

**Notes and references to accompany the brochure entitled:  
The Myths and Facts about “Shared Use” Trails in Nova Scotia**  
Nova Scotians Promoting Active-transportation on Community Trails,  
February 2009.  
[http://nspacts.ca/docs/Shared\\_Use.pdf](http://nspacts.ca/docs/Shared_Use.pdf)

The Myth	The Facts	Notes
Off-highway vehicles (ATVs, dirt-bikes & snowmobiles) are safe.	Numerous health organizations in North America have issued advisories that off-highway vehicles are extremely dangerous.	Even ATV manufacturers acknowledge that their machines are unsafe and carry explicit warnings to buyers that even operating under typical use conditions can tip the machines over causing serious injury or death. Among those providing safety advisories are the Canadian Paediatric Society, The Canadian Consumer Council, Safe Kids Canada, the [USA] Orthopaedic Trauma Association, and the American Academy of Orthopaedic Surgeons.
Studies show that ATVing is a “Healthy Outdoor Lifestyle”.	No studies show that ATVing is a healthy active lifestyle.	This is claimed in a brochure co-published by the Nova Scotia Department of Health Promotion and Protection in 2008. When asked to provide references a spokesperson for one co-publisher said that “a study is in progress.” A review of the scientific literature attempting to substantiate this claim came up blank.
“Shared use” trails with off-highway vehicles works well in Nova Scotia.	Two Nova Scotia studies clearly indicate that off – highway vehicles displace physically active users from trails. Communities can attest that “shared use” with OHVs is a nightmare”	See: 1. Gardner Pinfold Consulting Economists Limited (January, 1999) <i>A Survey of Nova Scotia Hiking Trail Users</i> . Halifax: Nova Scotia Department of Economic Development and Tourism Nova Scotia Sport and Recreation Commission Human Resource Development Canada. 2. Janmaat, John and VanBlarcom, Brian (2009) <i>Impact of all terrain vehicle access on the demand for a proposed trail</i> , <i>Managing Leisure</i> ,14:1,57 — 70
ATVing promotes environmental stewardship	ATVs cause considerable damage to sensitive landscapes; no evidence exists that off-highway vehicle access to community trails reduces that damage.	The same brochure making claim for a “healthy outdoor lifestyle” also suggests that driving an ATVing develops an appreciation for the environment. The Nova Scotia evidence is overwhelming that ATVing causes widespread landscape damage, check out: <a href="http://www.publicland.ca/home/index.html">http://www.publicland.ca/home/index.html</a>
ATVs and Snowmobiles are Environmentally Friendly	US EPA tests show that ATVs produce from 15 to 33 times the pollution of a family car. Snowmobiles are much worse, 98 times worse.	Refer to the US Environmental Protection Agency website: <a href="http://www.epa.gov/otaq/nonroad.htm">http://www.epa.gov/otaq/nonroad.htm</a> See also: <i>Environmental and Social Effects of ATVs and ORVs: An Annotated Bibliography and Research Assessments</i> , University of Vermont, School of Natural Resources, November 2000 See: Scott Emerson, MD. <i>New Perspectives Concerning Public Health and Economic Aspects of Snowmobiling for the State of Michigan</i> . July, 2003. Position Paper presented to the Michigan Natural Resources Commission.
We save communities money with “shared Use”	Experience in Nova Scotia shows that ATV trails cost considerably more to maintain than Active Transportation trails.	While no authoritative whole cost economic analysis of ATVing and snowmobiling has been attempted in Nova Scotia claims are often made that “shared use” saves tax payers money. Trails cost more to build and to maintain to support ATVing and snowmobiling compared to active transportation such as walking and biking. Supporting the growth of ATVing and snowmobiling costs more for trail upkeep, policing, and for healthcare as the serious injury and death rate is extremely high. The damage to landscapes and costs to the atmosphere is considerable.
ATVing are good citizens.	ATVs create a 2 mile ‘auditory footprint’ – one mile coming and one mile going, that creates community stress.	See: <a href="http://www.prtvt.org/atv-free-roads.html">http://www.prtvt.org/atv-free-roads.html</a> ). See also: Whyte Laboratories Report, California, Sept 2005 at: <a href="http://ohv.parks.ca.gov/pages/1140/files/ca%20ohv%20noise%20report%20wr%2004-31-06.pdf">http://ohv.parks.ca.gov/pages/1140/files/ca%20ohv%20noise%20report%20wr%2004-31-06.pdf</a>

We save communities money with “shared use”.	Liability insurance costs are considerably higher for trails that permit off-highway vehicles. To off-set these costs, trail insurance is subsidized by taxpayers.	Community Trail-Building Groups and Organisations obtain insurance for their trail system under the General Insurance Program offered through the <i>Nova Scotia Trails Federation</i> (NSTF). This program is subsidized by Nova Scotia taxpayers and no special rate is provided to those trails associations restricting use to less dangerous activities such as active transportation.
ATVers and Snowmobilers are Good Neighbours	The provincial ATV association says that its membership is larger than most of the communities they travel through and therefore they should have the major say in how any trail “asset” system is used.	There is a growing number of communities in Nova Scotia where ATVing and snowmobile trails have been imposed upon communities against their will. According to the spokesperson for the Nova Scotia ATV Association in a radio broadcast in 2008, the will of ATV and snowmobile riders should have precedence over local communities’ rights to enjoy the peaceful enjoyment of their properties and communities.
Property values increase where there are trails	Property values are improved by active transportation trails. No research shows that property values increase when trails are used by ATVs, dirt-bikes or snowmobiles.	See: <i>Rail-Trails and Safe Communities: the experience on 372 trails</i> . The Rail to Trails Conservancy, 1998.
Crime is reduced on shared pathways	Police in Seattle said “that they did not anticipate crime being a problem as long as motor vehicle use on the trail was prohibited.”	See: <i>Rail-Trails and Safe Communities: the experience on 372 trails</i> . The Rail to Trails Conservancy, 1998.
Only a few off roaders are bad apples	The provincial OHV federation represents a very small number of off roaders; most don’t belong and don’t play by any rules.	When community people complain about the unsafe and noisy behaviour of ATVers and snowmobilers, the response is almost always that ‘there are just a few bad apples’ that don’t belong to a club or the provincial association. In fact only a very small percentage of operators belong to a club; most riders are beyond the influence of organised clubs and many behave badly.
Sharing trails with Off Roaders is safe for others.	The energy produced in an ATV collision at 80km/h is 50 times greater than biking at 25km/h.	Even utility ATVs designed for the farm or woodlot are advertised to exceed 80 kilometres an hour, recreational ATVs can go faster. A collision of an ATV traveling at 80km/h with someone walking will create a collision with 50 times the kinetic energy that a cyclist going at 25km/h will create. Such an impact will typically cause serious injury to an unprotected walker or cyclist. See: <i>Trauma Manual</i> by Ernest Eugene Moore, Kenneth L. Mattox, David V. Feliciano, 4 <sup>th</sup> ed. McGraw-Hill Professional, 2002
ATVs are accepted on the Trans Canada Trail (TCT) so they must be OK.	“We [the TCT] do not endorse motorized activity on the Trail in the summer months but ... reluctantly accept them.”	Nova Scotia is one of just a few provinces that allow ATVs on the Trans Canada Trail. The initial vision was to promote active transportation on the TCT and most fund raising efforts promote this.