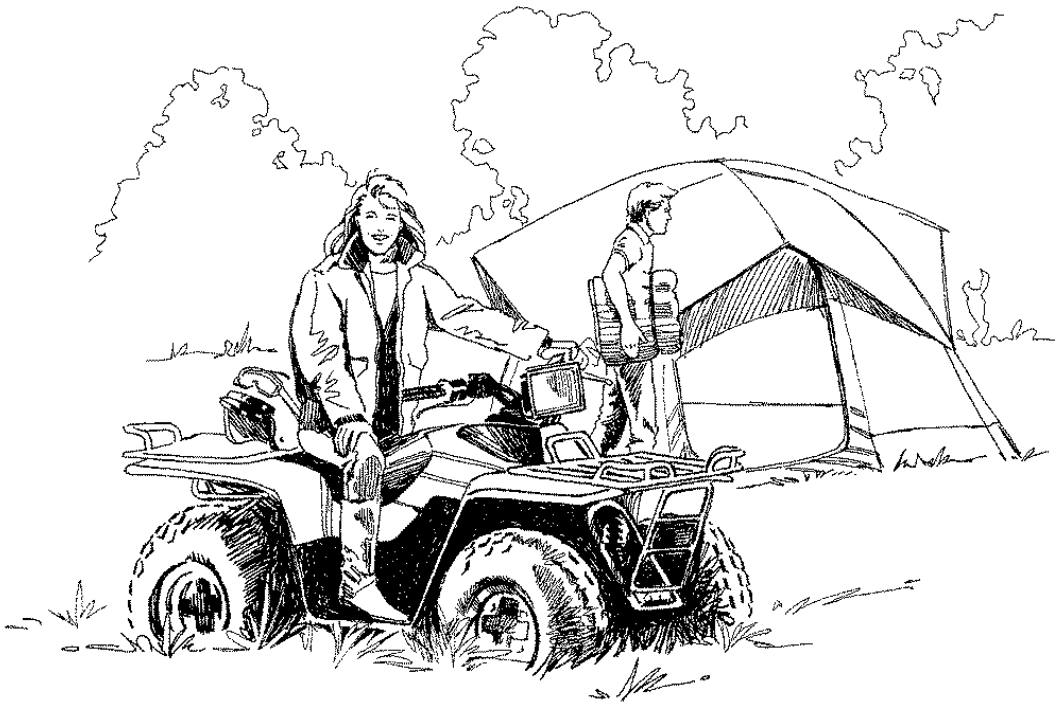
Off Highway Vehicle Uses and Owner Preferences in Utah (Revised)



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Utah State University
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Off Highway Vehicle Uses and Owner Preferences in Utah

Revised Final Report

Andrea L. Fisher
Dale J. Blahna
Department of Forest Resources
Utah State University
Logan, UT

Rosalind Bahr
Utah Division of Natural Resources
Department of Parks and Recreation

Acknowledgments:
Lindsey Topham, Josh Smith, Rebecca Ciccione,
Eston Jones, Matthew Fisher, Sarah Nelson,
Jesse Evans, Gina Wilder,
Doug Reiter, and Lana Barr

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Summary of Findings

In 2000, 50,676 people registered 74,452 off highway vehicles (OHVs) with the Utah Division of Motor Vehicles (DMV). This paper reports the results of a telephone survey of a random sample of 335 owners of these all terrain vehicles (ATV), off highway motorcycles, and recreational 4 x 4s. The results do not represent OHV drivers who rent or borrow vehicles or out-of-state visitors who ride in Utah. Where possible, the results are compared to a 1994 study of the same population, and selected questions concerning snowmobile use are compared to a study by McCoy et al. (2000).

Almost 90% of the respondents own ATVs, 21% own off highway motorcycles, 15% own snowmobiles, and 15% own 4 x 4 vehicles that are used for recreation purposes more than 10% of the time. (It is important to recognized that this study population did not specifically target 4 x 4 owners, but owners of registered OHVs). Respondent households have an average of about 2.5 operators for all vehicle types except 4 x 4s, which have an average of 1.5. Statewide, OHV owners and other household members traveled over 93 million miles on their machines and used more than 7.5 million gallons of gas during the year. Demographic characteristics of OHV owners have changed very little since 1994, although they do appear to be getting older and wealthier on average.

Extrapolating the survey data to the entire state, there are 18,624 off highway motorcycles and 82,368 ATVs in OHV owner households. In 2000, $4.8M in property taxes and $1.3M in registration fees were paid for these vehicles. If snowmobiles and recreational use 4 x 4s are included, Utahns paid nearly $11M in property taxes for their vehicles. The total of 100,992 motorcycles and ATVs in owner households, however, is much higher than the original OHV list which contained 74,452 registered OHVs. This indicates that about 26,500 motorcycles and OHVs are not on the DMV's registration list. There are three possible explanations for this: some of these vehicles may be registered as street legal, some may not be registered at all, or there may be a response bias in the sample toward owners with multiple vehicles.

Most Utah OHV owners live on the Wasatch Front–especially Salt Lake (40%), Utah (20%), and Davis (8%) Counties–but the Southeastern and Central Travel Regions were the top two destinations for the last trip they took before the survey was conducted. BLM land was the primary destination for ATV, motorcycle, and 4 x 4 vehicle trips. Forest Service land was the second most common destination for ATV and 4x4 trips, and State land was second for motorcycle trips. Little Sahara Recreation Area was the most common specific destination, and only about a quarter of the respondents' last OHV trips were on private land.

Motorcycle trips were single-purpose trips to a greater extent than trips taken with other types of vehicles. For those trips that combined other activities, hiking, hunting, fishing, and camping were especially important. Riding off established roads and trails is especially popular with motorcycle and ATV owners, but during their last trips, owners of all three vehicle types were more likely to ride on roads or trails than to go off road.

Over three-quarters of the motorcyclists *always* wear a helmet when they go motorcycling, and half of the motorcycle owners feel helmets should be required. However only one-third of the respondents always wear a helmet when they go ATVing, one-third *never* wear a helmet, and only 39% feel that helmets should be required for ATV use.

Only 41.5% of registered OHV owners are familiar with the State of Utah OHV program. Of those who are aware of the program, 93% agreed that the program is an asset to the State, and most feel the primary role of the program is safety education (52%). There has been a *decrease* in program awareness since 1994 but an *increase* in positive feelings about the program. Only 37.5% of the respondents said they were aware of the State's "Know Before You Go" safety education program. Of those who were familiar with it, 85% felt an OHV safety program is moderately or very important, but less than half felt such a program should be mandatory.

Nearly 41% of the sample said they had no idea how Utah OHV tax and registration funds are spent. Law enforcement was ranked as the *lowest* preference for spending OHV funds, but *highest* as the area where respondents thought funds were actually spent. But these results contrast with the one-third of the respondents who said there should be more law enforcement presence in OHV areas compared to only 7.5% who said there should be less.

And finally, "increasing access to public land" and "having enough places to ride" were the primary OHV-related concerns of respondents.

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Introduction

On February 8, 1972, President Richard Nixon issued Executive Order 11644 to "establish policies and provide for procedure that will ensure that the use of off road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands and to minimize conflicts among the various uses of those lands" (Nixon, 1972). Since that time, conflicts between off road vehicle users (now called off highway vehicle or OHV users) and other recreationists have increased. Recently, the Bureau of Land Management published its new version of the National Off Highway Vehicle Management Strategy in which the agency states five points justifying the need for such a document: 1) Greater public interest in unconfined outdoor recreational opportunities, 2) Increasing disposable income for use in recreational pursuits, 3)Advances in vehicle technology that enable OHV users to reach previously inaccessible areas, 4) The rapid growth of the West's cities and suburbs, whose expansion and population growth has brought Westerners closer to once-remote public lands, and 5) A population with an increasing median age with changing outdoor recreational interests (BLM, 2000).

These conflicts are not unique to the BLM. Utah is also faced with the issue of increasing conflict regarding OHV use in the state. In October of 1999, Deseret News reported on a lawsuit brought about by environmental groups to block OHV use in 9 million acres managed by the BLM (Spangler, 1999). Other researchers have questioned how OHV operation affects the environment from soil compaction (Webb, 1982), to elk, birds, mountain sheep, and deer (Laing, 1992). The job of managing Utah's public lands for OHV use combined with other recreation and other land management activities is becoming very complex.

To better plan OHV management strategies on Utah public lands, the Department of Natural Resources, Division of Parks and Recreation asked recreation researchers of the Institute for Outdoor Recreation and Tourism (IORT) at Utah State University to conduct a study to determine how OHVs are being used and to determine owners preferences and opinions related to OHV use. During the Fall of 2000 and the Spring of 2001, researchers conducted a telephone survey of a sample of OHV owners in Utah. Before IORT undertook the study described here, one study had been previously done in 1994 by the University of Utah. Where applicable, our results have been compared to this 1994 study, however these comparisons should be read with caution, as there are sampling and question wording differences between the two studies.

Objectives

The objective of the study was to contact off highway vehicle (OHV) owners in Utah to gather data regarding the usage of all terrain vehicles (ATV's), off highway motorcycles, 4 x 4 vehicles used at least 10% of the time for off highway recreational use, snowmobiles, and other OHV's that must be registered in the state, to investigate OHV owner characteristics, attitudes, and management preferences. It is important to note that contact with snowmobiles and 4 x 4 owners was incidental as they were not directly included in the database. The study was commissioned by the Utah Department of Natural Resources, Division of Parks and Recreation and conducted by the Institute for Outdoor Recreation and Tourism at Utah State University.

Methods

Study Site, Population, and Sample Selection

The study site is the entire state of Utah, because OHV recreation occurs in all parts of the state.

The study population consisted of individual OHV owners in Utah, who were at least 18 years old. It was constructed from a list of 74,452 individual OHVs registered in the State. This list was provided through the Utah Division of Parks and Recreation and the Tax Commission. This was a list of actual vehicles within the state, not owners. If one person owned four ATVs, his name appeared on the list four times, which would increase the likelihood of his name being randomly drawn and bias the sample toward owners who owned multiple vehicles. It was necessary to go through the original list and remove duplicate names to produce the desired list of individual OHV owners. There was no way to account for individuals who rent or borrow OHVs. These individuals were not included in the population.

Table 1 shows that the final study population consisted of 50,676 individual registered OHV owners who live in the state of Utah. Of these registered owners, 943 names were randomly selected to be interviewed. Various websites were used to find telephone numbers for the sample, including USWestdex.com, metacrawler.com, and teldir.com. This method excluded three groups of possible respondents: (1) OHV owners with unlisted numbers, (2) owners without telephones, and (3) owners who recently moved into Utah and were not included on the original list. We were able find 495 valid phone numbers of these owners and 335 respondents completed the survey for a response rate of 67.9%. We attempted to contact each respondent at least six times, 159 individuals either declined the interview or were still unavailable after the sixth attempt for a non-response rate of 32.2%.

Table 1: Utah's registered OHV owner population and sample distribution

Group	Number	Percentage of Group
Number of Registered OHVs in Utah	74,452	100% of Registered OHVs
Population of Utah Registered OHV Owners	50,676	100% of Population
Original Sample	943	1.86% of registered OHV owners
Non-Contactable*	449	47.6% of Original Sample
Valid Phone Numbers	494	52.6% of Original Sample
Respondents	335	67.8% of Valid Phone Numbers
Non-Respondents**	159	32.2% of Valid Phone Numbers

* includes no phone numbers (384), moved and disconnected (39), wrong number (15) as well as individuals who were still on the original list and did not fit the population, i.e. sold vehicles, too young, or deceased (11).
** includes rejections (81), no answers (38), answering machines (19), automatic call blocks (7), and unavailable respondents (14).

Survey Design

The survey was designed to gather descriptive information for OHV owners and their preferences within the state of Utah, see Appendix A. As such, the information gathered with the questionnaire focused on the following:

1. Characteristics of OHV owners
2. Number and Types of vehicles owned
3. Typical and preferred riding behavior
4. Description of most recent trip
5. Preferences regarding OHV use
6. Opinions on current issues, land management, and education/safety programming

Questions related to topics 2, 3, and 4, were repeated for each vehicle type registered in the respondent's name: off highway motorcycles, ATVs, and 4 x 4s. These data are also analyzed by type of vehicle. Where appropriate, results were compared with the results of a similar study conducted in 1994 (University of Utah Survey Research Center, 1994). A smaller subset of questions were also asked if the respondent owned a snowmobile, and these results were compared with a similar study of snowmobiles in Utah conducted

in 2000 (McCoy et al. 2001). Since the snowmobilers in this study were not selected randomly, these results cannot be considered representative of Utah snowmobilers.

Results

Section 1 - Types and Numbers of Off Highway Vehicles Owned

Of the 335 completed surveys Table 1.1 shows that nearly 90% of respondents owned at least one ATV, and 21% of respondents owned off highway motorcycles. In our sample of OHV owners, we found that 67.8% also owned at least one 4 x 4 vehicle, though only 14.6% of respondents reported driving their 4 x 4 vehicle in off road conditions for recreation 10% or more of total driving time. In this study we found that 15% of our sample also owned snowmobiles.

There are many motorcycles and 4 x 4 vehicles in Utah that are considered to be street legal and would not have appeared in our original population. All terrain vehicles cannot be modified in a way that would make them street legal, which means all ATVs registered with the state would have been included on the original list. The large number of ATVs in Table 1.1 may reflect this, as well as an apparent increase in popularity of the ATV. It is also important to note that almost 90% of respondents owned at least one ATV. At the same time, many respondents also owned off highway motorcycles, 4 x 4 vehicles, and snowmobiles.

The number of 4 x 4 vehicles represented may also be misleading. Our study population consisted of people who had registered at least one OHV with the state of Utah. Most 4 x 4's are not registered for recreational purposes only, so they would be registered with the Division of Motor Vehicles as street legal, and would not have appeared on our list. Only eight respondents reported having their 4 x 4 registered for recreation only, and not street legal. For purpose of this study, we were interested only in the 4 x 4 trucks that were used in "off highway" conditions, i.e. four-wheeling for recreational purposes, not just for getting around in the snow or to tow other OHVs to a trailhead. Table 1.1 also shows the number of 4 x 4 vehicle owners that drive their vehicles in "off highway" conditions at least 10% of the total driving time, approximately 14.6%. *This total is what we used for the remainder of the analysis in this report.*

Only six individuals responded that they owned something other than an off highway motorcycle, ATV, 4 x 4 vehicle, or snowmobile. This is less than 2% of all responses and not a large enough sample to infer any results to the population who owns "other" vehicles. The responses from this group of vehicle owners are included for general response questions but not as a specific class of vehicle.

Table 1.1: Respondents who indicated that they own at least one of the specified vehicles.*

Vehicle Type (N = 335)		2001 Survey Results		1994 Results
		Number	% of Total	% of Total
Off Highway Motorcycles		70	20.9%	40%
All Terrain Vehicles (ATV)		298	89.0%	62%
4x4 trucks, jeeps or SUV	total respondents indicating "yes"	227	67.8%	79%
	respondents who spend >10% time "Off Highway"	49 (Which is 22% of all "yes" responses)	14.6%	N/A
Snowmobiles		51	15.2%	39%
Other**		6	1.8%	7%

*Many respondents owned more than one type of vehicle, and the number of 4 x 4 vehicles driven in off highway conditions for recreation is included.

**Includes any vehicle that is registered with the state that doesn't fit one of the above categories

Table 1.2 shows the mean number of OHVs by class. The results from 1994 are also shown in comparison. The mean number of motorcycles is 1.75 per owner. For ATVs, the mean number per owner is 1.81 ATVs. People who own 4 x 4 vehicles tend to own fewer, with a mean of 1.22 vehicles. The results on 4 x 4 vehicles in the 1994 report did not account for driving time in "off highway" conditions. The data regarding snowmobiles was taken from McCoy et al. (2001); it shows that people are even more likely to own multiple snowmobiles.

Respondents were asked to estimate the amount of property tax they spent on all their vehicles not including the $12.50 registration fee per vehicle. Estimated annual property tax for registered vehicles amounted to an average of $109 each year in taxes on all of their motorcycles combined, $80 on their ATVs, $148 on their 4 x4 vehicles, and $135 on their snowmobiles (Table 1.3). More than 50% of the respondents who owned motorcycles and ATVs paid less than $70 each year in property taxes on all of their OHVs combined.

Table 1.2: Mean number of vehicles of each type per owner

Vehicle Type	2001 Results	1994 Results
	Mean number per owner	Mean number per owner
Off Highway Motorcycles	1.75	1.95
All Terrain Vehicles (ATV)	1.81	1.88
4 x 4 Vehicle >10% Off Highway time	1.22	N/A*
Snowmobiles	2.60**	2.32

* 1994 report did not account for time spent driving in off highway conditions

** Taken from McCoy et al. 2001 and did not include per trip means

Table 1.3: The amount of money spent in property tax on each type of vehicle last year

		Vehicle Type			
		Motorcycle (N = 43)	ATV (N = 227)	4 x 4 (N = 28)	Snowmobile (N = 35)
Taxes paid last year on all OHV's combined*	Mean ; Median	$109 ; $55	$80 ; $65	$148 ; $136	$135 ; $100
	Range	$8 to **$1000**	$7 to $350	$9 to $500	$27 to $450

* totals include multiple vehicles

Snowmobile owners tended to pay more because, on average, snowmobile owners tend to own more machines. According to McCoy et al. (2001), people who own snowmobiles own a mean of 2.60 machines per household (Table 1.2). Most owners tended to own fewer than two motorcycles, ATVs, or 4 x 4s per household. An increase in the number of snowmobiles, compared to ATVs per house, would also increase the total amount of taxes paid on snowmobiles compared to taxes paid on ATVs.

Respondents who paid property taxes on 4 x 4 vehicles which were driven at least 10% of the time in "off highway" conditions, also reported paying more on average than the other three types of vehicles.

We used these average tax expenditures and the average number of vehicles per owner to calculate the approximate amount of money paid to the State of Utah last year as well as

calculate the approximate number of OHVs per class owned within the state as shown in Table 1.4. Using the number of OHVs in the state we were also able to calculate an approximate amount of revenue gained by the state in registration fees, not including property taxes. In all, Utah collected nearly 12.5 million dollars in property taxes and registration fees for OHV's in the last year. The mean amount of time 4 x 4 vehicle owners spent in off highway conditions equaled 32.7%. When this figure is multiplied by the amount of tax 4 x 4 vehicle owners pay to the state, approximately 1.66 million dollars are paid to the state for time spent recreating off highways in 4 x 4 vehicles.

There are approximately 18,624 off highway motorcycles, 82,368 ATVs, 41,856 4 x 4 vehicles, and 19,763 snowmobiles found in all Utah households combined. There are only 74,542 OHVs registered in the state for a difference of 26,540 OHVs, if the 4 x 4 vehicles and snowmobiles are not considered. A portion of this difference may be accounted for with motorcycles that were included in the totals that are registered as street legal and would not have been listed on the original OHV list. An additional portion of this difference may come from owners who do not have all of their vehicles registered. Finally, a portion of this difference may be the result of response bias. Owners who tend to own more vehicles may have a greater dedication to off roading and may be more likely to complete a survey about OHV use and preferences. This may inflate the mean number of vehicles per household, which would have inflated the total number of extrapolated vehicles for the state.

Section 2 - OHV Owner Characteristics

According to Table 2.1, almost 90% of the respondents were male, only 10.6% were female. The mean age was 43.9 years, and the median was 43. The ages of respondents ranged from 18 years old to 80 years old. The results from 1994 did not stratify the older ages in the report of their findings. However, we spoke with enough people over the age of 69 that we felt an additional age category was appropriate, as shown in Table 2.1, while the categorical differences are small.

We also found that the average family size was 3.47, with 49.2% of respondents not having children under the age of 17 living at home, and 32.7% only having one or two children living at home. **The 1994 study did not provide a response for families without children. For this reason, 40% of respondents reported not knowing how many children were living at home. Most likely, this is a misrepresentation and most of this 40% should have been reported as not having children living at home**.

Table 1.4: Summary of OHVs owned and taxes paid in Utah last year

		Vehicle Type				State Totals
		Motorcycle	ATV	4 x 4**	Snowmobile**	
Total Number of Owners*		10,642	45,507	34,308	7,601	
Number of Machines	Mean per owner	1.75	1.81	1.22	2.60	
	State Total	18,624	82,368	41,856	19,763	162,611
Taxes Paid	Mean per owner	$109	$80	$148	$135	
	State Total	$1,159,978	$3,640,564	$5,077,584	$1,026,135	$10,904,261
Registration Fees***		$232,800	$1,029,600	N/A	$247,038	$1,509,438

*Based on survey per cents extrapolated to full population of OHV registrants (N=50,676)
**Partial sample based only on those Utah residents who are registered OHV owners, recognizing that the mean amount of time 4 x 4 owners spend in off highway conditions is 32.7% of the total amount of time driving, $1,660,370 is paid to the state for off highway recreation.
***Based on $12.50 fee for motorcycles, ATVs and snowmobiles; fees vary for 4 x 4s.

Table 2.1: Population demographic and characteristics

Characteristics		Percent of respondents 2001 (number of responses)	Percent of respondents 1994
Sex of Respondent N= 322 valid responses	male	89.4% (288)	89%
	female	10.6% (34)	11%
Age N=303 valid responses Mean = 43.9 Median = 43.0 Mode = 42 Range = 18 to 80	18 to 29	10.6% (32)	11%
	30 to 39	21.5% (65)	28%
	40 to 49	32.0% (97)	29%
	50 to 59	20.1% (61)	18%
	60 to 69	11.2% (34)	13%*
	70 and older	4.6% (14)	N/A
Number of People in Household N=316 valid responses Mean = 3.47 Median = 3.0 Mode = 2.0 Range = 1 to 10	1	4.1% (13)	4%
	2	31.3% (99)	25%
	3	14.9% (47)	19%
	4	21.2% (67)	20%
	5 or more	28.5% (90)	31%
Number of Children living at home (17 or younger) N= 327 valid responses Mean = 1.18 Median = 1.0 Mode = 0.0 Range = 0 to 8	0	49.2% (161)	N/A**
	1	15.6% (51)	17%
	2	17.1% (56)	20%
	3	8.9% (29)	13%
	4	5.8% (19)	6%
	5 or more	3.4% (11)	3%

*This age category was reported as 60+ in the 1994 report

**There were no families without children reported, however there were 41% who listed "don't know"

According to Table 2.2, 75% of respondents reported annual household incomes of at least $30,000 and less than $90,000. The mode and median were both in the $30,000 to $60,000 category. The 1994 results reported incomes up to $60,000. We found that more than 45% of all respondent households earned more than $60,000 and felt it was necessary to further stratify the sample.

Table 2.2: Respondents' household income

Income		Percent of respondents 2001 (number of responses)	Percent of respondents 1994
Annual income N = 266 valid responses Median = $30,000 to 60,000 Mode = $30,000 to 60,000	less than $30,000	7.1% (19)	17%
	$30,000 to $60,000	45.1% (120)	50%
	$60,000 to $90,000	30.0% (80)	24%*
	$90,000 to $120,000	9.8% (26)	N/A
	more than $120,000	7.9% (21)	N/A

* This category was reported as $60,000+ in the 1994 report

In general, there are relatively few demographic differences between the 1994 study and the 2001 study, although OHV owners in 2001 were slightly older and considerably wealthier than those surveyed in 1994.

Twenty-seven counties were represented by respondents in the state-wide survey. Only Daggett and Piute counties were not represented. (Combined, the populations of these two counties comprise only 0.1% of the population in Utah (US Census, 2000)). More than half of the respondents who participated in the study reside in Salt Lake, Utah or Davis counties, as shown in Table 2.3. This makes sense, as these three counties are the most populated in the state (US Census, 2000). There tended to be more OHV registrants living in Box Elder, Emery, Sanpete, Sevier, and Utah counties than the census data would indicate, and fewer in Salt Lake and Weber counties.

Table 2.3: Counties where respondents reside compared to census data

County	Number of Respondents	Percentage of Sample	Percentage of Total Utah Population
Beaver	5	1.6%	0.3%
Box Elder	14	4.5%	1.9%
Cache	11	3.6%	4.1%
Carbon	7	2.3%	0.9%
Davis	**23**	**7.7%**	**10.7%**
Duchesne	1	0.3%	0.7%
Emery	6	1.9%	0.5%
Garfield	3	1.0%	0.2%
Grand	2	0.6%	0.4%
Iron	7	2.3%	1.5%
Juab	4	1.3%	0.4%
Kane	2	0.6%	0.3%
Millard	5	1.6%	0.6%
Morgan	4	1.3%	0.4%
Rich	1	0.3%	0.1%
Salt Lake	**69**	**22.4%**	**40.2%**
San Juan	3	1.0%	0.7%
Sanpete	8	2.6%	1.0%
Sevier	11	3.6%	0.8%
Summit	4	1.3%	1.3%
Tooele	8	2.6%	1.8%
Uintah	9	2.9%	1.1%
Utah	**63**	**20.0%**	**16.5%**
Wasatch	3	1.0%	0.7%
Washington	14	4.5%	4.0%
Wayne	2	0.6%	0.1%
Weber	18	5.8%	8.8%
Total Valid Responses	**307**	**100%**	**100%**

Table 2.4, illustrates a summary of all OHV operators in the households of the respondents. On average, most homes have two to three OHV operators, and one or two 4 x 4 drivers. Of these operators, roughly three quarters are male in the motorcycle and 4 x 4 categories, and two thirds are male in the ATV and snowmobile categories.

Operator ages in the 4 x 4 vehicle class are normally distributed, but the ages are slightly skewed toward younger users for the categories of motorcycles, ATVs and snowmobiles.

The average skill level of 4 x 4 vehicle operators is reported to be higher than the other three classes of OHVs. The mean skill level of 4 x 4 operators is 3.0 which is associated with the term "Advanced." For motorcycles, ATVs and snowmobiles, the mean is closer to 2.5 which is between "Intermediate" and "Advanced."

Less than 10% of all OHV owners interviewed in this study indicated that they belonged to an OHV organization or club. Extrapolating these results to the entire state, 4,713 registered OHV owners are members of an OHV or similar organization. The organizations of which most of the respondents considered themselves a part, are listed in Table 2.5. Several of these respondents listed more than one organization. Additional organizations that respondents indicated they have affiliation in smaller numbers, which are not listed in this table, can be found in Appendix B on page 65.

Table 2.4: Description of OHV operators in a household*

		Type of Off Highway Vehicle owned			
		Motorcycle	ATV	4 x 4	Snowmobile
Mean # of operators per household:		2.2 Operators	2.7 Operators	1.5 Operators	2.3 Operators
Sex:	Male	75.9% (110)	60.7% (449)	72.7% (40)	66.4% (71)
	Female	24.1% (35)	39.3% (291)	27.3% (15)	33.6% (36)
Age: Mean : 43.9 years Median: 43 years	< 18	34.3% (49)	23.1% (165)	1.9% (1)	22.0% (22)
	19-35	30.7% (44)	28.4% (203)	23.1% (12)	27.0% (27)
	36 - 50	29.4% (42)	29.4% (210)	44.2% (23)	29.0% (29)
	51 - 65	4.9% (7)	14.7% (105)	25.0% (13)	16.0% (16)
	> 65	0.7% (1)	4.3% (31)	5.8% (3)	6.0% (6)
Skill level:	Mean**	2.45	2.51	3.0	2.4
	beginner	15.2% (22)	14.4% (107)	5.4% (3)	11.1% (11)
	intermediate	31.7% (46)	37.2% (276)	20.0% (11)	41.4% (41)
	advanced	45.5% (66)	40.6% (301)	45.5% (25)	42.4% (42)
	expert	7.6% (11)	7.8% (58)	29.1% (16)	5.1% (5)

* Number of individuals per category listed in parentheses under percentages.
** Mean calculated where 1 = beginner, 2 = intermediate, 3 = advanced, and 4 = expert.

Table 2.5: OHV organization affiliation

Characteristic		Percentage of Respondents
Do you belong to an OHV organization or Club? (N = 323)	Yes	9.3% (N = 30)
	No	90.7% (N = 293)
If "yes," which ones?* (N = 30) (At least 6 respondents indicated that they belong to more than one organization for a total of 36 individual responses).	Blue Ribbon Coalition	13.3% (N = 4)
	Utah Shared Access Alliance	13.3% (N = 4)
	American Motorcycle Association	10.0% (N = 3)
	Utah Trail Machine Association	10.0% (N = 3)
	Southeastern OHV Club	10.0% (N = 3)
	Other**	63.3% (N = 19)

* Totals will not equal 100%, because respondents could indicate they belong to more than one organization
** Other responses listed verbatim in Appendix B, 65

Section 3 - Description of Last Trip

Respondents were asked to describe the last trip that they took with each type of OHV that they own. The first question asked of motorcycle, ATV, and 4 x 4 owners was, "How many vehicles did you take with you?" Table 3.1 shows that owners tended to take one to two motorcycles and ATVs with them on their last trip. However, respondents who took their 4 x 4 vehicle out, indicated that they rarely took more than one 4 x 4 with them. In all three OHV classes, owners tended to own more of each vehicle than they tended to take on a trip (see Table 1.2). Though not shown, many respondents indicated that they would often take a mix of vehicles out at a time.

Table 3.1: Mean number of OHVs taken on last trip by class of OHV

	Mean number taken on last trip
Off Highway Motorcycles	1.4
All Terrain Vehicles	1.60
4 x 4 Vehicles used > 10% Off Highway time	1.08

Respondents were also asked, "Where did you go?" The survey asked this question for off highway motorcycles, ATVs, and 4 x 4 vehicles and received 146 different verbatim responses to this question. The destination listed most often was Little Sahara (24), followed by the West Desert (18), private property (15), San Rafael Swell (14), Soapstone Basin (13), Moab (12), Strawberry Canyon (10), and Richfield (10). Little Sahara is even more important than these results suggest, because nine respondents indicated that they visited Jericho, which is a site located within the Little Sahara Reservation area. The verbatim responses can be found in Appendix B on page 61.

We classified all of the responses into the Utah Travel Region in which each place was found. (If the location overlapped with a second Travel Region, the region containing the majority of that location was used). According to Table 3.2, the Southeastern Travel Region containing Grand, Carbon, and Emery counties was the most visited for 4 x 4 vehicles. The Southeastern Travel Region contains the Moab area which tied with the West Desert, in the Central Travel Region, for the most visited area in the 4 x 4 vehicle class. However, the Central Travel Region received the most overall visits for both the motorcycle and ATV classes of vehicles. **Little Sahara is in this travel region and it received the most visits in the ATV class. However, the San Rafael Swell in the Southeastern Travel Region recorded the largest number of individual motorcycle visits.**

Almost 7.5% of all respondents reported traveling outside of Utah to operate their OHV on the last trip. Responses included all five states that border Utah as well as Mexico. The three regions least used were the Mountainland Travel Region, the Bear River Travel Region and the Wasatch Front Travel Region. These areas are the most densely populated in Utah, and the majority of OHV owners come from these areas. **However, as a function of population, watershed restrictions and many other factors, they have the fewest riding areas available of the various travel regions. It should also be noted that a bias toward certain areas may have occurred in the data collection as contacts were made after the hunting season and before the summer recreation season. This may have led to increased use in areas with hunting related attributes.**

The category marked "other"consists of various responses that could not be located using an atlas. Responses like "Southern Utah," "private land," and the "Great Western Trail" cannot be categorized into one specific travel region.

Table 3.3 shows that the mean distance traveled one-way to get to a place to ride an OHV is 100 miles for motorcycle, ATV, and 4x4 vehicle owners. According to McCoy et al. (2001), snowmobiles have a mean of 50 miles traveled to get to a trailhead. Medians were somewhat lower, down to 70 miles for motorcycle and ATV owners, and down to 77 miles for 4 x 4 owners. This decrease from the mean is due to a greater number of owners traveling distances shorter than the mean. The few respondents who traveled upwards of 700 miles pulled the mean to the high end of the range.

Table 3.2: Percentage of Respondents who visited each travel region on their last trip with their OHV

Travel Region visited	Type of Off Highway Vehicle Owned		
	Motorcycle (N = 66)	ATV (N = 281)	4 x 4 (N = 38)
Bear River	1.5% (N = 1)	7.1% (N = 20)	10.5% (N = 4)
Central	**31.8%** (N = 21)	**25.3%** (N = 71)	18.4% (N = 7)
Southwestern	10.6% (N = 7)	9.9% (N = 28)	10.5% (N = 4)
Wasatch Front	7.6% (N = 5)	7.5% (N = 21)	5.3% (N = 2)
Mountainland	7.6% (N = 5)	6.8% (N = 19)	2.6% (N = 1)
Southeastern	18.2% (N = 12)	13.9% (N = 39)	**31.6%** (N = 12)
Uintah Basin	6.1% (N = 4)	11.7% (N = 33)	7.9% (N = 3)
Outside of Utah	3.0% (N = 2)	6.8% (N = 19)	10.5% (N = 4)
Other	13.6% (N = 9)	11.0% (N = 31)	2.6% (N = 1)

Table 3.3: Miles traveled one-way and type of land visited on last trip

		Type of Off Highway Vehicle owned			
		Motorcycle (N=67)	ATV (N=281)	4 x 4 (N = 42)	Snowmobile (N = 50)
Miles traveled*	Mean ; Median	101 ; 70	100 ; 70	110 ; 77	50 ; N/A
	Range	4 to 700	1 to 750	0 to 47	0 to >100
Percent of Respondents who visited each Type of Land**	Private Land	22.4% (N = 15)	27.8% (N = 78)	21.4% (N = 9)	20% (N = 10)
	State Land	23.9% (N = 16)	13.9% (N = 39)	9.5% (N = 4)	16.3% (N = 8)
	BLM Land	56.7% (N = 38)	39.9% (N =112)	40.5% (N = 17)	22.4% (N = 11)
	U. S. Forest Service Land	14.9% (N = 10)	34.9% (N = 98)	35.7% (N = 15)	63.3% (N = 31)
	National Park Service Land	4.5% (N = 3)	2.5% (N = 7)	11.9% (N = 5)	0% (N = 0)
	Other	3.0% (N = 2)	1.5% (N = 5)	2.4% (N = 1)	0% (N = 0)

* Snowmobile mileage data taken from McCoy et al. 2001
** Percentages will total more than 100%, due to owners visiting more than one type of land on their last trip.

When asked if this is more, about the same, or less distance than they usually travel to get to a riding destination, more than 60% of all respondents indicated this last trip was typical of their usual behavior (Table 3.4). However at least 20% in each class of vehicle did indicate that they would normally travel further than they did during this last trip.

Respondents were also asked who managed the land where they took **their** last trip. Several respondents indicated that they had traveled on more than one type of land, so the total percentages will not be equal to 100%. Bureau of Land Management land was the most popular destination for motorcycle, ATV, and 4 x 4 trips. U.S. Forest Service land was the most visited by snowmobilers. Nearly 24% of motorcycle owners reported that they visited Utah state land on their last trip, edging out the use of U.S. Forest Service land as the second type of land most often visited.

Table 3.4: Typical Distance traveled to ride OHV

		Type of Off Highway Vehicle owned		
		Motorcycle (N = 68)	ATV (N = 283)	4 x 4 (N = 38)
Do you travel more, about the same, or less distance than this usually?	more	29.4%	24.4%	21.1%
	about the same	64.7%	62.5%	65.8%
	less	5.9%	13.1%	13.1%

On their last trip, one-half of the motorcycle owners indicated that they rode off established trails and was the largest category for motorcycles (Table 3.5). **Many indicated they visited sand dunes or play areas, though this** response was not consistent enough to be split into its own category. Nearly 40% of ATV owners also reported operating their vehicles off established trails. However, the majority of ATV owners indicated that they traveled along roads. Eighty-five percent of 4 x 4 owners also traveled on roads during their last outing. **It is likely some confusion existed as it related to the terms used. Most OHV trails in the state are former roads and many people riding what are technically considered trails may have listed them as roads. A bias may have resulted in the data from the terms not being specifically defined.**

Roads ended up being one of the least preferred options for ATV owners. Almost half of the ATV owners responded their favorite type of riding would be off established trails (Table 3.5). Owners of 4 x 4 vehicles also indicated that they would prefer to travel off established trails. However, roads were **still listed as the** most preferred type of riding for 4 x 4s. Motorcycle owners' behavior tended to reflect their preference for riding off trails and roads, though there were respondents who had preferences in the "other" category.

Table 3.6 shows the estimated number of trips respondents took with their OHV in the last 12 months. The snowmobile data are from McCoy et al. (2001). On average, respondents took approximately 13 trips last year with their ATVs and snowmobiles, and 16 trips with their motorcycles, and 12 trips with their 4 x 4 vehicles. Additionally, these results are bimodal for all four vehicle types. The majority of respondents took less than 10 trips, however between 14.3% (4 x 4) and 21.2% (motorcycle) of respondents took more than 21 trips in the 12 months preceding the survey.

In general, respondents indicated that this last year was really typical of most years in the number of trips that they took. More than 90% of 4 x 4 owners responded it was a typical year. However, approximately 20% of both motorcycle and ATV owners indicated they took more trips last year than was considered typical (Table 3.7).

Table 3.5: Preferences of riding type

		Type of Off Highway Vehicle owned		
		Motorcycle	ATV	4 x 4
Type of riding on last trip*	Off established trails	50.0% (N = 34)	39.0% (N = 113)	7.1% (N = 3)
	Double track trail	32.8% (N = 22)	21.5% (N = 62)	N/A
	Single track trail	37.3% (N = 25)	N/A	N/A
	Jeep trail	N/A	N/A	22.0% (N = 9)
	Moto-cross or ATV course	16.4% (N = 11)	8.3% (N = 24)	N/A
	Roads	32.8% (N = 22)	55.5% (N = 161)	85.7% (N = 36)
	Other	4.5% (N = 6)	9.7% (N = 28)	0.0% (N = 0)
Preferred Type of Riding	Off established trails	38.1% **(N = 24)**	49.4% **(N = 127)**	27.6% **(N = 8)**
	Double track trail	12.7% (N = 8)	17.1% (N = 44)	N/A
	Single track trail	12.7% (N = 8)	4.3% (N = 11)	N/A
	Jeep trail	N/A	N/A	6.9% (N = 2)
	Moto -cross or ATV course	9.5% (N = 6)	15.1% (N = 39)	N/A
	Roads	11.1% (N = 7)	4.3% (N = 11)	51.7% (N = 15)
	Other	15.9% **(N = 10)**	9.7% **(N = 25)**	13.7% **(N = 3)**

* Totals will not add to 100% because respondents were able to list more than one type of riding on last trip.

Table 3.6: Number of trips taken last year

		Type of Off Highway Vehicle owned			
		Motorcycle	ATV	4 x 4	Snowmobile*
Number of trips taken with OHV within the last 12 months	Mean ; Median	15.5 trips ; 9.5 trips (N = 66)	13.4 trips ; 7.0 trips (N = 282)	11.9 trips ; 8.0 trips (N = 28**)	12.3 trips ; N/A
	Range	0 to 150	0 to 157	1 to 40	1 to > 21
	0	4.5% (N=3)	1.1% (N=3)	0.0% (N=0)	N/A
	1-5	**27.3% (N = 18)**	**40.4% (N = 114)**	**35.7% (N = 10)**	**32.1%**
	6-10	22.7% (N = 15)	28.4% (N = 80)	32.1% (N =9)	22.2%
	11-15	19.7% (N = 13)	8.9% (N = 25)	7.1% (N = 2)	15.0%
	16-20	4.5% (N = 3)	8.9% (N = 25)	10.7% (N = 3)	9.7%
	21 or more	21.2% (N = 14)	12.4% (N = 35)	14.3% (N = 4)	16.9%

* Snowmobile data taken from McCoy et al. (2001)
** 42.9% of 4x4 owners that take their vehicles out >10% did not respond (N=21)

Table 3.7: Typical number of trips in a year

		Type of Off Highway Vehicle owned		
		Motorcycle (N = 64)	ATV (N = 271)	4 x 4 (N = 35)
Do you take more, about the same, or less trips than this in a typical year	more	9.4%	5.6%	2.9%
	about the same	67.2%	75.6%	91.4%
	less	23.4%	18.8%	5.7%

The mean amount of gasoline used on the last trip was less than 10 gallons for all types of OHVs except 4 x 4 vehicles. Which makes sense, since 4 x 4s are larger, heavier and therefore require more fuel. Even with this in consideration, almost 70% of last trips with a 4 x 4 vehicle used 10 gallons or less of fuel. The mean (18.6 gallons) was pulled higher by the owners who used more than 20 gallons (34.5%). The median amount of gas used by 4 x 4 vehicles is just 10 gallons (Table 3.8).

Also, in Table 3.8, we can see the average mileage per trip for each class of OHV. The mileage data for snowmobiles was taken from McCoy et al. (2001). The data collected from this survey indicated that most trips are fairly short. For motorcycles, ATVs, and 4 x 4 vehicles, approximately 50% of the last trips reported were less than 40 miles in length. The means were pulled up by the owners who traveled greater than 100 miles. The medians for these three vehicle types equaled 50.0 miles. The median mileage for snowmobiles was not reported by McCoy et al. (2001).

Looking at Table 3.9, we are able to determine the total amount of gasoline consumed by OHV owners in a year for the state of Utah. These totals were calculated based on the "average" trip **(as calculated from their most recent trip)** multiplied by the total number of OHV owners in the state. Last year approximately 7.5 million gallons of gasoline were used in OHVs. On average, Utahns who own OHVs traveled approximately 93.5 million miles on all OHV's combined.

The majority (63.2%) of motorcycle owners did not stop to participate in any other recreational activities on their last trip, which indicates that these owners' primary source of recreation is the operating of the motorcycle itself. Table 3.10 shows that almost 60% of ATV owners and 75% of 4 x 4 vehicle owners stopped to do something else. This indicates, especially in the 4 x 4 class, that these OHVs are also tools used to access these other activities.

Hiking was the most popular activity for both 4 x 4 vehicles and motorcycles with greater than 75% of both vehicle groups who stopped, **doing so** to hike. Hunting was the most common activity for owners of ATVs and the second most common activity for 4 x 4 vehicles. At least one-third of all respondents who stopped, **did so** to hunt. Table 3.10 also shows that many people included camping or fishing in their OHV outing. Other activities participated in are listed in Appendix B on page 62. **A bias may be possible because the majority of contacts were made during the winter and early spring after the hunting season and before the summer recreation season.**

Table 3.8: Amount of Gas used in OHV and distance traveled on OHV during last trip by registered OHV owners

		Type of Off Highway Vehicle owned			
		Motorcycle	ATV	4 x 4*	Snowmobile
U.S. Gallons of Gas used in OHV on last trip taken	Mean ; Median	5.0 gallons ; 3.0 gallons (N = 64)	6.7 gallons ; 4.0 gallons (N =270)	18.6 gallons ; 10.0 gallons (N = 29)	10.9 gallons; 9.0 gallons (N = 44)
	0 to 5	**73.4% (N = 47)**	**60.4% (N = 163)**	**34.5% (N = 10)**	25.0% (N = 11)
	6 to 10	17.2% (N = 11)	27.4% (N = 74)	27.6% (N = 8)	**45.5% (N = 20)**
	11 to 15	7.8% (N = 5)	3.3% (N = 9)	3.4% (N = 1)	15.9% (N = 7)
	16 to 20	0.0% (N = 0)	5.6% (N = 15)	0.0% (N = 0)	9.1% (N = 4)
	More than 20	1.6% (N = 1)	3.3% (N = 9)	**34.5% (N = 10)**	4.5% (N = 2)
Miles traveled on OHV during last trip taken **	Mean ; Median	91.2 miles ; 50.0 miles (N = 55)	99.4 miles ; 50.0 miles (N = 242)	149.4 miles ; 50.0 miles (N = 29)	57.0 miles ; N/A
	0 to 20	**21.8% (N = 12)**	21.1% (N = 51)	**31.0% (N = 9)**	13.6%
	21 to 40	20.0% (N = 11)	21.5% (N = 52)	13.8% (N = 4)	25.1%
	41 to 60	16.4% (N = 9)	14.5% (N = 35)	17.2% (N = 5)	**35.7%**
	61 to 80	5.5% (N = 3)	6.6% (N =16)	3.4% (N = 1)	12.4%
	81 to 100	18.2% (N = 10)	10.7% (N = 26)	10.3% (N = 3)	5.6%
	More than 100	18.2% (N = 10)	**25.6% (N = 62)**	24.1% (N = 7)	7.7%

* 40.8 % of 4x4 owners that take their vehicles out >10% were not able or unwilling to respond (N=20)

** Snowmobile data taken from McCoy et al. 2001

Table 3.9: State Summary of OHV Miles Driven and Gas Used by registered OHV owners during 12 Months before Survey

Vehicle Type	Total Number of Owners*	Annual Number of Trips (mean)**	Annual OHV Mileage**			Annual OHV Gasoline Consumption (gallons)		
			Last Trip	Owner Total	State Total	Last Trip	Owner Total	State Total
Off highway motorcycles	10,591	15.5	91.2	1,414	14,975,674	5.0	77.5	820,803
ATVs	45,101	13.4	99.4	1,332	60,074,532	6.7	89.8	4,050,070
Recreational 4 x 4s $10% time off highway***	7,412	11.8	149.4	1,762	13,059,944	18.6	219.5	1,636,934
Snowmobiles***	7,703	12.3	57.0	701	5,399,803	10.9	134.1	1,032,972
State Totals					93,509,953			7,540,779

*Based on survey per cents extrapolated to full population of Utah OHV registrants (N=50,676)
** Snowmobile data taken from McCoy et al. 2001
***Partial sample based only on those Utah residents who are registered owners **of other off highway vehicles**, there are a total of 34,358 owners of 4x4, however only 7,412 report taking their 4x4 off highway $10% of time

Table 3.10: Other Activities

		Type of Off Highway Vehicle owned		
		Motorcycle	ATV	4 x 4
Did you stop to do any other activities?	Yes	36.8% (N = 25)	58.5% (N = 168)	75.0% (N = 30)
	No	63.2%% (N = 43)	41.5% (N = 119)	25.0% (N = 10)
If "yes," What else did you do?*	Hunting	16.0% (N = 4)	34.5% (N = 59)	33.3% (N = 10)
	Fishing	16.0% (N = 4)	14.6% (N = 25)	23.3% (N = 7)
	Camping	28.0% (N = 7)	21.6% (N = 37)	16.7% (N = 5)
	Rockhounding	4.0% (N = 1)	1.2% (N = 2)	0.0% (N = 0)
	Artifact Collecting	0.0% (N = 0)	0.6% (N = 1)	0.0% (N = 0)
	Access to edge of roadless area	0.0% (N = 0)	0.0% (N = 0)	0.0% (N = 0)
	Hiking	76.0% (N = 19)	20.2% (N = 34)	83.3% (N= 25)
	Sightseeing	20.0% (N = 5)	13.1% (N = 22)	6.7% (N = 2)
	Viewing Wildlife	4.0% (N = 1)	7.7% (N = 13)	1.0% (N = 3)
	Other**	16.0% (N = 4)	16.7% (N = 28)	1.3% (N = 4)

* Percentages will not total 100% because respondents were able to list more than one activity

** A list of other activities is included in Appendix B on page 62.

Respondents, who owned either an off highway motorcycle or ATV, were asked how often they wear a helmet. A large majority of motorcycle owners (75.8%) reported always wearing a helmet (Table 4.1). But there is bimodal response pattern for ATV owners: one-third owners always wear helmets, and almost one-third owners never wear helmets. Though not shown, many respondents who indicated that they do not wear helmets, said the children who operate their ATVs and motorcycles always wear a helmet.

Respondents were also asked if they think that helmets should be required for all riders of off highway motorcycles and ATVs. Motorcycle owners were split exactly 50/50 in response to this question. Where 75.8% of these owners choose to always wear a helmet, 50% felt that the decision to wear or not to wear a helmet should be made by individual OHV operators. Slightly more than 60% of ATV owners responded that the decision to wear a helmet should be left to individuals. Only 40% of ATV owners believed that helmets should be required for all ATV riders and operators. Again, though not shown here, many of the responses included the comment that while they should not be required for adults, they should be for children.

Table 4.1: Frequency of helmet use, and opinion on requiring helmets for motorcycles and ATVs

		Type of Off Highway Vehicle owned	
		Motorcycle (N = 66)	ATV (N = 284)
How often do you wear a helmet?	Always	75.8% (N = 50)	33.8% (N = 96)
	Usually	10.6% (N = 7)	11.6% (N = 33)
	Sometimes	3.0% (N = 2)	14.8% (N = 42)
	Rarely	0.0% (N = 0)	9.9% (N = 28)
	Never	10.6% (N = 7)	29.9% (N = 85)
Do you think helmets should be required?	Yes	50% (N = 32)	39.4% (N = 110)
	No	50% (N = 32)	60.6% (N = 169)

According to Table 4.2, only 41.5% of respondents replied that they were familiar with Utah's Off Highway Vehicle Program or OHV Program. Of these owners who indicated that they were familiar with the program, 93.3% responded that they agreed that the program is an asset to the state and the OHV user. The survey was unable to ascertain if the other 58.5% of people who did not know about the OHV Program thought a program like this would be beneficial.

The bottom of Table 4.2 shows the responses of OHV owners when asked what they believed was the primary role of the OHV Program. The question was asked as an open-ended question. Over half of the respondents who were familiar with the program, thought that the primary role was safety education and only 12.7% gave the second most common answer, "to establish rules and regulations." Additional responses can be found in Appendix B on page 66.

Table 4.2: Familiarity with the OHV Program

Characteristic		Percent of Respondents 2001	Percent of Respondents 1994
Are you familiar with the Utah OHV Program?	Yes	41.5% (N = 136)	64%
	No	58.5% (N =192)	35%
If "yes," Do you agree with this statement: "Utah's OHV Program is and asset to the state and the OHV user"	Strongly agree	40.0% (N = 48)	32%
	Somewhat agree	53.3% (N = 64)	48%
	Somewhat disagree	5.0% (N = 6)	10%
	Strongly disagree	1.6% (N = 2)	7%
If "yes" What do you think is the primary role of the OHV Program?	Safety Education	51.8% (N = 57)	N/A
	Establish Rules and Regulations	12.7% (N = 14)	N/A
	Enforce Laws and Regulations	9.1% (N = 10)	N/A
	Create and Maintain OHV Areas	7.3% (N = 8)	N/A
	Sign and Mark Trails	5.5% (N = 6)	N/A
	Generate Revenue	0.0% (N = 0)	N/A
	Other*	13.5% (N = 15)	N/A

* Other responses are listed in Appendix B on Page 66

Respondents were also asked if they were familiar with the "Know Before You Go" OHV safety education program. Only 37.5% of the people interviewed had heard of the program and only 41.0% of those respondents (N = 50, or 15% of the entire sample) had actually gone through the program *or* had a family member go through the program (Table 4.3). Awareness of the program decreased from 1994, but participation increased slightly among those who were aware of the program.

Of those people who were familiar with "Know Before You Go," 84.5% believed that an OHV education program was either moderately or very important to the overall OHV program, compared with 75% in 1994. When asked if an education program should be mandatory for all owners and operators of OHVs, a slight majority (52.7%) believed that it should not be required, and 47.3% responded that to make the education program mandatory would be a good idea.

More than 42% of all respondents who had heard of the OHV Education Program did not know what they would change about the program. Of those who did have a suggestion, the largest group response was to make the public more aware of the program.

When asked if there are enough areas currently open for OHV use in the state of Utah, 60.3% responded that there are not enough areas open right now (Table 4.4), and almost 40% responded by saying that the number of areas open right now is about right. Many people qualified that statement by adding the comments, "but if they keep closing them, there won't be enough." Only four respondents (1.3%) replied by saying that there are too many areas open right now.

About 35% of the vehicle owners would like to see additional law enforcement presence in the OHV areas (Table 4.5). Less than 10% responded that there is too much law enforcement presence, and the remaining 57% thought that law enforcement presence is about right at current levels.

The survey was also designed to determine how important it was to OHV owners that registration and tax money was spent on various facilities and services provided by the state. Table 4.6 summarizes those responses. According to respondents, access to public land was, on average, the most important service on which the state could make expenditures (mean = 3.40). Closely following, access to public land, were access to open riding areas, including sand dunes, cross country, and play areas (mean = 3.11), and "maintaining the existing trails" (mean = 3.09). Of all the services and facilities listed, money spent on law enforcement efforts was least important to respondents (mean = 2.76). The remaining items on the list were all scored about equally with mean values between 2.91 and 3.01.

When these results are compared to the 1994 results, the ranking is about the same, but the importance values are lower for all items in 2001. The reason for this is unclear, however the mean importance of "access to public lands" and "trailheads, parking lots and sanitation facilities" decreased the least.

Table 4.3: Respondents familiarity with the "Know Before You Go" Education Program

Characteristic		Percent of Respondents 2001	Percent of Respondents 1994
Are you familiar with the Utah OHV Education Program called "Know Before You Go?" (N = 328)	Yes	37.5% (N = 123)	60%
	No	62.5% (N = 205)	40%
If "yes," Have you or any of your family members participated in the program? (N = 122)	Yes	41.0% (N = 50)	30%
	No	59.0% (N = 72)	70%
If "yes," How important do you think the OHV Education Program to the overall OHV program? (N = 110)	Not at all	4.5% (N = 5)	3%
	Somewhat	10.9% (N = 12)	20%
	Moderately	32.7% (N = 36)	18%
	Very	51.8% (N = 57)	57%
If "yes," Do you think the Education Program should be mandatory for ALL riders of OHVs? (N = 110)	Yes	47.3% (N = 52)	N/A
	No	52.7% (N = 58)	N/A
If "yes," What would you change about the Education Program? (N = 121)	Make Public More aware of Program	6.6% (N = 8)	N/A
	More Hands on Training	5.0% (N = 6)	7%
	Make it Required	4.1% (N = 5)	N/A
	Make no improvements	5.8% (N = 7)	17%
	No Education should be required	0.8% (N = 1)	1.0%
	Other*	**38.0% (N = 46)**	61%
	Don't know	39.7% (N = 48)	14%

* Other Verbatim Responses can be found in Appendix B on Page 67

Table 4.4: Number of Areas open to OHV use in Utah

Characteristic		Percent of Respondents 2001	Percent or Respondents 1994
Would you say there are too many, about right, or not enough areas open to OHV use in Utah? (N = 307)	Too many	1.3% (N = 4)	3%
	About Right	38.4% (N = 118)	30%
	Not enough	60.3% (N = 185)	63%

Table 4.5: Law Enforcement presence in OHV areas

Characteristic		Percent of Respondents 2001
Do you think there should be more, about the same or less law enforcement presence in OHV areas? (N = 322)	More	35.1% (N = 113)
	About the same	57.5% (N = 185)
	Less	7.5% (N = 24)

Table 4.6: Importance of Tax and Registration Money Expenditures

Characteristic	Percentage of Respondents				Mean* 2001	Mean* 1994
	Not Important	Somewhat Important	Moderately Important	Very Important		
Access to Public Land (N = 320)	**4.4%**	**9.4%**	**28.1%**	**58.1%**	**3.40**	3.57
Open Riding Areas (N = 319)	12.2%	11.9%	28.5%	47.3%	**3.11**	3.50
Maintaining Existing Trails (N = 322)	7.5%	17.4%	33.9%	41.3%	**3.09**	N/A**
Trailheads, Parking Lots, Sanitation Facilities (N = 325)	8.0%	20.6%	34.2%	37.2%	**3.01**	3.16
Distributing information (N = 325)	11.1%	18.8%	31.7%	38.5%	**2.98**	3.40
Areas Closer to Home (N = 317)	15.8%	12.6%	30.9%	40.7%	**2.96**	N/A
Trail Marking and Signs (N = 325)	9.8%	19.4%	35.4%	35.4%	**2.96**	3.25
New Trail Construction (N = 327)	13.1%	18.0%	30.6%	38.2%	**2.94**	N/A**
Printed Maps and Trail Guides (N = 326)	9.2%	23.6%	33.7%	33.4%	**2.91**	3.24
Law Enforcement (N = 319)	14.1%	26.3%	28.5%	31.0%	**2.76**	N/A

* Means are calculated where 1 = Not important, 2 = Somewhat important, 3 = Moderately important, and 4 = Very important
** 1994 report asked about developing new and maintaining existing trails in the same question, but we divided them.

Once respondents answered with their opinions on which services are important, we asked where they thought the money was actually being spent (Table 4.7). The responses were wide and varied even though we asked that they choose their response based on the list of services and facilities previously mentioned. Of this list, the largest group of respondents thought that the registration and tax money was mostly being spent on law enforcement, which was the least valued service in the preceding question. More than 12% of respondents offered their own ideas as to where the money was being spent, including litigation, lawyers and court costs, administrators, and costs associated with closing areas. Responses classified as "other" can be found in Appendix B on page 66. By far, the largest group of respondents, (40.6%), said that they simply did not know where the money was being spent.

Table 4.7: Where do you think OHV Registration and Tax money is spent?

		Percentage of Respondents
Of the previous list, where do you think the OHV registration and tax money is being spent? (N = 330)	Access to Public Land	4.9% (N = 16)
	Open Riding Areas	0.6% (N = 2)
	Maintaining Existing Trails	10.0% (N = 33)
	Trailheads, Parking Lots, Sanitation Facilities	5.2% (N = 17)
	Distributing information	2.1% (N = 7)
	Areas Closer to Home	0.3% (N = 1)
	Trail Marking and Signs	4.2% (N = 14)
	New Trail Construction	5.5% (N = 18)
	Printed Maps and Trail Guides	2.4% (N = 8)
	Law Enforcement	**13.3% (N = 44)**
	Other*	11.8% (N = 39)
	Don't know	**39.7% (N = 131)**

*Other responses include administration, litigation, and closing areas or trails, for a complete list of responses see Appendix B on page 66.

We then asked OHV owners, "Looking ahead, what do you think is the most important issue affecting OHV use in Utah?" By far, the largest group of respondents indicated they were concerned about having enough places to ride their OHV. This response comprised almost 40% of all responses, which is a very large percentage of responses for an open-ended question, and a large increase from 1994 (Table 4.8). An additional 44 respondents gave a related answers of "closing off to many areas" and "access to public land." Safety, crowding, and land management issues were all listed by fewer than 25

respondents. The remaining responses were wide and varied. The verbatim responses for the 2001 study are listed in Appendix B on page 68.

Table 4.8: Most important issues affecting OHV use in Utah

		Percentage of Respondents 2001	Percentage of Respondents 1994
What do you think is the most important issue affecting OHV use in the state of Utah?	Having enough places to ride	42.3% (N = 121)	25%
	Closing off too many areas	**8.4% (N = 24)**	**N/A**
	Safety	7.3% (N = 21)	8%
	Access to public land	7.0% (N = 20)	17%
	Crowding	5.9% (N = 17)	N/A
	Knowing where to ride	5.6% (N = 16)	3%
	Resource Management Conservation	5.6% (N = 16)	10%
	Other*	**17.8% (N = 51)**	11%

* Other verbatim responses for 2001 results can be found in Appendix B on page 68

Section 5 - Additional Comments

The last survey question asked respondents if they had any additional comments. The 113 individual comments are listed in Appendix C on page 69 and summarized in Table 5.1.

The largest number of comments by a large margin expressed concerns about closing or restricting use in areas that are open to OHVs (N=36). A couple of these respondents also made a distinction between retaining access to areas and closing currently roadless areas. Related to this, only six respondents said they would like to see more new trails or riding areas.

Table 5.1: Additional Comments

Number of Comments	Comment Category
36	Don't close or restrict
6	Open more trails or areas
9	Law enforcement: More regulations or enforcement
3	Law enforcement: Fewer regulations, enforcement, or management presence
7	Fees: Too high, misused, or need to make others pay
1	Fees: Willing to pay for trail use if they were maintained better
8	Negative comments about environmentalists
8	Resource protection, balanced/reasonable use
2	Safety
4	Participation/input of OHV community or volunteers
4	Information about opportunities
4	Fairness in access and allocation
2	Education
2	Need compromise between OHV and environmental groups for access & resource protection
4	Increase accessibility
1	Crowding
1	Improve maintenance
11	Other specific management suggestions or unclear comments

The second most common category of responses addressed law enforcement (12); nine of these wanted more regulations or enforcement, and three wanted to see less. Some of those who wanted to see more enforcement, also expressed concerns about fairness.

Fees were addressed by eight people, with seven concerned that fees were too high or that revenues were misused, and one person volunteered to pay trails fees if trails were maintained better.

Eight people also complained about environmentalists, or expressed concerns that environmentalists had too much influence over OHV policies. It should be noted, however, that ten respondents expressed the opinion that more was needed to protect resources (8) or to promote compromise between OHV and environmentalists' concerns (2).

There were several additional concerns listed by just a few people, such as greater participation and input of OHV groups, more information and education, increased safety, and areas made more accessible for people with disabilities.

Summary and Discussion

The survey is a representative sample of 50,676 ATV, off highway motorcycle, and 4 x 4 owners who registered their machines with the Utah Division of Motor Vehicles in 2000. The survey also contained questions related to snowmobile and recreational use 4 x 4 ownership, but it is not a representative sample of these owners. (Recreational 4 x 4s are vehicles that may be street legal, but that are used off highway and for recreational purposes at least 10% of the time.) The sample does not include OHV drivers who rent or borrow vehicles and out-of-state visitors, and there may also be a slight bias toward owners who own multiple vehicles. Where appropriate, the results are compared to a 1994 survey conducted with the same population, and the snowmobile results are compared to a 1999 study of registered snowmobilers conducted by McCoy et al. (2001).

Characteristics of Utah's Registered OHV Owners

Almost 90% of the sample own ATVs, 21% own off highway motorcycles, 15% own recreational use 4 x 4s, and 15% own snowmobiles. Compared to 1994, there was a decrease in ownership of all vehicle types except ATVs which increased dramatically from 62% of the sample in 1994. There was also a small decrease in the number of off highway motorcycles owned per household since 1994, and little or no change in the average number of ATVs per household. A smaller percent of OHV owners had snowmobiles in 2000 compared to 1994, but those who do own snowmobiles have more of them on average (from 2.32 to 2.60 per household). The number of recreational use 4 x 4s was not reported in 1994, and while it appears that there was a small decrease in 4 x 4 ownership, this may be the result of differences in survey questions and wording.

Extrapolating the survey data to the entire state, there are 18,624 off highway motorcycles and 82,368 ATVs in OHV owner households. In 2000, $4.8M in property taxes and $1.3M in registration fees were paid for these vehicles. The total of 100,992 motorcycles and ATVs in owner households, however, is much higher than the original OHV list which contained 74,452 registered OHVs. This indicates that about 26,500 motorcycles and OHVs are not on the registration list. There are three possible explanations for this: some of these vehicles may be registered as street legal, some may not be registered at all, or there may be a response bias in the sample toward owners with multiple vehicles.

If snowmobiles and recreational use 4 x 4s are included, there are a total of 162,611 vehicles in owner households, and they paid nearly $11M in property taxes for these vehicles.

Trip numbers and club membership results suggest that Utah OHV owners are dedicated to the activity. Utahns traveled more than 93M miles and used over 7.5M gallons of gas during the 12 months prior to the survey. Based on the median number of trips, motorcycle owners took an average of 10 off highway motorcycle trips during the year, ATV owners took about seven trips, and 4 x 4 owners took eight. (This compares to snowmobilers who take more than 12 trips per year on average (McCoy et al., 2001)). Two-thirds to three-quarters of the owners of each vehicle type took fewer than 10 trips during the year, but these results are bimodal: over 10% of the owners of each vehicle type took more than 20 trips–including 14% of the ATV owners, and 22% of the motorcyclists–indicating a small but substantial percent of each ownership type is very committed to the activity. (McCoy et al. (2001) found this was true of 17% of snowmobilers.) Only 9% of registered OHV owners are members of an OHV club or organization.

There were very few surprises in the sample demographics. For example, 90% are males, 60% live on the Wasatch Front, and the average family size is 3.5. These characteristics have changed very little since 1994. The average age and income of OHV owners has increased since 1994, but it is difficult to say how much since means were not reported in 1994 and the questions were asked a little differently. In general, registered OHV owners appear to be getting older and wealthier, but otherwise there seems to be few demographic changes since 1994.

The respondent households have an average of about 2.5 operators for all vehicle types except for 4 x 4s which have an average of 1.5. Statewide there are 23,412 motorcycle operators living in OHV owner households, and 122,869 ATV operators. When including all operators, the demographic profiles are very similar for motorcycle, ATV, and snowmobile households, but 4 x 4 owners and operators tend to be older and more skilled than for the other types of vehicles.

Description of Last Trip

In order to understand general trip behavior, respondents were asked for details regarding the last recreational trip they took with each vehicle type. While their last trips may not be representative of an *average* trip, we felt that asking about their average trip would be vague and that the last trip would be freshest in their minds and increase recall accuracy. Also, asking actual behavior questions tends to be more accurate than opinion or generalized behavior questions.

Most trip characteristics were similar for all three vehicle types. The Southeastern and Central Travel Regions were the top two destination areas, and Utah OHV owners take relatively few out-of-state trips. The average travel distance to the destination was about 100 miles for all three vehicle types, which compares to 50 miles for snowmobile trips (McCoy et al., 2001). The medians for miles traveled on the last OHV trips were also similar for all three vehicle types: 50 miles for motorcycle trips, 40 miles for ATVs, and 40 miles for 4 x 4s. Most trips for all three vehicle categories were under 60 miles long. Median gallons of gas used in motorcycles and ATVs were also similar, two gallons and three gallons, respectively. Four-by-four vehicles by contrast used a median of 10 gallons of gas to travel the same distance of 40 miles.

Public land is very important for Utah OHV drivers. BLM land was the primary destination for motorcycle, ATV, and 4 x 4 trips. Forest Service land was the primary destination for snowmobile trips and the second most common destination for ATV and 4 x 4 trips. State land was the second destination for motorcycle trips. Only about 25% of the respondents' last OHV trips were on private land.

Unlike the trip characteristics discussed above, there are major differences when comparing participation in other activities during an OHV outing by vehicle trip type. For 63% of the last motorcycle trips, respondents did not participate in any other activities, compared to 41.5% for ATV trips and 25% for 4 x 4 trips. Thus, off highway motorcycling seems to be a single-purpose type activity to a greater extent than the other forms of OHV use. For those who did participate in other activities during their last trip, hiking was especially important during motorcycle and 4 x 4 trips. Hunting, fishing, and camping were also important activities. Hunting was part of the outing for 16% of the motorcyclists, 34.5% of the ATV owners, and 33% of the 4 x 4 drivers. This may be the result of the timing of the survey (interviewing most OHV drivers in winter and early spring after Utah's big game hunting season), but it also indicates the importance of OHVs as support for hunting trips in Utah.

Riding off established roads and trails is the most preferred riding style for motorcycle and ATV owners, and driving on roads is the most preferred for 4 x 4 owners. During their last trips, however, owners of all three vehicle types were more likely to ride on roads or trails.

OHV Owner Attitudes and Program Awareness

There are major differences in attitudes toward helmets between ATV and motorcycle owners. Over three-quarters of the respondents *always* wear a helmet when they ride off highway motorcycles, and half of the motorcycle owners feel helmets should be required.

However, only one-third of the respondents always wear a helmet when they ride ATVs, one-third *never* wear a helmet, and only 39% feel that helmets should be required for ATV use.

The survey indicates that only 41.5% of the registered OHV owners are familiar with the State's OHV program. Of those who are aware of the program, 93% agreed that the program is an asset to the State, and most felt the primary role of the program was safety education (52%) and establishing (13%) and enforcing (9%) the rules. There was also a *decrease* in awareness of the program since 1994, but an *increase* in positive feelings about the program (up from 80%).

Only 37.5% of respondents indicated that they were aware of the State's safety education program called "Know Before You Go." Of those who were familiar with this program, 85% felt an OHV safety program is moderately or very important (an increase from 75% in 1994), but fewer than half felt such a program should be mandatory.

And finally, nearly 41% of the respondents said they had no idea how OHV tax and registration funds are spent. Law enforcement was ranked *lowest* as a preference for spending OHV funds, but *highest* as the area where respondents thought funds were actually being spent. These results, however, contrast with the one-third of the respondents who said there should be more law enforcement presence in OHV areas compared to only 7.5% who said there should be less. In general, increasing "access to public land" and "having enough places to ride" were the primary concerns of respondents in several questions: preferred use of tax and registration money, most important issues, and other comments respondents made at the end of the survey.

Conclusions

Off highway vehicle owners, in Utah, own more than 162,000 machines and paid about $11M in property taxes and $1.5M (excluding 4 x 4s) in registration fees for their recreational vehicles in 2000. The difference between the total number of OHVs, excluding 4x4 vehicles and snowmobiles, extrapolated and the original sample list may lie in some vehicles being registered on other lists, some vehicles not being registered at all, and a slight response bias toward owners with multiple vehicles which would have inflated the extrapolated totals.

Utah OHV owners travel over 93 million miles and use more than 7.5M gallons of gasoline during recreational outings each year. Off highway vehicle owners go about twice as far as snowmobilers to get to their destinations, indicating the travel expenses and related revenues from OHV driving in Utah may be higher than for snowmobiling, but this would need further study to verify.

Public lands are critical to the OHV experience. Public land was the destination for three-quarters of the last trips respondents took, and retaining access to public land is their greatest concern by a large margin. Survey respondents were also concerned with having enough places to ride. Motorcycle trips are more likely to be single purpose trips compared to the other types of OHV outings.

While respondents feel helmets and safety education are good, most feel they should not be mandated, except perhaps for kids (from open-ended comments). There is a lack of awareness of the State's OHV Program, the Know Before You Go Program, and how tax and registration funds are spent. There are positive feelings about the OHV program.

Finally, Utahns have mixed feelings about law enforcement in OHV areas. Some think it is a major need, others think it is a minor concern or even that there is too much law enforcement. This contrast is typical in many recreation areas.

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Appendix A

Survey Instrument

OFF HIGHWAY VEHICLE USERS SURVEY- 2000

NAME:_____ RESPONDENT ID#_____

PHONE:_____+_____ INTERVIEWER'S INITIALS_____

ADDRESS:_____ GENDER: MALE [ ] FEMALE [ ]

CITY:_____ STATE_____

TELEPHONE CALL RECORD

	1	2	3	4	5	6
Date & Time						
Result Code						
Instructions (Call back)						

Result codes:
1 - No answer
2 - Disconnected/Move
3 - Repeatedly Busy
4 - Answering Machine (Leave message after 3 attempts)
5 - Bad time/Call back
6 - Respondent unavailable
7 - Interview complete
8 - Rejection
9 - Other

STUDY INTRODUCTION

Hi. Is _____ there? [OR]
Hello. May I speak to _____ [AFTER YOU GET THE REGISTERED OHV OWNER ON THE PHONE, INTRODUCE YOURSELF BY NAME] This is _____ and I'm a student at Utah State University.

We're conducting a survey of registered Off Highway Vehicle owners for Utah Division of Parks and Recreation. In order to better serve your needs, they are interested in your Off-Highway Vehicle preferences. This is an opportunity for you to influence future state recreation management. The survey should take about 15 minutes, and all of your answers are completely confidential.

Would you be able to help us do the survey now?
[IF NO, GET CALL BACK INFORMATION]

_____
[ENTER RESPONDENT NUMBER ABOVE

1. During the interview I am going to ask you about several different types of vehicles that can be driven off highways, but must be registered in the state. These include Off Highway Motorcycles, ATV's, four-by-fours, and snowmobiles.

First is an Off Highway Motorcycle, but does not include *street legal* motorcycles.

Do you own an Off Highway Motorcycle?
- ☐ Yes [GO TO 1A]
- ☐ No [GO TO 2 -- page 5]
- ☐ Don't know
- ☐ Refused

1a. How many Off Highway Motorcycles are registered in your name?
_____ [ENTER NUMBER]
- ☐ Don't know
- ☐ Refused

[IF MORE THAN ONE]

How many motorcycles did you take on your last trip that are registered in your name?
_____[ENTER NUMBER]

1b. Where did you go on your last trip?
_____[TRAIL OR REGION, AS SPECIFIC AS POSSIBLE]

1c. Thinking again about your last trip with your Off Highway Motorcycle(s), how many miles did you travel to get to your riding destination? [SPECIFY: THIS DOES NOT INCLUDE MILEAGE ON OHV DURING RECREATIONAL EXPERIENCE, JUST THE MILEAGE TO TRAIL HEAD OR RIDING AREA]

_____[MILES TRAVELED]

1d. Would you say that this is more, about the same or less distance than you typically travel to get to a destination to ride your Motorcycle?
- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

1e. Was your trip on [CHECK ALL THAT APPLY]
- ☐ Private land
- ☐ State land
- ☐ BLM land
- ☐ Forest Service land
- ☐ National Park Service land
- ☐ other _____
- ☐ Don't know

1f. Did you ride

- ☐ Off established trails or roads
- ☐ On a double track trail (about 50" wide)
- ☐ On a single track trail (about 20" wide)
- ☐ On a motocross track area
- ☐ On a road, or
- ☐ other area [SPECIFY: _____]

1g. What type of riding do you prefer?

_____

[OPEN ENDED -- READ RESPONSES TO 1f AGAIN IF NECESSARY]

1h. **On your last trip, once you arrived at your riding destination, how much gas did you use in *each* of these Off Highway Motorcycles? This should *not* include the fuel required to get you to and from your riding destination.**

_____ [GAL. #1] ____ [GAL.#2] _____ [GAL.#3] _____ [GAL.#4] _____

[IF TOOK MORE THAN ONE MOTORCYCLE, GET GALLONS FOR EACH...
PROBE: "IS THAT FOR ALL YOUR MOTORCYCLES OR FOR EACH?"
WRITE IN ANSWER OR WRITE "DON'T KNOW" ("DK") IN MARGIN]

1i. **Again, once you arrived at your riding destination on your last trip, how many miles did you travel on your motorcycle? [SPECIFY: THIS INCLUDES ONLY THE MILES TRAVELED AS PART OF THE RECREATIONAL EXPERIENCE, NOT TO TRAVEL TO RIDING AREA]**

_____ , _____ , _____ , _____ [ENTER MILEAGE FOR EACH VEHICLE]

1j. While on your motorcycle, during your last trip, did you stop to do any other recreational activities along the way?

- ☐ Yes
- ☐ No [GO TO 1k]
- ☐ Don't know
- ☐ Refused

[IF YES]
What else did you do? [DO NOT READ RESPONSES: CHECK OFF OR ADD TO OTHER]

- ☐ Hunting
- ☐ Fishing
- ☐ Camping
- ☐ Rockhounding
- ☐ Artifact collecting
- ☐ Access to edge of Roadless Area
- ☐ Other _____

[PROBE:"ANYTHING ELSE"? GIVE EXAMPLE OR TWO ONLY IF ASKED]

1k. Approximately how many trips did you make with *your/each* vehicle within the last 12 months?

_____ [# TRIPS FOR VEH #1] _____[#2] _____ [#3] _____ [#4]

1l. In general, would you say the number of trips you took this year is more, about the same or less than you typically take in a year?

- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

1m. Including yourself, what is the age and gender of the each member of your household who operates the Motorcycle(s) registered in your name?
[ENTER AGES AND GENDERS IN CHART BELOW]

Ages of Operators	Gender (circle one)	Skill level indicated
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E

1n. For each of the Off Highway motorcycle operators you just listed would you classify their level as: Beginner, Intermediate, Advanced, or Expert?
[CIRCLE APPROPRIATE LETTER IN RIGHT COLUMN ABOVE -- LEAVE TO RESPONDENT'S JUDGMENT OF ABILITY]

[READ CAREFULLY]

1o. How much would you estimate you paid in property taxes on *all* of your Off Highway Motorcycles? By property taxes I mean, the amount you paid in taxes assessed by the county, not including the $12.50 OHV registration fee.
$_____ [ENTER DOLLAR AMOUNT]

[THIS IS FOR ALL OF YOUR OFF HIGHWAY MOTORCYCLES COMBINED?]

1p. When operating your Off Highway Motorcycles, how often do you wear a helmet?

- ☐ Always
- ☐ Usually
- ☐ Sometimes
- ☐ Rarely
- ☐ Never
- ☐ Don't know
- ☐ Refused

1r. Do you think that helmets should be required for everyone when riding Off Highway Motorcycles?

- ☐ Yes
- ☐ No
- ☐ Don't know
- ☐ Refused

GO TO NEXT PAGE

Okay, moving on...

2. Do you own an All Terrain Vehicle or ATV? This includes four - wheelers and three - wheelers
   - ☐ Yes [GO TO 2A]
   - ☐ No [GO TO 3 -- page 8]
   - ☐ Don't know
   - ☐ Refused

2a. How many ATV's are registered in your name?
   _____ [ENTER NUMBER]
   - ☐ Don't know
   - ☐ Refused

[IF MORE THAN ONE]
How many ATVs did you take on your last trip that are registered in your name?
_____[ENTER NUMBER]

2b. Where did you go on your last trip?
_____[TRAIL OR REGION, AS SPECIFIC AS POSSIBLE]

2c. Thinking again about your last trip with your ATV(s), how many miles did you travel to get to your riding destination? [SPECIFY: THIS DOES NOT INCLUDE MILEAGE ON OHV DURING RECREATIONAL EXPERIENCE, JUST THE MILEAGE TO TRAIL HEAD OR RIDING AREA]

_____[MILES TRAVELED]

2d. Would you say that this is more, about the same, or less distance than you typically travel to get to a destination to ride your ATV?
   - ☐ More
   - ☐ About the same
   - ☐ Less
   - ☐ Don't know
   - ☐ Refused

2e. Was your trip on [CHECK ALL THAT APPLY]
   - ☐ Private land
   - ☐ State land
   - ☐ BLM land
   - ☐ Forest Service land
   - ☐ National Park Service land
   - ☐ other _____
   - ☐ Don't know

2f. Did you ride
   - ☐ Off established trails or roads
   - ☐ On a double track trail (about 50" wide
   - ☐ On an ATV course
   - ☐ On a road, or
   - ☐ other area [SPECIFY:_____]

2g. What type of riding do you prefer?
   _____
   [OPEN ENDED -- READ RESPONSES TO 2f AGAIN IF NECESSARY]

2h. On your last trip, once you arrived at your riding destination, how much gas did you use in *each* of your ATV(s)? This should *not* include the fuel required to get you to and from your riding destination.

_____ [GAL. #1] ____ [GAL.#2] _____ [GAL.#3] _____ [GAL.#4]

[IF MORE THAN ONE, GET GALLONS FOR EACH
"IS THAT FOR ALL YOUR ATVs COMBINED OR FOR EACH?"
WRITE IN RESPONSES OR WRITE "DON"T KNOW" ("DK") IN MARGIN]

2i. Again, once you arrived at your riding destination, how many miles did you travel on your ATV during your last trip? [SPECIFY: THIS INCLUDES ONLY THE MILES TRAVELED AS PART OF THE RECREATIONAL EXPERIENCE, NOT TO TRAVEL TO RIDING AREA]

_____ , _____, _____, _____ [ENTER MILEAGE FOR EACH VEHICLE]

2j. While on your ATV during your last trip, did you stop to do any other recreational activities along the way?

- ☐ Yes
- ☐ No [GO TO 2k]
- ☐ Don't know
- ☐ Refused

[IF YES]
What else did you do? [DO NOT READ RESPONSES: CHECK OFF OR ADD TO OTHER]

- ☐ Hunting
- ☐ Fishing
- ☐ Camping
- ☐ Rockhounding
- ☐ Artifact collecting
- ☐ Access to edge of Roadless Area
- ☐ Other _____

[PROBE:"ANYTHING ELSE"? GIVE EXAMPLE OR TWO ONLY IF ASKED]

2k. Approximately how many trips did you make with *your / each* ATV(s) within the last 12 months?

_____ [# TRIPS FOR VEH #1] _____[#2] _____ [#3] _____ [#4]

2l In general, would you say this number of trips is more, about the same or less than you typically take in a year?

- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

2m. Including yourself, what are the ages and genders of the each member of your household who operate the ATV(s) registered in your name? [ENTER AGES AND GENDERS IN CHART BELOW]

Ages of Operators	Gender (circle one)	Skill level indicated
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E

2n. For each of the ATV operators you just listed, would you classify their level as: Beginner, Intermediate, Advanced, or Expert?
[CIRCLE APPROPRIATE LETTER IN RIGHT COLUMN ABOVE]

[READ CAREFULLY]

2o. How much would you estimate you paid in property taxes on *(all* of) your ATV(s)? By property taxes I mean, the amount you paid in taxes assessed by the county, not including the **$12.50** registration fee.

$_____ [ENTER DOLLAR AMOUNT]

[PROBE: "THIS IS FOR ALL OF YOUR ATVs COMBINED"?]

2p. When operating your ATV(s), how often do you wear a helmet?

- ☐ Always
- ☐ Usually
- ☐ Sometimes
- ☐ Rarely
- ☐ Never
- ☐ Don't know
- ☐ Refused

2q. Do you think that helmets should be required for everyone when riding ATVs?

- ☐ Yes
- ☐ No
- ☐ Don't know
- ☐ Refused

GO TO NEXT PAGE

3. Do you own a four wheel drive vehicle, like a jeep, truck or 4 x 4 Sport Utility Vehicle?
- ☐ Yes [GO TO 3A]
- ☐ No [GO TO 4 -- page 11]
- ☐ Don't know
- ☐ Refused

3a. How many 4-wheel drive vehicles are registered in your name?
_____ [ENTER NUMBER]
- ☐ Don't know
- ☐ Refused

3b. What percent of total driving time in each of these vehicles would you say is driving for recreational purpose off of paved roads?
_____%
_____% [IF 0% THEN SKIP TO #4, PAGE 11]
_____%

3c. Are any of these vehicles registered only as off-road vehicles, meaning they are not registered to drive on roads as street legal vehicles?
- ☐ Yes ---- How many? _____[ENTER NUMBER]
- ☐ No
- ☐ Don't know
- ☐ Refused

For the rest of this section please think only of the four wheel drive vehicles that you actually drive off of main roads and highways, in conditions that may require 4-wheel drive at times.

3d. [IF MORE THAN ONE REGISTERED IN RESPONDENTS NAME]
How many 4-wheel drive vehicles did you take on your last trip that are registered in your name?
_____[ENTER NUMBER]

3e. Where did you go on your last trip?
_____[REGION, AS SPECIFIC AS POSSIBLE]

3f. Thinking again about your last trip with your 4-wheel drive vehicle(s), how many miles did you travel to get to your riding destination?

[SPECIFY: THIS DOES NOT INCLUDE MILEAGE ON OHV DURING RECREATIONAL EXPERIENCE, JUST THE MILEAGE TO TRAIL HEAD OR RIDING AREA]
_____[MILES TRAVELED]

3g. Would you say that this is more, about the same, or less distance than you typically travel to get to a destination to drive your 4x4?
- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

3h. Was your trip on [CHECK ALL THAT APPLY]

- ☐ Private land
- ☐ State land
- ☐ BLM land
- ☐ Forest Service land
- ☐ National Park Service land
- ☐ other _____
- ☐ Don't know

3i. Did you drive

- ☐ Off established roads or trails
- ☐ On a dirt or gravel road
- ☐ On a jeep trail or
- ☐ other area [SPECIFY:_____]

3j. What type of driving do you prefer?

_____

[OPEN ENDED -- READ RESPONSES TO 3i AGAIN IF NECESSARY]

3k. On your last trip, once you arrived at your off road driving area, how much gas did you use in *this / each* 4-wheel drive vehicle? This should *not* include the fuel required to get you to and from your off road driving area.

_____ [GAL. #1] ____ [GAL.#2] _____ [GAL.#3] _____ [GAL.#4]

[IF MORE THAN ONE, GET GALLONS FOR EACH
PROBE: "IS THAT FOR ALL YOUR 4- WHEEL DRIVE VEHICLES OR FOR EACH?"
WRITE IN RESPONSES OR WRITE "DON"T KNOW" ("DK) IN MARGIN]

3l. Again, once you arrived at your off road driving area, how many miles did you travel in your 4-wheel drive vehicle during your last trip? [SPECIFY: THIS INCLUDES ONLY THE MILES TRAVELED AS PART OF THE RECREATIONAL EXPERIENCE, NOT TO TRAVEL TO DRIVING AREA]

_____ , _____ , _____, _____ [ENTER MILEAGE FOR EACH VEHICLE]

3m. While in your 4-wheel drive vehicle, during your last trip, did you stop to do any other recreational activities along the way?

- ☐ Yes
- ☐ No [GO TO 3n]
- ☐ Don't know
- ☐ Refused

[IF YES]
What else did you do? [DO NOT READ RESPONSES: CHECK OFF OR ADD TO OTHER]

- ☐ Hunting
- ☐ Fishing
- ☐ Camping
- ☐ Rockhounding
- ☐ Artifact collecting
- ☐ Access to edge of Roadless Area
- ☐ Other _____

[PROBE: "ANYTHING ELSE"? GIVE EXAMPLE OR TWO ONLY IF ASKED]

3n. Approximately how many trips did you make with *your /(each)* vehicle within the last 12 months?
_____ [# TRIPS FOR VEH #1] _____[#2] _____ [#3] _____ [#4]

3o. In general, would you say this number of trips is more, about the same or less than you typically take in a year?
- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

3p. Including yourself, what is the age and gender of the each member of your household who drives the 4-wheel drive vehicle(s) registered in your name for Off Highway recreation? [ENTER AGES AND GENDERS IN CHART BELOW]

Ages of Operators	Gender (circle one)	Skill level indicated
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E

3q. For each of the 4-wheel drivers you just listed would you classify their 4-wheel driving experience level as: Beginner, Intermediate, Advanced, or Expert?
[CIRCLE APPROPRIATE LETTER IN RIGHT COLUMN ABOVE]

3r. How much would you estimate you paid in property taxes on *all* of your 4-wheel drive vehicle(s)? By property taxes I mean, the amount you paid in taxes assessed by the county, separate from the registration fee.
$_____ [ENTER DOLLAR AMOUNT]

["IS THIS FOR ALL OF YOUR 4-WHEEL DRIVE VEHICLES COMBINED OR FOR EACH"?]

GO ON TO NEXT PAGE

4. Do you own a snowmobile?

- ☐ Yes [GO TO 4b]
- ☐ No [GO TO 5 -- page 12]
- ☐ Don't know
- ☐ Refused

4b. Was your last trip with your snowmobile on

- ☐ Private land
- ☐ State land
- ☐ BLM land
- ☐ Forest Service land
- ☐ National Park Service land
- ☐ other _____
- ☐ Don't know

4c. On your last trip, once you arrived at your riding destination, how much gas did you use in *each* Snowmobile? This should *not* include the fuel required to get you to and from your riding destination. Just while you were there.
_____ [GAL. #1] ____ [GAL.#2] _____ [GAL.#3] _____ [GAL.#4]

[IF MORE THAN ONE, GET GALLONS FOR EACH "IS THAT FOR ALL YOUR ATVs COMBINED OR FOR EACH?"]

4d. Including yourself, what is the age and gender of the each member of your household who operates the snowmobiles registered in your name?
[ENTER AGES AND GENDERS IN CHART BELOW]

Ages of Operators	Gender (circle one)	Skill level indicated
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E

4e. For each of the snowmobile operators you just listed, would you classify their level of experience as: Beginner, Intermediate, Advanced, or Expert?
[CIRCLE THE APPROPRIATE LETTER IN RIGHT COLUMN ABOVE]

4f. How much would you estimate you paid in property taxes on *(all* of) your snowmobile(s)? By property taxes I mean, the amount you paid in taxes assessed by the county, not including the $12.50 OHV registration fee.
$_____ [ENTER DOLLAR AMOUNT]

[THIS IS FOR ALL OF YOUR SNOWMOBILES COMBINED?]

GO ON TO NEXT PAGE

5. Do you own any other type of Off Highway Vehicle, including any other non-street legal vehicle that we have not talked about?

- ☐ yes [GO TO 5a]
- ☐ no [GO TO 6 -- page 15]
- ☐ Don't know
- ☐ Refused

5a. What kind of vehicle is it and how many of these are registered in your name?

_____[ENTER TYPE]
_____ [ENTER NUMBER]

- ☐ Don't know
- ☐ Refused

[IF MORE THAN ONE]

How many ( ) did you take on your last trip that are registered in your name?
_____[ENTER NUMBER]

5b. Where did you go on your last trip?
_____[TRAIL OR REGION, AS SPECIFIC AS POSSIBLE]

5c. Thinking again about your last trip with your (_____), how many miles did you travel to get to your riding destination? [SPECIFY: THIS DOES NOT INCLUDE MILEAGE ON OHV DURING RECREATIONAL EXPERIENCE, JUST THE MILEAGE TO TRAIL HEAD OR RIDING AREA]

_____[MILES TRAVELED]

5d. Would you say that this is more, about the same, or less distance than you typically travel to get to a destination to ride your (_____)?

- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

5e. Was your trip on [CHECK ALL THAT APPLY]

- ☐ Private land
- ☐ State land
- ☐ BLM land
- ☐ Forest Service land
- ☐ National Park Service land
- ☐ other _____
- ☐ Don't know

5f. Did you ride

- ☐ Off established roads or trails
- ☐ On a double track road (about 50" wide)
- ☐ On a single track road (about 20" wide)
- ☐ On a motorcross track area or OHV course
- ☐ On a road
- ☐ other area [SPECIFY:_____]

5g. What type of riding do you prefer?

_____

[OPEN ENDED -- READ RESPONSES TO 5f. AGAIN IF NECESSARY]

5h. **On your last trip, once you arrived at your riding destination, how much gas did you use in of *each* ( )? This should *not* include the fuel required to get you to and from your riding destination.**

_____ [GAL. #1] ____ [GAL.#2] _____ [GAL.#3] _____ [GAL.#4]

[IF MORE THAN ONE ( ), GET GALLONS FOR EACH
"IS THAT FOR ALL YOUR (_____) COMBINED, OR FOR EACH SEPARATELY?"]

5i. **Again, once you arrived at your riding destination, how many miles did you travel on your ( ) during your last trip? [SPECIFY: THIS INCLUDES ONLY THE MILES TRAVELED AS PART OF THE RECREATIONAL EXPERIENCE, NOT TO TRAVEL TO RIDING AREA]**

_____ , _____ , _____ , _____ , [ENTER MILEAGE FOR EACH VEHICLE]

5j. While on your (_____), during your last trip, did you stop to do any other recreational activities along the way?

- ☐ Yes
- ☐ No [GO TO 5k]
- ☐ Don't know
- ☐ Refused

[IF YES]
What else did you do? [DO NOT READ RESPONSES: CHECK OFF OR ADD TO OTHER]

- ☐ Hunting
- ☐ Fishing
- ☐ Camping
- ☐ Rockhounding
- ☐ Artifact collecting
- ☐ Access to edge of Roadless Area
- ☐ Other _____

[PROBE: ANYTHING ELSE? GIVE EXAMPLE OR TWO ONLY IF ASKED]

5k. Approximately how many trips did you make with *your / each [IF MORE THAN ONE]* (_____) within the last 12 months?

_____ [# TRIPS FOR VEH #1] _____[#2] _____ [#3] _____ [#4]

5l. In general, would you say this number of trips is more, about the same or less than you typically take in a year?

- ☐ More
- ☐ About the same
- ☐ Less
- ☐ Don't know
- ☐ Refused

5m. Including yourself, what is the age and gender of the each member of your household who operates the (_____) registered in your name?
[ENTER AGES AND GENDERS IN CHART BELOW]

Ages of Operators	Gender (circle one)	Skill level indicated
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E
	M / F	B I A E

5n. For each of the (_____)operators you just listed, would you classify their experience level as: Beginner, Intermediate, Advanced, or Expert?
[CIRCLE THE APPROPRIATE LETTER IN RIGHT COLUMN ABOVE]

5o. How much would you estimate you paid in property taxes on *(all* of) your (_____)? By property taxes I mean, the amount you paid in taxes assessed by the county, not including the $12.50 OHV registration fee.
$_____ [ENTER DOLLAR AMOUNT]

[PROBE: "IS THIS FOR ALL OF YOUR (_____) COMBINED"?]

5p. When operating your (_____), how often do you wear a helmet?
- ☐ Always
- ☐ Usually
- ☐ Sometimes
- ☐ Rarely
- ☐ Never
- ☐ Don't know
- ☐ Refused

5q. Do you think that helmets should be required for everyone when riding a(n) (_____)?
- ☐ Yes
- ☐ No
- ☐ Don't know
- ☐ Refused

GO TO NEXT PAGE

6. Are you familiar with the Utah Division of Parks and Recreation Off Highway Vehicle Program, or OHV program?

- ☐ Yes
- ☐ No **[GO TO 9]**
- ☐ Don't know
- ☐ Refused

7. What, as far as you know, is the primary role of the OHV program? [LEAVE AS AN OPEN ENDED QUESTION --CHECK ONE RESPONSE]

- ☐ Safety education
- ☐ Establish rules and regulations
- ☐ Generate revenue
- ☐ Create and maintain designated OHV areas
- ☐ Sign and mark trails
- ☐ Enforce laws and regulations
- ☐ Other _____
- ☐ Don't know
- ☐ Refused

8. Please listen to the following statement and tell me if you agree or disagree with it:
"Utah's OHV program is an asset to the state and the OHV user"

[ONCE THE RESPONDENT HAS AGREED OR DISAGREED ASK ...]
Do you _____ somewhat or strongly?

[CHECK APPROPRIATE BOX]

- ☐ Agree strongly
- ☐ Agree somewhat
- ☐ Disagree somewhat
- ☐ Disagree strongly
- ☐ Don't know
- ☐ Refused
- ☐ No opinion / neutral

9. Are you familiar with the OHV education program, "Know before you go"?

- ☐ Yes
- ☐ No [**GO TO 14**]
- ☐ Don't know
- ☐ Refused

10. Have you or any of your immediate family members participated in this program?

- ☐ Yes
- ☐ No
- ☐ Don't know
- ☐ Refused

11. How important do you think the OHV Education Program is to the overall OHV program? Would you say it is...

[READ ONLY THE FIRST COLUMN ALOUD]

- ☐ Not at all important
- ☐ Somewhat important
- ☐ Moderately important
- ☐ Very important
- ☐ Don't know
- ☐ Refused

12. Do you think that the OHV Education Program should be mandatory for all riders of OHV's, not just those without valid driver's licences?

- ☐ Yes
- ☐ No
- ☐ Don't know
- ☐ Refused

13. If you could make one suggestion to improve the OHV Education program, what would it be? [DON'T READ THE LIST, JUST CHECK OFF INITIAL RESPONSE, OR LIST OTHER RESPONSE VERBATIM IF UNSURE]

- ☐ More hands on training
- ☐ Shorten the class
- ☐ Have classroom only
- ☐ Have a written test through the mail
- ☐ No education should be required
- ☐ **Make it more convenient to attend**
- ☐ **Improve communication about times, and locations it is offered**
- ☐ Would make no improvements
- ☐ [Don't know]
- ☐ [Refused]
- ☐ [OTHER]

_____
_____
_____
_____

14. Thinking about the number of areas open to OHV use in Utah. Would you say there are too many, about the right amount, or not enough areas?

- ☐ Too many
- ☐ About right
- ☐ Not enough
- ☐ Don't know
- ☐ Refused

15. Do you think there should be more, about the same, or less law enforcement presence in OHV areas?

- ☐ More
- ☐ About the same
- ☐ Less

[GO ON TO NEXT PAGE]

16. I'm going to read several types of Off Highway Vehicle services or facilities. I want you to think abut how important is it to you personally, that OHV Registration and tax money is spent on each of these. Please respond by saying Not important, Somewhat important, Moderately important or Very important. [CHECK BOX -- REPEAT SCALE AS NEEDED]

		Not important	Somewhat important	Moderately important	Very Important
a	How important is it to you that money is spent on new trail construction? Would you say... [READ RESPONSES]				
b	How about money spent on printed maps and trail guides?				
c	What about money for trailheads and parking lots, including sanitation facilities, like restrooms or garbage cans?				
d	How important is money spent on maintaining existing trails?				
e	How about money for trail marking and signs?				
f	What about money spent in areas closer to home?				
g	How about for law enforcement?				
h	How important is money to provide open riding areas?				
i	Money to provide access to public land?				
j	How important is to spend money distributing information, including rules and operator etiquette?				

17. Of the list I just spoke about, where do you *think* most of the OHV Registration and tax money is being spent? [CIRCLE RESPONSE ON ABOVE LIST- REPEAT IF NECESSARY]

☐ Don't know
☐ Refused

GO ON TO NEXT PAGE

18. Looking ahead, what do you think the most important issue affecting OHV use is in Utah? [DO NOT READ RESPONSES. LEAVE OPEN ENDED AND CHECK INITIAL RESPONSE OR LIST RESPONSE VERBATIM IF UNSURE]

- ☐ Knowing where to ride
- ☐ Having enough places to ride
- ☐ Resource Management / Conservation
- ☐ Safety
- ☐ Trailhead facilities / areas where you begin your ride
- ☐ Increased public awareness / more Information out to public
- ☐ Access to public lands
- ☐ **Crowding**
- ☐ **Trail Maintenance**
- ☐ **Increasing cost**
- ☐ Limited funding
- ☐ Signing
- ☐ Maps
- ☐ **Education**

Don't know
- ☐ Refused
- ☐ Other [SPECIFY]_____

_____
_____
_____
_____
_____
_____
_____
_____
_____

19. **Do you belong to or are you affiliated with an OHV recreation organization or club?**

- ☐ **Yes**
- ☐ **No**
- ☐ Don't know
- ☐ Refused

If yes, which ones?

_____[LIST ORGANIZATIONS]
_____
_____

GO ON TO NEXT PAGE

20. These last few questions are for statistical purposes only.

What was your TOTAL pre-tax combined household income from all wage earners during the past 12 months? Please, include money from all sources, not just wages and salaries.

- ☐ Less than $30,000
- ☐ $30,000 - $60,000
- ☐ $60,000 - $90,000
- ☐ $90,000 - $120,000
- ☐ Over $120,000
- ☐ **Don't know**
- ☐ Refused

21. What was your age on your last birthday?

_____[ENTER NUMBER]

- ☐ Don't know
- ☐ Refused

22. How many people are there living or staying in your household, including yourself?

_____[ENTER NUMBER]

- ☐ Don't know
- ☐ Refused

23. Of these individuals, how many are age 17 or younger?

- ☐ Enter number_____
- ☐ Don't know
- ☐ Refused

24. What is your zip code?

Enter number_____

- ☐ Don't know
- ☐ Refused

25. Would you like to receive a summary of the results in this study?

- ☐ Yes [VERIFY ADDRESS AND WRITE "SUMMARY" ON COVER SHEET]
- ☐ No

26. Would you like to add any additional comments?

- ☐ Yes [ENTER COMMENTS BELOW]
- ☐ No

_____
_____
_____
_____
_____

Thank you very much for your time, your information is very valuable to us in this study.

Appendix B

Verbatim Responses to Open-ended Questions

All verbatim answers to the question "Where did you go".

*motorcycle**	*ATV**	*4x4**	*Location*	*County*	*Travel Region*
0	1	0	**12 Mile Canyon**		
0	1	0	**40 Mile Mt.**		
1	2	0	**Alpine**	**Utah**	**Mountainland**
0	5	0	**American Fork Canyon**	**Wasatch**	**Mountainland**
1	1	0	**Arizona**		**Arizona**
0	2	1	**Arizona strip**		**Arizona**
1	1	0	**Around the ranch**		
0	2	1	**Bear Lake**	**Rich**	**Bear River**
0	4	0	**Beaver Mtn**	**Cache**	**Bear River**
0	3	1	**Bookcliffs**	**Carbon**	**Southeastern**
0	5	2	**Boulder Mountain**	**Garfield**	**Southwestern**
0	1	0	**Bountiful area**	**Davis**	**Wasatch Front**
0	1	0	**Brigham City (bird refuge)**	**Box Elder**	**Bear River**
0	2	0	**Bryce Canyon**	**Garfield**	**Southwestern**
0	1	0	**Butler**		
0	1	0	**Cache Valley**	**Cache**	**Bear River**
0	2	0	**Cainville**	**Wayne**	**Central**
0	1	0	**Capital Reef**	**Wayne**	**Central**
1	3	1	**Carbon County**	**Carbon**	**Southeastern**
0	1	0	**Castledale**	**Emery**	**Southeastern**
1	3	0	**Cedar Fork**	**Utah**	**Mountainland**
0	3	1	**Cedar Mountain**	**Iron**	**Southwestern**
1	1	1	**Cherry Creek**	**Davis**	**Wasatch Front**
0	0	1	**Chicken Creek**	**Grand**	**Southeastern**
0	1	0	**Chicken Creek**	**Grand**	**Southeastern**
0	1	0	**Church Canyon, Elsinore**	**Sevier**	**Central**
0	1	0	**Coalville**	**Summit**	**Mountainland**
0	2	1	**Colorado**		**Colorado**
2	5	0	**Coral Pink Sand Dunes**	**Washington**	**Southwestern**
0	1	0	**Dalenport Canyon**	**Tooele**	**Wasatch Front**
0	1	0	**Devils Race Track(in Price)**	**Carbon**	**Southeastern**
0	1	0	**Diamond Fork**	**Utah**	**Mountainland**
0	1	0	**Duchesne**	**Duchesne**	**Uintah Basin**
0	1	0	**Emigration Canyon**	**Salt Lake**	**Wasatch Front**
0	1	0	**Escalante**	**Garfield**	**Southwestern**
0	4	0	**Eureka**	**Juab**	**Central**
0	1	0	**Fairfield**		
0	6	2	**Fairview Canyon**	**San Pete**	**Central**
0	1	0	**Farmington**	**Davis**	**Wasatch Front**
0	1	0	**Farmington Canyon**	**Davis**	**Wasatch Front**
0	7	1	**Fishlake area**	**Sevier**	**Central**
1	0	0	**Five Mile Pass**		
2	2	0	**Five Mile Canyon**		
0	3	0	**Flaming Gorge area**	**Daggett**	**Uintah Basin**
1	0	0	**Foothills**		
0	1	1	**Goblin Valley**	**Emery/Grand**	**Central**

1	3	0	Gooseberry Reservoir	Carbon	Southeastern
0	1	0	Grantsville Res.	Tooele	Wasatch Front
0	3	0	Great Salt Lake area	Salt Lake	Wasatch Front
0	1	0	Great Western Trail	Weber	Wasatch Front
0	2	0	Green River area	Grand	Southeastern
0	1	0	Grouse Creek	Box Elder	Bear River
0	1	0	Hanksville	Wayne	Central
0	1	0	Hardware Ranch	Cache	Bear River
1	1	0	Heber	Wasatch	Mountainland
0	2	1	Henry Mountains	Wayne	Central
0	1	0	Hobbie Creek		
0	1	0	Huntington Canyon	Emery	Southeastern
0	1	0	Huntsville	Weber	Wasatch Front
1	2	0	Hurricane	Washington	Southwestern
0	4	1	Idaho		Idaho
0	1	0	Iron Mines		
0	1	0	Island Park		Idaho
3	6	0	Jericho	Juab	Central
1	2	2	Joe's Valley	Emery	Southeastern
1	2	0	Kamus	Summit	Mountainland
1	1	0	Kanab	Kane	Southwestern
0	2	0	Kanab	Kane	Southwestern
0	1	0	Kimberley		
0	1	0	Knolls		
0	1	2	Lake Powell	Kane	Southwestern
0	1	0	Lehi	Utah	Mountainland
7	17	0	Little Sahara	Juab	Central
0	1	0	Loa	Wayne	Central
0	5	2	Logan Canyon	Cache	Bear River
0	1	0	Malad	Idaho	
0	3	0	Manti	San Pete	Central
0	2	1	Manti La Sal	San Juan	Southeastern
0	1	0	Mayfield	Cache	Bear River
1	0	0	Mexico		
0	1	0	Midway	Wasatch	Mountainland
1	0	0	Millcreek Canyon	Cache	Bear River
0	1	0	Millville Canyon	Cache	Bear River
0	2	0	Mirror Lake area	Uintah	Uintah Basin
3	6	3	Moab	Grand	Southeastern
1	0	0	Mollys Nipple	Washington	Southwestern
0	1	0	Monte Cristo	Cache	Bear River
0	1	0	Monticello	San Juan	Southeastern
0	1	0	Moon Lake	Weber	Wasatch Front
0	1	0	Mt. Carmel	Kane	Southwestern
0	1	0	Mt. Green	Morgan	Wasatch Front
1	2	1	Mt. Ogden	Weber	Wasatch Front
0	1	0	Mt. Pleasant	San Pete	Central
0	3	0	N/A		
0	1	0	Nevada		
0	1	0	Northeastern Utah		
0	1	0	Orderville	Kane	Southwestern
0	3	1	Panguitch	Garfield	Southwestern
0	1	1	Park Valley	Box Elder	Bear River
0	1	0	Payson Canyon	Utah	Mountainland
0	1	0	Peak Desert		
0	3	0	Piute Trail	Piute	Central
0	1	0	Piute Trail (see 90)	Piute	Central

1	1	0	**Point of the Mountain**	**Salt Lake/Utah**	**Wasatch Front**
0	1	0	**Pony Express(near Delta)**	**Millard**	**Central**
2	13	0	**Private Property**		
0	1	1	**Provo Canyon**	**Utah**	**Mountainland**
0	2	0	**Q-bar City**		
1	0	0	**Race track, St. George**	**Washington**	**Southwestern**
0	0	1	**Red Creek Reservoir**		
1	2	0	**Redmond**	**Sevier**	**Central**
2	7	1	**Richfield**	**Sevier**	**Central**
0	0	1	**Roonds Park**	**Daggett**	**Unitah Basin**
0	0	0	**Salem**	**Utah**	**Mountainland**
0	1	0	**Salina Canyon**	**Sevier**	**Central**
1	1	0	**Salt Canyon Road**	**Salt Lake**	**Wasatch Front**
0	2	0	**San Juan**	**San Juan**	**Southeastern**
5	7	2	**San Rafael Swell**	**Emery**	**Southeastern**
0	3	0	**SLC - canyon**	**Salt Lake**	**Wasatch Front**
1	1	0	**Southern Utah**		
1	3	0	**St George area (dunes)**	**Washington**	**Southwestern**
0	1	1	**St. Anthony (dunes)**		**Idaho**
0	1	0	**ST. George, Mc. Taco**	**Washington**	**Southwestern**
0	2	0	**Star Valley, WY**		
0	1	0	**Starvation Canyon - Price**	**Carbon**	**Southeastern**
0	8	2	**Strawberry Canyon**	**Duchesne**	**Uintah Basin**
0	1	0	**Tabiona**	**Duchesne**	**Uintah Basin**
1	0	0	**Temple Mountain**	**Emery**	**Southeastern**
1	0	0	**Tooele-Desert Peak Rec. Complex**	**Tooele**	**Wasatch Front**
0	1	0	**Tuchor Mtn**		
2	11	0	**Uintahs (soapstone basin)**	**Uintah**	**Uintah Basin**
1	0	0	**Utah Hill**		
2	7	0	**Vernal**	**Uintah**	**Uintah Basin**
0	1	0	**Water valley (dunes)**	**Salt Lake**	**Wasatch Front**
0	1	0	**Wells Canyon**	**Kane**	**Southwestern**
0	2	0	**Wendover**	**Nevada**	
6	9	3	**West Desert**	**Juab**	**Central**
1	0	0	**West Mountain**	**Utah**	**Mountainland**
0	1	0	**White Sands Wash**	**New Mexico**	
0	1	0	**Willard Bay**	**Box Elder**	**Bear River**
0	1	0	**Wyoming**	**Wyoming**	
0	1	0	**Zion area**	**Washington**	**Southwestern**

* number of respondents who indicated they had visited each place on their last trip, broken out by vehicle class.

Number of Respondents who indicated they participated in the following activities on their last OHV outing reported as "other"

	Motorcycle (N = 4)	ATV (N = 28)	4x4 (N = 3)
National Park Visits	0	1	0
Boating	0	1	1
Watch A Race	0	2	0
Biking	0	1	0
Towed Sleds	0	0	0
Photography	0	4	1
Race	1	0	0
Picnic	0	8	0
Enjoy the smell	1	0	0
Swimming	0	1	0
Explore Mines	0	1	0
Shooting	1	3	0
Drink Beer	0	1	0
Back Packing	0	1	0
Getting A Christmas Tree	0	0	1
Tubing	0	1	0
Paragliding	1	0	0
Trapping	0	1	0
Check Cattle	0	1	0
Access to Cabin	0	1	0

All verbatim responses to the question "Which Organizations are you a part of"	
Organization	**Number of Respondents**
American Motorcycle Association	3
ATV Association	1
Blue Ribbon Coalition	4
Cache Valley High	3
Carbon Emery Motorcycle Club	1
Emery County OTTV Club	1
Fairview Riders	1
High Markers	1
Racing Club	2
Skyline Snowriders	2
Snowmobile Snowflakes Club	1
Southeastern OHV Club	3
Southern Utah Land Users	1
Utah Desert Foxes Motorcycle Club	1
Utah Off Road	1
Utah Shared Access Alliance	4
Utah Sports Rider's Association	2
Utah Trail Machine Association	3
Utah Valley OTLV	1

Responses categorized as "other" for the question, "What is the primary role of the OHV program"

	Number of Respondents
Develop an alliance between users & BLM to maintain areas	1
Protect environment and still allow people to ride	3
Keep roads open	2
Classes	1
Take care of environment	1
Monitor off road travel	1
For people to enjoy	2
Use program	2
Cause me grief	1
Maps	1

Responses categorized as "other" for the question, "Where do you think the money is being spent"

	Number of Respondents
Closing Areas	3
Administrators	13
Litigation/court cases	3
Land restoration	1
Someone's pocket	1
Doesn't go back to activities	4
Lawyers	1
Roads	1
Lobbyists	1
Closing trails	2
Wasted on programs and areas	1
Education	1
Grooming snowmobile trails	1
School fund	1

All verbatim responses to the question, "What would you do to change the Education Program"	
	Number of Respondents
Keep it the same	1
Make public more aware of program	8
Educate about the importance of obeying laws and regulations	3
Take more time with participants	1
Take a trash bag	1
Make hands on training more realistic(hills, high speeds, etc)	1
Emphasize courtesy to others	2
Make it required for all	3
Lower the age restriction	1
Put it with Driver's Education	1
Better tests	1
Stress where not to ride	4
Emphasize speed and helmets	2
Teach more courtesy to the land	4
Only new or inexperienced riders should have to take it	1
More safety	2
Get certificates out more quickly	1
Offer at more locations	1
Make it more challenging for all riders	1
Better instructors	1
Enforce it on all unlicenced drivers	1
Get rid of it	1
Stress picking up litter	1
Schedule more sessions (2-3 months apart is too long)	1
Make it required	2

Responses categorized as "other" for the question "What is the most important issue facing OHV use in Utah"	
	Number of Respondents
Non-riders ruining it	1
Maintaining users' rights	2
Banning 2-stroke engines	1
Making public aware of issues	2
Littering	2
Attitudes of riders, being courteous	3
People outside of Utah influencing decisions on our land	2
Users abusing the land	11
Bias against OHV Users	1
Trespassing on private property	2
Closing roads only to four wheelers and not trucks	1
Closer areas to ride	2
Sierra Club trying to close areas down	2
Obeying rules	4
Law enforcement	2
Training riders to keep on the trails	1
Lack of education of OHV users	1
Selecting a representative who will represent us as we want	1
People say ATVs cause pollution when it isn't true	1
Ecology groups conflicting views of what should be protected	1
Needs more laws	1
Environmentalists	5
Access to riding areas	1
Need more research before areas are closed	1

Appendix C

Additional Comments

Additional Comments

Would like to see more motocross areas.
Need to be places for kids to ride.
Senior Citizens do not do any harm.
Keep trails Open!
Don't restrict federal lands to motorized recreation. Keep them open.
Enforce the existing laws!
There are too many enforcers of the laws.
Reasonable use is the key.
There are too many areas closing in the mountains.
We have no where to go, then we start trespassing.
Open more areas!
Lands are being taken away, we need to fight for them. I see two sides, environmentalists are fighting to take it away.
People need to ride safer.
Keep remaining trails open.
Soapstone area up to Daddles area has bad trails.
Mark were you can and can't ride better.
Keep areas clean. Too many beer cans.
Any mountain bikes on trails should be registered.
Make people license skies and bikes.
Wouldn't mind paying trails usage fee, if they maintained trails better.
Snowmobile trials need to be groomed better.
Studies that the BLM and USFS do are one sided, should let us have a study for impacts, involving more people.
We should all be environmentalists to a point.
I support development and closing areas with out trails.
Don't close any more land!
Some land closures are important. But keep lands open for use too.
I appreciate being able to ride and I hope we can always ride.
Stop closing trails!
Most of us are riding responsibly, we shouldn't get penalized for those who don't.
Don't close anymore land.
Keep environmentalists out, let Utahns run it!
Concerned about open land.
If people want trails, those people should make the trails.
OHV users could help more with the trails.
Do a better job of budgeting money, put money back into the programs. Take care of what we have.
Environmentalists suck! They do more to hurt and ruin the state than any OHV user.
OHV users need to be safer.
They should get rid of the Forest Service guys. They are bad, they break laws too.
Keep trails open! If they kept some trails open they would not have so much destruction.
Don't like closure of National Parks (Yellowstone) to snowmobiles. ABSOLUTELY WRONG!
To many areas have been closed, so it is no longer any fun. I have more fun on my road bike. Don't know why they are closing everything.

I'm concerned about land closures, the Federal Government and President are closing our land.
In Main Canyon they are too strict!
Logging trails cause more damage to the ecosystem than any OHV user ever does.
We need more places to go and more trails so we can find solitude.
I like having places to go, closing off areas is hurting families.
Keep areas open and maintain the existing trails, don't build new roads.
Make more education pamphlets available.
Open the dirt roads, why are motorbikes allowed, but not ATV's?
Need more places were you can take your ATV's and ride them.
I think there are fewer and fewer places to ride.
More enforcement and education of laws.
Keep places open.
Encourage the kids to recreate, recreation keeps families together.
I hope that they don't give up, and just close all land.
I hope land is closed for the right reasons.
Keep the government out of the closures.
Do a rotation closure, 3 to 5 year cycles.
Let Utah citizens decide what to do with their lands. Not people back east.
Stop closing the lands.
Have more guided tours for ATV.
Build trails so people don't damage the land to see the scenery.
Funnel people into certain areas.
There is room for everyone, treat everyone fairly.
Build more trails, let us see the country.
The roads and trails should be left open.
I want more information, like maps and trail guide. Make them accessible as well.
We enjoy our bikes and would like to stay on the public lands. We are responsible users, as should everyone.
There needs to be more education.
Veterans protected the land. We should be able to go where we want, because we fought for it.
Don't close roads made a 100 years ago, why close them now?
Why are four-wheelers not allowed on roads?
Kick environmentalists in the butt and let us have some fun.
Keep the public lands open.
Hope that we can see more volunteers doing trail work, not the clubs.
Don't spend tax money to do the trail work.
Hikers have too much pull, they are the minority.
OHV money is being used against the OHV users.
I believe 2% do 98% of the damage, it ruins it for everyone else. Those people should be penalized.
It's a political issue, those seeking to close areas are using devious political means.
Most people are prudent in their use of OHV's, but not all.
We have to accept regulations and follow them.
We need to care for the environment, but not to the extent that it constrains reasonable activity.
I have two children that have a condition that prevents them from experiencing nature by walking or backpacking, they need the ATV's.

Don't lock up public land.
Better training would lower the amount of abuse by OHV users.
I like the west desert, keep it open.
There need to be a happy medium.
This is on the right track.
Doing a good job keeping a happy medium between users and green people.
USFS land open, don't advertise it, keep it quiet.
Helmets should be required for certain ages or speed limits.
Lower the taxes.
Take care of the riders, watch out for us.
Bad habit of not using the money where they say it will go, i.e. trail maintenance.
Environmentalists are not telling the truth just misrepresenting facts, and taking money just for litigations.
Make facilities ADA(handicap) accessible.
I want access in to wilderness for handicapped people.
I would like to see improvements in the Dept. of NR. They listen to environmentalists too much.
Current Creek Reservoir is a gravel road that is considered a highway, why can't we ride on it with ATV's but snowmobiles can?
We don't need any more new trails if you stop closing down the existing ones.
We need better information on the areas, and it needs to be more available.
Keep the public lands open.
I want easy access to travel maps, and pamphlets on what I can and can not do.
Helmets should be required for riders 16 and younger.
It is getting too crowded in the sinks area.
Too many careless young kids.
Helmets should be mandatory for 16 and younger, and above a certain speed.
There should be more access for ATV's.
Monte Cristo did not accept Golden Age, I want a program in the state for senior fee reduction.
Ban alcohol from ATV areas.
More law enforcement is needed.
There needs to be more riding areas re-established closer to the Salt Lake City area.