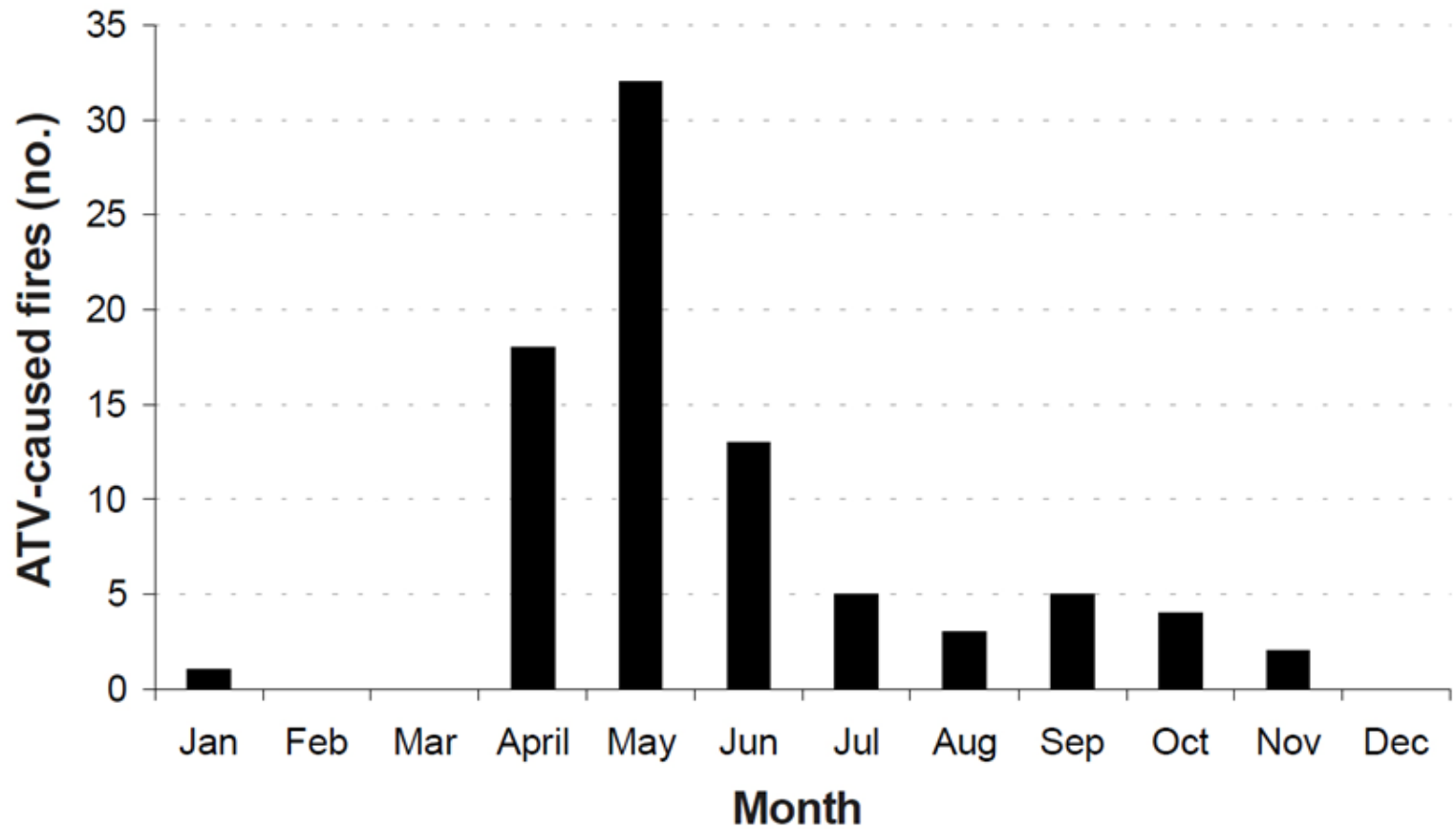
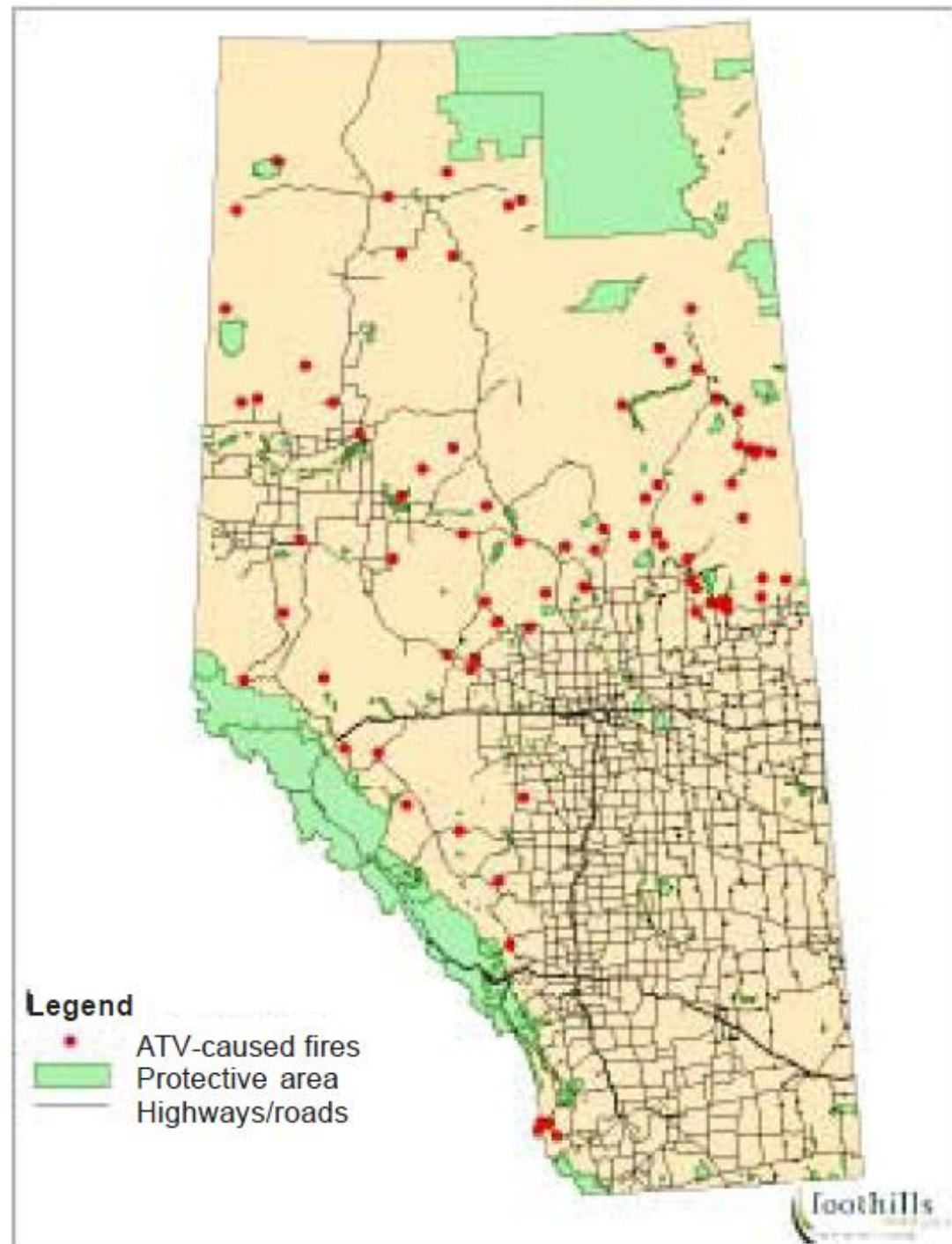


Figure 3. The geographical distribution of ATV-caused fires in Alberta from 1990–2002.





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The Nova Scotia Off Highway Vehicle Operators Coalition (NSOHV) is a not for profit organization representing the interests of all Off Highway Vehicles (OHV) operators including but not limited to All Terrain Vehicles, Snowmobiles, Dual Sport motorcycles, and Jeep type vehicles. NSOHV functions as a group to bring forward initiatives on behalf of operators, businesses and groups and present those ideas to government. NSOHV is independent, does not seek primary funding from government agencies or manufacturers, and functions solely on behalf of its members.

The mission of the Nova Scotia Off-Highway Vehicle Coalition (NSOHV) is to represent, assist, educate, and empower OHV recreationists in the protection and promotion of off-highway motorized recreation throughout Nova Scotia. Dedicated to promoting the responsible use and conservation of our public lands and natural resources to preserve their aesthetic and recreational qualities for future generations.

NSOHV board of directors shall be made up of representatives from ATVANS, SANS, NSORRA, NS Trails, NS Jeep Club, OHV dealers etc.

NSOHV coalition shall provide a mechanism for OHV groups to work more closely together and align values and goals. The final level of structure to unite all OHV operators brings all users together in a common forum.



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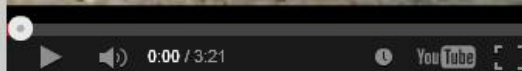


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RESPONSIBLE USERS?

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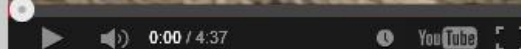
2009 Yamaha YFZ450R ATV Video Review



Fat Girl insane climb



2009 Yamaha YZ450F Motocross Dirt Bike Comp





LOTS OF WORK TO DO YET . . .
(the wreckreationalists are winning)