

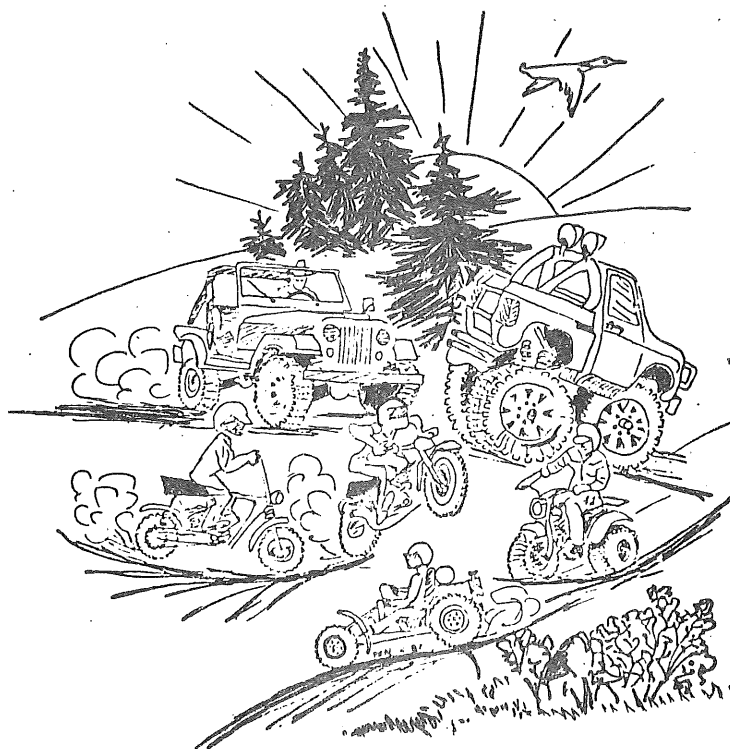
DNR  
Trail  
Plan

# STUDY

MAY 1981

## Survey and Analysis of Minnesota

### ORV-Owners



MINNESOTA DEPARTMENT OF NATURAL RESOURCES TRAILS & WATERWAYS UNIT

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## INTRODUCTION

This statewide survey of off-road vehicle (ORV) owners was conducted by the Trails & Waterways Unit of the Minnesota Department of Natural Resources (MN/DNR) in March and April of 1981. The decision to do this survey was made as a result of an increase in representation of ORV users at public meetings held by the Trails & Waterways Unit in the fall of 1980. Input from ORV users at these meetings centered on the lack of facilities in the state for their recreational use. In response to these comments, this survey attempts to clarify a number of issues related to this group.

The questionnaire's purpose was to collect data useful in describing ORV recreational needs. Special emphasis was placed on finding the most desired location/s for ORV use and identifying the types of features most important for these locations. Other data determined the type and amount of fees which users would be willing to pay to help finance an area/s, user willingness to volunteer services for development of an ORV use-area and willingness to use areas that allow combined use of trailbikes and four-wheel drives (4WDs). Categories of ORV users are listed in Appendix B. For the purposes of this survey, snowmobiles have been excluded from consideration as an ORV.

## SAMPLE SIZE

Data was collected through a statewide telephone survey using a questionnaire consisting of 54 questions (see Appendix A). The sample population was generated from a listing in the 1978 State Comprehensive Outdoor Recreation Plan (SCORP) of households stating, in a telephone survey, ownership of a 4WD vehicle or a trailbike. Seven hundred fifty (750) households were chosen from the 1978 SCORP who proportionally represented the number of ORV owners in each of the state's thirteen developmental regions (see Figure 1).

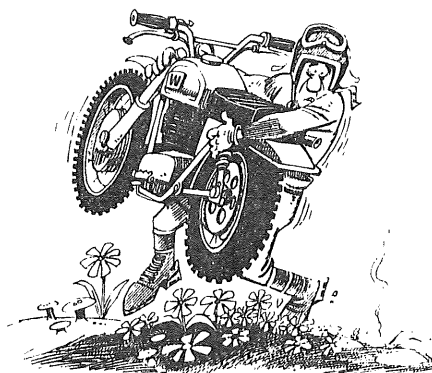
Of the potential list of 750 households, over 600 households answered when contacted by telephone in March 1981. Of these 600+ people answering, approximately 300 either no longer had, or never had an ORV. Only two households refused to answer any questions whatsoever. The total number of ORV owners who participated in the questionnaire was 309. These respondents are categorized in Table 1. The 309 respondents owning ORVs were asked if they used their vehicle/s for off-road recreation. This was sometimes a misleading question if the respondent answered "yes". Further questioning of the respondents revealed that their off-road recreation activity may have been transportation for hunting or fishing trips. The survey did not concern itself with such recreational transport, but only in ORV travel as a strictly recreational experience. The survey was also not concerned with ORVs used for plowing snow or hauling wood. Table 1 shows that 60 percent (187 respondents) of ORV users are non-recreational. The non-recreational ORV users were not questioned further as to their preferences for an ORV area.

TABLE 1  
ORV Sample Size

	<u>Number</u>	<u>Percent of Total Sample</u>
Use vehicle for off-road recreation:	120	39.0
Don't use vehicle for off-road recreation:	187	60.0
Unknown usage:	<u>2</u>	<u>0.6</u>
TOTAL SAMPLE:	309	100.0

#### STATEWIDE DISTRIBUTION OF RESPONDENTS

Table 2 indicates the geographic distribution of respondents by region. Region 11 (seven county metropolitan area) constitutes nearly one third of all ORV owners in the state and half of all recreational users. Region 3 (northeast corner of the state) has the sixth highest percentage of ownership in the 13 regions, but region 3 is second after the metro area in recreational use of ORVs. These figures give an idea of where the users live, but not necessarily where they use their vehicles.



Because you will leave tracks, choose carefully where you leave them. Some trails or areas can be traveled in summer, but should not be used during the rainy season. Other areas are open and available for use year around—if used wisely.

TABLE 2

Statewide Distribution of Respondents--ORV Ownership  
and Recreational Use

<u>Region</u>	<u>ORV Owned (#)</u>	<u>ORV Owned (% of 309)</u>	<u>Recreational Use (#)</u>	<u>Recreational Users (% of 120)</u>	<u>Recreational Users ÷ Ownership (%)</u>
1	27	8.7	8	6.7	30.0
2	20	6.5	3	2.5	15.0
3	18	5.8	9	7.5	50.0
4	23	7.4	6	5.0	26.0
5	32	10.4	7	5.8	22.0
6E	8	2.6	4	3.3	50.0
6W	14	4.5	6	5.0	43.0
7E	15	4.9	3	2.5	20.0
7W	16	5.2	5	4.2	31.0
8	13	4.2	4	3.3	31.0
9	13	4.2	2	1.7	15.0
10	11	3.6	1	.8	.9
11	97	31.4	60	50.0	62.0
Unknown:	<u>2</u>	<u>.6</u>	<u>2</u>	<u>1.7</u>	
TOTAL:	309	100.0%	120	100.0%	

The last column of Table 2 reveals the ORV recreational use to ownership ratio. These figures reveal, for each region, the difference between the total number of ORV owners and the number of ORV recreational users. The smallest recreational use can be found in regions 2, 9 & 10. These regions have only 15% or less of ORV users involved in recreational use. This low participation can be explained partially through comments made by respondents in these regions who said they used their vehicle only for farm-related purposes.

In contrast to this low ratio was Region 11 (the seven county metropolitan area), where 62 percent of all respondents said they used their ORVs for recreation. Regions 3 & 6E both had an ORV recreation ratio of 50 percent.

#### TYPE OF OFF-ROAD VEHICLE OWNED

Question 5 of the survey asked if any type of off-road vehicle was owned

in the household. If the answer was "yes", the respondent was asked to name the type of vehicle.

Table 3 shows that over half the respondents (53%) said they owned a four-wheel-drive vehicle, with a small percentage (7.0%) owning a four-wheel-drive plus another type of ORV.

Trailbikes were second in ownership. Of all respondents, 27% said they owned a trailbike, with an additional 7% owning both a trailbike and a four-wheel-drive vehicle. Mini-bikes were third in ownership (7%).

TABLE 3  
Type of Off-Road Vehicle Owned

<u>Type of Vehicle</u>	<u>Number</u>	<u>Percent of Total Owners</u>
Four-wheel drive:	164	53.0%
Trailbike:	84	27.0%
Mini-bike:	20	7.0%
Three-wheel all-terrain vehicle:	10	3.0%
Dune buggy:	3	1.0%
Four-wheel drive and trailbike:	20	7.0%
Four-wheel drive and three-wheel ATV:	2	.6%
Six-wheel all-terrain vehicle:	2	.6%
Other/unknown:	<u>4</u>	<u>1.3%</u>
TOTAL:	309	100.0%

#### PARTICIPATION IN OFF-ROAD RECREATION BY VEHICLE

Table 4 indicates, by category of vehicle, which are used most for off-road recreation. Table 4 has three less categories than Table 3. This was caused by the arrangement of the questionnaire. Question 5a asked what type of vehicle/s was/were owned, while question 7 asked which one of the ORV activities was participated in most.



TABLE 4

ORV Owners Participating in Off-Road Recreation  
(by category of most frequent use)

<u>Type of Vehicle</u>	<u>Number</u>	<u>Percent of All ORV Recreation Users</u>
Four-wheel drive:	33	28.0
Trail bike:	57	48.0
Three-wheel ATV:	8	7.0
Dune buggy	2	1.7
Other: Six-wheel:	2	1.7
Mini-bike:	<u>16</u>	<u>13.6</u>
TOTAL:	118	100.0%

Comparison of Table 3 and Table 4 shows that mini-bikes and three-wheel all-terrain vehicles (ATV) have the highest recreational participation by owners, 80 percent each ( $16 \div 20$ ;  $8 \div 10$ , respectively). Trail-bikes were next with 68 percent participation ( $57 \div 84$ ). Four-wheel drives were lowest with only 20 percent of the owners interviewed using their vehicle for off-road recreation ( $33 \div 164$ ). The data shows that the highest user participation is from a small ORV group. This group uses vehicles which apparently are least adaptable to non-recreation use, as previously defined.

#### INFLUENCE OF ORV SITE AVAILABILITY ON RECREATIONAL PARTICIPATION

In order to find the reasons for non-recreational ORV use, the non-recreating ORV users were asked if they felt their non-participation was caused by lack of available use areas (question 6b). An overwhelming 96 percent said that lack of opportunity was not the reason for their lack of ORV recreational use (Table 5).

TABLE 7A

Average Preferred Size for an ORV Area (Acres) by User Type

	<u>Four-wheel Drive</u>	<u>Trailbike</u>	<u>Three-wheel Drive</u>	<u>Other</u>	<u>All Users Averaged</u>
Average Size	171 acres	133 acres	40 acres	13 acres	155 acres

Preference Range: 4 to 640 acres.

Exclusions: The 640 acre "four-wheel-drive" preference was excluded as an aberration prior to averaging.

TABLE 7B

Average Preferred Length for an ORV Area (Miles) by User Type

	<u>Four-wheel Drive</u>	<u>Trailbike</u>	<u>Three-wheel Drive</u>	<u>Other</u>	<u>All Users Averaged</u>
Average Length	23 miles	22 miles	15 miles	8 miles	21 miles

Preference Range: 2 to 250 miles.

Exclusions: The 250 mile "4WD" preference and the 200 mile "Other" preference were excluded as aberrations prior to averaging.

The inability of respondents to specify acreage and mileage preferences may be for two reasons. The user may have been unsure of how many miles s/he traveled on an outing. Secondly, a number of respondents were not the actual users of the vehicles they owned. This produced very hesitant estimates of ideal acreages or mileages.

In breaking down the mileage and acreage categories by vehicle types, a substantial difference is shown between the "other" category, which includes mostly mini-bikes and the categories of four-wheel-drives and trailbikes. Four-wheel drive users and trailbike users, combined, thought that an area should contain an average of 23.5 miles of trail, whereas users of vehicles in the "other" category responded with an average of 8 miles.

## IMPORTANCE OF LANDSCAPE FEATURES

The respondents were asked to rank eight individual landscape and/or terrain features on a scale of zero to nine. A response of zero was "unimportant" and a response of nine was "very important".

Table 8 shows rugged terrain to be the most important feature to users. Since many ORV users, particularly four-wheel drivers and trailbikers, participate in ORV activity for the challenge and excitement of the terrain, the intensity and consensus of this response is predictable.

TABLE 8  
Landscape Features and Their Importance

<u>Feature</u>	<u>Four-wheel Drive</u>	<u>Trailbike</u>	<u>Three-Wheel ATV</u>	<u>Other</u>	<u>Combined Totals</u>
Rugged:	7.2	7.2	6.9	6.7	7.2
Forest:	6.8	6.2	6.8	5.3	6.2
Gentle, Rolling Terrain:	5.4	5.9	5.9	5.9	5.4
Mud:	4.7	4.5	4.4	3.8	4.7
Open Fields:	4.0	4.4	4.3	4.0	4.2
Swamp:	4.1	3.8	4.9	2.6	4.1
Sand:	4.6	3.9	2.9	3.1	4.0
Flat:	2.7	3.4	3.0	3.8	3.2

NOTE: Importance was ranked on a scale of 0 to 9; "0" was unimportant and "9" was very important.

The second most important feature for off-road areas is the presence of forest. Users in the "other" category, comprised mainly of mini-bikers, chose "gentle rolling hills" by a slight margin over forest as the second most important feature. Respondents in the "other" category did not rank "rugged" as highly as did other users.

There were two categories which stood out as unimportant. "Flat" was given a ranking of 3.2 among all vehicles combined, again exhibiting the preference among users for challenge.

Users in the "other" category did not rank "flat" as least important. Swampy areas and sand appear to be least important, if not undesirable, in an ORV area used primarily by mini-bikers. In contrast, four-wheelers ranked sites with swampy areas as third in importance, although at a much lower degree of intensity than rugged terrain or forest. Trailbikers, along with users of three-wheeled all-terrain vehicles, chose gentle, rolling hills as their third most important feature when riding off-road.

#### IMPORTANCE OF FACILITIES

To discover the importance or necessity of public facilities to ORV users, seven items were listed. These were to be ranked on a scale of zero (0) to nine (9). As in the previous section, zero was "unimportant" and nine was "very important".

All respondents ranked enforcement as most important. This finding runs counter to the popular notion that ORV users are insensitive and even somewhat lawless.

In two of the use categories, trailbiking and other safety programs were the second most important facility/program. This again is an indication of concern and responsibility on the part of certain ORV operators. Four-wheel-drive users and three wheelers, on the other hand, ranked "safety programs" sixth out of the seven items.

Out of the seven items listed, none were rated near the unimportant end of the scale. The lowest ranked facility was picnicking, which was ranked at 5.5.

TABLE 9

## Facilities and Programs and Their Importance

<u>Facilities</u>	<u>Four-Wheel Drive</u>	<u>Trailbike</u>	<u>Three-Wheel ATV</u>	<u>Other</u>	<u>Combined Totals</u>
Enforcement:	7.2	7.1	7.4	6.4	7.0
Water:	7.1	6.2	6.4	6.1	6.5
Sanitation:	6.9	6.1	5.9	6.1	6.3
Safety Programs:	5.6	6.5	5.5	6.1	6.2
Camping:	5.7	5.2	6.4	5.3	5.7
Parking:	5.4	6.0	4.3	5.5	5.7
Picnicking:	6.2	4.9	6.3	5.8	5.5

NOTE: Importance was ranked on a scale of 0 to 9; "0" was unimportant and "9" was very important.

## ACCEPTABILITY OF FOUR-WHEEL DRIVES AND TRAILBIKES AT A SINGLE AREA

Because the ORV's in this survey vary widely in size, power and passenger load, they may, out of necessity, require separate use areas. This fact could limit the number of ORV areas possible. Because of this limitation, ways should be examined to combine user areas. Table 10 contains results from a question that asked the users if they would be willing to accept an area that included both trailbike and four-wheel-drive use (or in the case of mini-bikes: mini-bike, trailbike and four-wheel-drive use).

TABLE 10

## Willingness to Share an ORV Area With All Vehicles (Percent)

<u>Response</u>	<u>Vehicle Category</u>				
	<u>Four-Wheel Drive</u>	<u>Trailbike</u>	<u>Three-Wheel Drive</u>	<u>Other</u>	<u>Combined Totals</u>
Yes:	73.5	55.2	62.5	43.8	59.3
No:	23.5	41.4	37.5	50.0	37.1
Unsure:	2.6	3.4	0.0	6.2	3.8
TOTAL:	100.0%	100.0%	100.0%	100.0%	100.0%

Sharing an area was found to be acceptable in all but the "other" category, where 43.8% thought it was acceptable and 50% did not. Four-wheel-drive users had the largest percentage of users (73.5%) who found sharing to be acceptable. Trailbikers were slightly less willing to share an area (55.2%) and the majority of users (62.5%) in the three-wheeler category were willing to share.

#### WILLINGNESS TO ASSIST IN DEVELOPMENT AND MAINTENANCE

Table 11 indicates that the majority of recreational users in each vehicle category would be willing to spend some of their time assisting in developing and maintaining an ORV trail. Nineteen percent of the respondents were uncertain, but nearly 60% indicated an active interest in the development of ORV areas.

TABLE 11

Willingness to Assist in Development and Maintenance (Percent)

<u>Response</u>	<u>Vehicle Category</u>				
	<u>Four-wheel Drive</u>	<u>Trailbike</u>	<u>Three-wheel Drive</u>	<u>Other</u>	<u>Combined Totals</u>
Yes:	58.8	63.8	37.5	56.3	59.5
No:	26.5	20.7	25.0	12.5	21.5
Unsure:	<u>14.7</u>	<u>15.5</u>	<u>37.5</u>	<u>31.2</u>	<u>19.0</u>
TOTAL:	100.0%	100.0%	100.0%	100.0%	100.0%

#### PREFERRED USER FEE

Like other public recreation, ORV facilities would require funding for maintenance and enforcement. This question asked the type of fee preferred for use of an area (Table 12). A fairly even division exists between those who prefer a daily charge (38.5%) and those who prefer an annual fee (41.9%).

A small percentage (11.1%) preferred a choice of either daily or annual fees. One respondent suggested that volunteer work could be applied toward an annual fee.

Many of the responses were qualified with comments about distance from home. The greater the proximity to home, the greater the use. With greater proximity, an annual charge would be preferred. Some respondents inquired as to how many ORV areas would be provided. If only one area were available, a daily fee made the most sense to them. If the off-road areas were more numerous, then an annual fee would be more practical.

The most significant finding was the overwhelming number (93.2%) of users who said they were willing to pay some sort of fee in order to have an area strictly for off-road use. This may be an indicator of the need that is felt by ORV users for an area that is safe, well maintained and lacks the conflicts which ORV users often experience.

TABLE 12

Type of Use-Fee Preferred

<u>Type of Fee</u>	<u>Percent</u>
Daily:	38.5
Yearly:	41.9
Both daily and yearly:	11.1
Monthly:	1.7
No fee:	1.7
Unsure:	<u>5.1</u>
TOTAL:	100.0%

AMOUNT WILLING TO PAY FOR A DAILY FEE

Respondents who preferred a daily fee were asked how much they would be

willing to pay. Responses ranged from \$1.50 to \$40.00, with the average daily fee being \$4.45 for all vehicle categories combined. Table 13A shows the range from four-wheel drivers (highest) to "other" users (lowest).

TABLE 13A  
Daily Fee Preferred

	<u>Four-wheel Drive</u>	<u>Trailbike</u>	<u>Three-wheel Drive</u>	<u>Other</u>	<u>All Users Averaged</u>
Average Fee	\$6.80	\$3.80	\$3.80	\$3.30	\$4.45

Preference Range: \$1.50-\$40.00

Exclusions: The \$40.00 preference was excluded as an aberration prior to averaging.

On the average, users of four-wheel drives would be willing to pay \$6.80, or nearly twice as much as those in the "other" category -- comprised of mostly mini-bikes. There was a substantial difference between that four-wheel-drive and trailbike users would pay daily, with trailbikers more within the range of the three-wheel and mini-bike users at \$3.80.

#### AMOUNT WILLING TO PAY FOR A YEARLY FEE

The respondents who preferred an annual fee were requested to indicate what an appropriate amount would be. Responses ranged from \$3.50 to \$100.00.

Table 13B shows the average annual fee for each vehicle category and the combined totals.

The fee differential between four-wheel drivers and trailbikers was much less for a yearly fee than it was for a daily fee. Users in the "other" category were willing to pay about half of what the four-wheelers and trailbikers would pay (\$11.70) and users of three-wheel ATVs responded with an annual fee of \$7.00.



TABLE 13B

## Yearly Fee Preferred

	<u>Four-wheel Drive</u>	<u>Trailbike</u>	<u>Three-Wheel Drive</u>	<u>Other</u>	<u>All Users Averaged</u>
Average Fee	\$20.00	\$19.40	\$7.00	\$11.70	\$17.30
Preference Range:	\$3.50-\$100.00				
Exclusions:	The \$100.00 preference was excluded as an aberration prior to averaging.				

## LOCATION

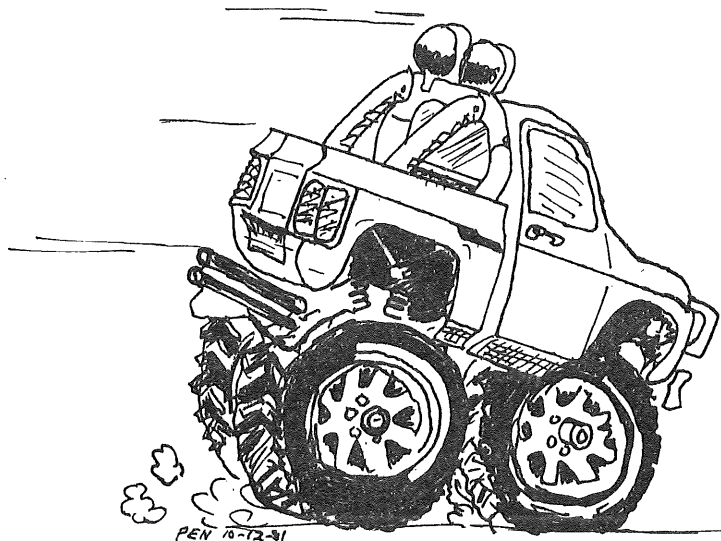
Of the respondents specifying a particular site, a majority desired a location within 40 miles of home. A number of users in the metropolitan region wanted a site further north or more into the lakes region of the state. Some wanted a site near their vacation home.

Outstate users said they used their three-wheeler or mini-bikes recreationally, but had enough privately-owned land for such purposes. Transportation of a vehicle to an ORV site would discourage these users. This problem also exists for some users of trailbikes and mini-bikes in the metro area. It is often a younger member of the household using the "bike" who isn't able to acquire a license for street use. These users preferred areas which were local, thus precluding the need for transporting the "bike" any distance. Safety, time and money were all concerns among metro area users.

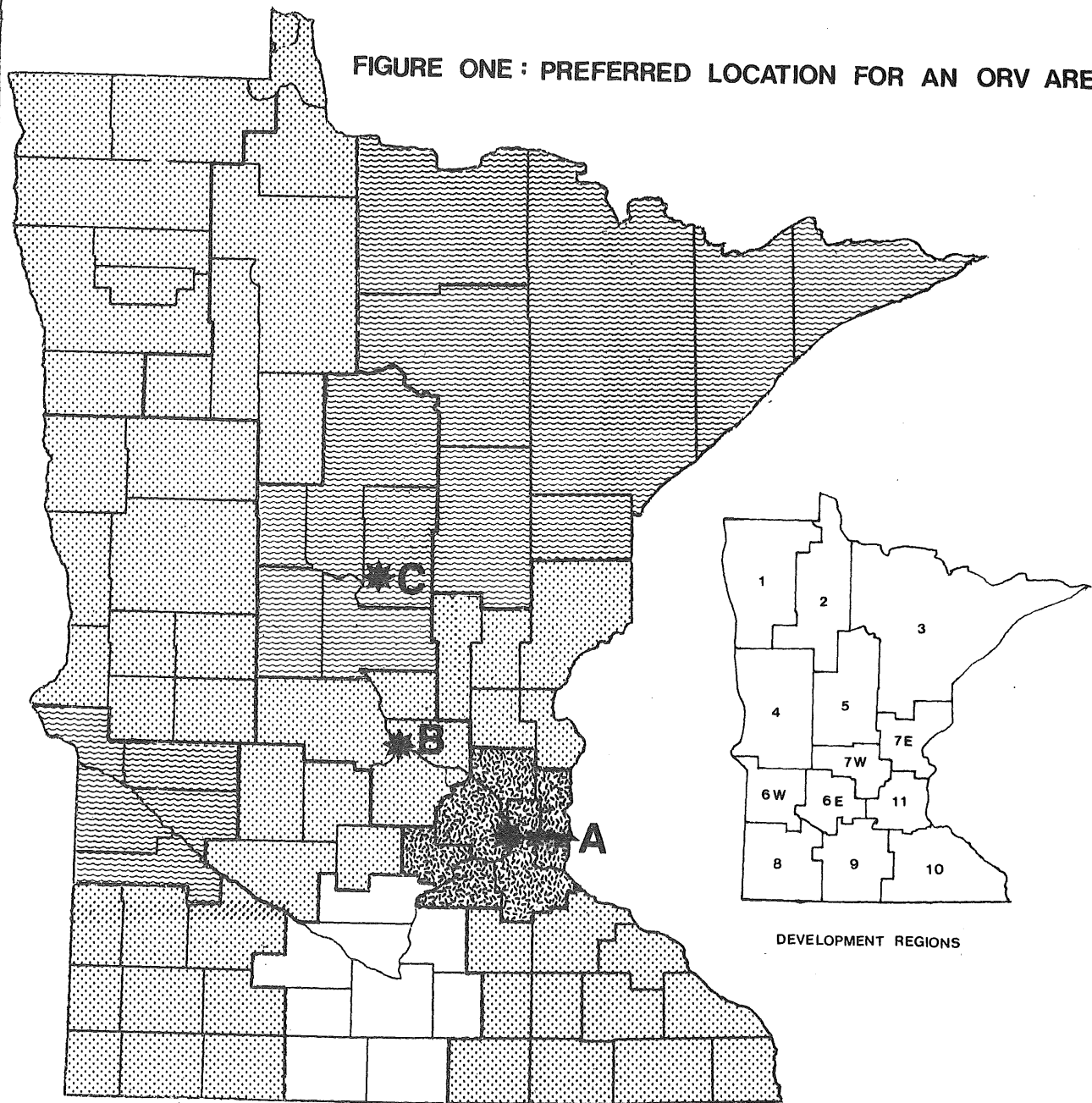
The 1979 SCORP indicated that residents of the metro region were willing to travel 23 miles to a site for riding trailbikes and 47 miles to a site for driving four-wheel-drive vehicles. In outstate areas, residents were willing to travel 25 miles for both activities. The findings of the SCORP survey reinforce the results of this survey. Question 8 (see Appendix A) asked the respondents about their ORV-area preference. One hundred twelve (112)

persons responded to this question. Ten (10) of these responses were general comments which are listed in Appendix C. Seventy three (73) respondents were site specific and 29 were more general. Two (2) of the most frequently mentioned general locations were northern Minnesota and the metro area. Of the total locations given, 39 (35%) were in the seven county metro region (Region 11). Referring back to Table 2, the metro region is also where 31.4% of all ORV owners live.

Figure 1 shows the location preferred for an ORV-area by recreational ORV users throughout the state. If Figure 1 is compared with the resident recreational users in each region, as shown in Table 2, a correlation can be made visually. Figure 1 in effect says that those who use their ORVs for recreation would prefer not to travel great distances to a proposed ORV-area.

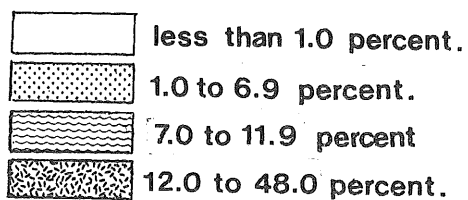


**FIGURE ONE : PREFERRED LOCATION FOR AN ORV AREA**



**Preferred Location by Region**

(AS A PERCENT OF STATEWIDE ORV USERS)



**Preferred Location by Single Site**

(SITES CHOSEN BY MORE THAN FIVE RESPONDENTS)

**A: Twin City Metro Area.**  
**B: St. Cloud.**  
**C: Brainerd.**

## SUMMARY

The purpose of this study was to determine how the DNR could best meet the desires of ORV users concerning the design of an ORV area, its funding and location. No attempt was made to determine the degree of need or demand for an ORV area. The study assumes that a need exists for areas or trails specifically designated for off-road vehicles. This assumption is based on recommendations in the 1978 SCORP, input from public meetings held by the Trails & Waterways Unit in November and December, 1980, reports of conflicts from public land managers and contact with organizations participating in ORV activities.

The overwhelming majority of respondents based their location preference for an ORV area on proximity to their home. This takes priority over the quality of the terrain. This indicates that greater importance has been placed on convenience than on having "perfect" ORV terrain.

A combination of trail system and scramble area was preferred for an ORV recreation area. The area should contain an average of 21 miles of trail and/or be 155 acres in size.

Terrain features considered most important were rugged terrain, including steep hills, forests and, to a somewhat lesser degree, gentle, rolling terrain. Of little importance was flat terrain.

The preferred type of user fee was split between a daily fee and an annual fee. Out of all the respondents, only 2% said they preferred no fee.

Of the programs and facilities users were asked to consider, the one that was ranked the highest was enforcement. All programs and facilities were considered of some importance. Water, sanitary facilities and safety programs came after enforcement in importance.

Sixty percent of the respondents indicated that four-wheel drive use was compatible with trailbike use. Sixty percent also indicated a willingness to volunteer time for the development and maintenance of an ORV area.

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MINNESOTA DEPARTMENT  
OF NATURAL RESOURCES  
TRAILS & WATERWAYS UNIT

MAY, 1981

APPENDIX A

ORV Survey

INTERVIEWER \_\_\_\_\_

1. Card number \_\_\_\_\_ (CC 1)
2. Respondent number \_\_\_\_\_ (CC 2-7)
3. Date \_\_\_\_\_ - \_\_\_\_\_ 81 \_\_\_\_\_ (CC 8-11) - 8 1
4. County \_\_\_\_\_ (CC 12-13)

Hello, my name is \_\_\_\_\_ and I'm working for the Trails & Waterways Unit of the Minnesota Department of Natural Resources. They are working on a project to determine needs for off-road recreators.

5. Do you currently own any type of off-road vehicle, such as a four-wheel drive, trailbike, mini-bike or any other type of motorized vehicle that can be used off the road?
- \_\_\_\_\_ YES (Y) \_\_\_\_\_ NO (N)/go to 17 (CC 14)
6. Do you use this \_\_\_\_\_ for any form of off-road recreation?
- \_\_\_\_\_ YES (Y) \_\_\_\_\_ NO (N)/go to 6.b. (CC 15)
- 6.a. Do you have a few minutes to answer some questions about ORV use?
- \_\_\_\_\_ YES (Y) \_\_\_\_\_ NO (N) \_\_\_\_\_ call back (CC 17)
- 6.b. Is the reason you don't use your vehicle for off-road recreation due to a lack of available areas?
- Since you don't participate in any ORV recreation, it won't be necessary to complete the rest of the survey.
- Thank you for your time.

7. In which one of the activities named do you participate most?

\_\_\_\_\_ 4 wheel driving (1)

\_\_\_\_\_ trail biking (2)

(CC 18)

\_\_\_\_\_ 3 wheeled all-terrain vehicle (3)

\_\_\_\_\_ dune buggy (4)

\_\_\_\_\_ other/go to 7.a. (5)

7.a. Could you specify what the activity is or what type of vehicle is used?

\_\_\_\_\_ (CC 19-33) \_\_\_\_\_

8. If, as a result of future legislation, the DNR was able to provide an area in Minnesota for (depending on answer in question 7) use, where would you prefer that area to be? Please be as specific as possible.

\_\_\_\_\_ UNSURE (U)

\_\_\_\_\_ (CC 34-53) \_\_\_\_\_

9. I'm going to read a list of some alternatives for the development and layout of a (depending on answer in question 7) area, please tell me which one you would most prefer:

(CC 54)

\_\_\_\_\_ an unstructured area; that is, an area with no developed trails but is more of a scramble type area/go to 10.a. (1)

\_\_\_\_\_ an area with designated trails/go to 10.b. (2)

\_\_\_\_\_ a combination of both/go to 10.c. (3)

\_\_\_\_\_ another preference, not listed here, please specify this preference/go to 10.c. (4)

\_\_\_\_\_ (CC 55-74) \_\_\_\_\_

\_\_\_\_\_ no preference/go to 10.c. (5)

10.a. How large, in acres, do you think this area should be?

(CC 75-77)

10.b. How long should this trail be in miles?

(CC 78-80)

CARD NUMBER \_\_\_\_\_

(CC 1)

- 10.c. How large in acres or how many miles of trails do you think this area should contain?

acres (CC 2-4)  
miles (CC 5-7)

11. The next nine statements deal with landscape features of an off-road vehicle area. For each one named, would you rank on a scale of one to ten how important you feel that feature is to your outing. One being unimportant and ten being very important.

contains forested areas (CC 8-9)  
contains mostly flat terrain (CC 10-11)  
ground is mostly sand (CC 12-13)  
takes you through mostly open fields and meadows (CC 16-17)  
contains rugged terrain, including steep hills (CC 18-19)  
contains swampy areas (CC 20-21)  
contains primarily gentle, rolling hills (CC 22-23)  
contains a lot of mud and mud holes (CC 24-25)

12. I'm now going to list seven facilities or programs that could be provided in addition to the off-road vehicle area itself. How important do you feel each of these would be to an off-road area? Rate each as important or unimportant. (I or U)

parking (CC 26)  
sanitary facilities (CC 27)  
picnicking facilities (CC 28)  
drinking water (CC 29)



camping facilities

(CC 30)

ORV safety program

(CC 31)

enforcement of area regulations

(CC 32)

13. Would a single area that is available for both trailbike and 4WD use be acceptable to you?

\_\_\_\_\_ YES (Y) \_\_\_\_\_ NO (N) \_\_\_\_\_ UNSURE (U)

(CC 33)

14. Would you be willing to help develop and maintain this trail on a voluntary basis?

\_\_\_\_\_ YES (Y) \_\_\_\_\_ NO (N) \_\_\_\_\_ UNSURE (U)

(CC 34)

15. An area such as this would require funds for development and maintenance, would you prefer a daily or a yearly fee to be charged for use of this area?

\_\_\_\_\_ DAILY (D) \_\_\_\_\_ YEARLY (Y) \_\_\_\_\_ UNSURE (U)

(CC 35)

\_\_\_\_\_ NO FEE CHARGED (N)/go to 17

16. How much would you be willing to pay for this (depending on answer 15) fee?

\_\_\_\_\_ UNSURE (U) \$ \_\_\_\_\_ . \_\_\_\_\_  
(CC 35-39)

17. Is this the correct phone number? \_\_\_\_\_

\_\_\_\_\_ YES (Y) \_\_\_\_\_ NO (N)

(CC 48)

THANK YOU!

## APPENDIX B

### Off-road Vehicles Considered

1. Four-wheel drives
  - a. jeeps, pickup trucks, "Blazers," "Scouts"
2. Motorcycles
  - a. Trailbikes, enduros, motocross, dual-purpose
3. Three-wheeled all-terrain vehicles
4. Dune Buggies
5. Other
  - Mini-bikes
  - Six-wheel all-terrain vehicles

## APPENDIX C

### Preferred locations/general comments

Any suitable area (2)  
Any place without people  
Snowmobile trails (2)  
Away from homes  
State park  
Best suited  
Don't need a car to get there  
Away from urban area

TOTAL: 10

