

**2012 WYOMING COMPREHENSIVE
OFF-ROAD VEHICLE RECREATION
REPORT**



Prepared for the State of Wyoming,
Department of State Parks and Cultural Resources – Trails Program

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Introduction to the 2012 Wyoming Off-Road Vehicle Survey

Off-road vehicle (ORV) riding is an important recreation activity in Wyoming. In a previous ORV study, Foulke et al (2006) found that 37 percent of the households in Wyoming reported riding an ORV during the last 12 months and that the average number of riders was 2.4 per household. These estimates were confirmed in a follow-up telephone survey conducted by the Wyoming Survey and Analysis Center at the University of Wyoming for this analysis. Applying these estimates to the current Wyoming population indicates that there are over 200,000 ORV riders in the state. In addition, the economic contributions section of this report indicates that opportunities for ORV riding also generated nearly 300,000 nonresident visitor days in Wyoming during 2012.

Because of its popularity ORV recreation is also an important source of revenue for the tourism industry in Wyoming, attracting a large number of both nonresident and resident visitors to state trail systems as well as being used for hunting, fishing, and camping. In 2012, 20 percent of the registered ORVs in Wyoming belonged to nonresidents with 80 percent being registered to residents. In the economic contributions section of this report, it is estimated that nonresident ORV use generated \$20.5 million in expenditures in Wyoming during 2012. The estimates in the economic contributions section also indicate that resident ORV riders generated \$185.7 million in expenditures in Wyoming during 2012. Total expenditures associated with resident and nonresident riders are estimated to have been \$206.2 million during 2012. Since 2005 the number of registered ORVs in Wyoming has nearly doubled from 28,150 in 2005 to 56,137 in 2012.

This project was initiated at the request of the Wyoming State Trails Program (STP). The STP is responsible for the management and maintenance of the ORV trail system in Wyoming. With increased interest in ORV recreation and over 6,200 miles of Wyoming trails to manage, the STP initiates user surveys as an information-gathering tool to help it maintain the state's ORV trail system. Past surveys have provided information regarding resident and nonresident usage and have assisted the agency in its management efforts. This report contains a summary of survey results for both resident and nonresident ORV riders in Wyoming.

Survey Procedures

The entire survey process was designed to collect information on trail usage, expenditure information, and user satisfaction. Questionnaire design, sampling, and survey procedures were consistent with the

2005 Wyoming ORV Survey of resident and nonresident Wyoming ORV riders (Foulke et al. 2006). Minor changes made to the questionnaire included the elimination or simplification of a few questions. However, the 2012 survey was very similar to the previous survey in order to provide a good comparison with the 2005 results. In general, respondents within each population sample were asked about general trip information for the season, specific information about their most recent trip, expenditures, opinions about ORV riding and potential fee increases in Wyoming, and demographic information. The data for this study were collected during the 2012 season in two mailing waves: a summer use wave from 9/18/2012 through 10/25/2012 and a fall use wave from 1/16/2013 through 3/12/2013, respectively. Each wave involved four mailings including a pre-notice letter, a first survey letter, a reminder post card, and a second mailing to those that had not responded. A sample questionnaire used for both the resident and nonresident surveys is included in Appendix A.

Wyoming Resident and Nonresident Off-Road Vehicle Recreation Survey Procedures

Resident and nonresident ORV owners are required to pay a registration fee in order to ride on state maintained trails in Wyoming (STP 2013). Once this fee is paid, the purchaser is given a sticker to place on their vehicle. The STP maintains a database including each registered name and address. A sample of 1,256 residents and 1,256 nonresidents with registered ORVs was chosen randomly from the total STP registration database and used for the survey.

The Wyoming Survey and Analysis Center at the University of Wyoming conducted the resident and nonresident surveys in conjunction with the Department of Agricultural and Applied Economics. A Dillman survey design was used to obtain the best response rates possible. On 9/18/2012 and 1/16/2013 the resident and nonresident samples were sent a pre-notice letter for the two mailing waves, respectively, explaining that they would be sent a survey in the very near future regarding their ORV riding experience in Wyoming. This letter also included a website where respondents could electronically answer the survey if they chose to do so. Participants were told in this letter that a mail survey would be sent to them shortly if they preferred to fill out a paper copy rather than answer an electronic survey. The respondent was then sent a cover letter and paper copy of the questionnaire with an addressed and stamped return envelope on 10/02/2012 and 1/31/2013, respectively for each mailing wave. A sample questionnaire is included in Appendix A. Reminder postcards were then sent on 10/11/2012 for wave one and 2/19/2013 for wave two. On 10/25/2012 and 3/12/2013 those in the sample who had not yet responded either electronically or via the paper questionnaire were sent a follow-up cover letter and questionnaire. Responses dropped off significantly

in March, and data collection ceased in April. Using this procedure a total of 498 resident and 546 nonresident online and mail surveys were returned, representing 39.6 percent and 43.5 percent response rates, respectively.

2012 Wyoming Off-road Vehicle Survey Results

Results are presented in this section from the resident and nonresident Wyoming ORV surveys. A description and table of responses is included for each question on the survey. Results are presented separately for resident and nonresident surveys; Appendix B of the report includes a side by side comparison of the results for resident and nonresident responses. Appendix C of the report contains all responses to open ended questions and survey comments from both resident and nonresident respondents. Throughout the results section information collected in the 2012 survey is compared back to the 2005 Wyoming Off-Road Vehicle Survey summarized by Foulke et al. (2006) in *A Survey and Economic Assessment of Off-Road Vehicle Use in Wyoming*. A summary of and conclusions follows this detailed description of results for Wyoming resident and nonresident surveys.

The 2012 Wyoming Off-Road Recreational Vehicles Survey was conducted in two waves, with surveys sent out in the summer of 2012 and the winter of 2013. Summary data were checked for differences between the two waves using 95 percent confidence intervals for mean or proportion. Where significant differences were found results are presented for both waves as well as total responses across waves. The response rates were fairly consistent between the two waves with 47 percent of the responses coming from the first wave and 53 percent coming from the second wave.

Wyoming Resident Off-Road Vehicle Survey Results

Wyoming residents holding ORV permits were asked to answer questions regarding their general ORV usage, annual trip information, their most recent ORV trip in Wyoming, annual expenditure, opinions about Wyoming ORV management, as well as their basic demographics. The following is a summary of the results from the Wyoming resident ORV survey.

Section 1: General Usage Information

Section 1 of the six-section questionnaire asked Wyoming resident ORV permit holders general questions about their ORV use and riding history. Specific information regarding use dates during the previous 12 months, complementary recreational activities, as well as overall satisfaction is included in this section.

A screening question asking “Did you use an ORV for recreational purposes in Wyoming during the last 12 months?” directed all respondents who did not meet these criteria to skip to the final demographics section. The majority of resident survey respondents, 89 percent, indicated “Yes,” they had participated in recreational ORV riding in Wyoming.

Responses to two questions regarding ORV experience indicate that resident ORV permit holders in Wyoming tend to be experienced off-road riders, reporting an average of 17 years of ORV riding in total and 16 years of experience riding in Wyoming. This is up from an average of 13 total years of experience riding reported in 2005 (Foulke et al. 2006, 12). Table 1 reports percentages for both total years reported and years riding ORVs in Wyoming.

Table 1. Number of Years Riding ORVs—Total and In Wyoming

Years	Total	In Wyoming
1 to 5 years	14.3%	17.2%
6 to 10 years	24.9%	26.8%
11 to 15 years	13.5%	14.2%
16 to 20 years	16.0%	15.9%
21 to 25 years	9.6%	8.6%
26 to 30 years	9.9%	8.4%
more than 30 years	11.8%	8.9%
Total	100.0%	100.0%
Mean (Years)	17.24	15.72

Resident Wyoming ORV riders were asked about household off-road vehicle ownership and number of riders. Table 2 reports percentages of ATV, off-road motorcycle, and other ORV ownership as well as household size. In response to “How many ORVs did you or people in your household own during the last 12 months? (Please do not include SUVs or pickup trucks)” resident respondents reported an average of 2.1 ATVs (Type I: 50” or less width and weighing 1,100 pounds or less); 0.8 unlicensed off-road motorcycles (Type II); and 0.5 other ORVs (Type III: more than 50” wide and weighing over 1,100 pounds). An average of 2.4 current riders was reported per household. Similar numbers with 2.5 riders per household and 2.5 ATVs owned per household were reported from the 2005 survey (Foulke et al. 2006, 13).

Table 2. Number of ORVs Owned and Number of Riders in Household

Number	ATVs	Off-Road		Riders
		Motorcycles	ORVs	
None	8.4%	79.0%	80.1%	0.0%
One	33.3%	9.7%	17.2%	19.8%
Two	38.7%	7.7%	1.8%	52.5%
Three	10.2%	1.1%	0.7%	9.8%
Four	5.7%	1.8%	0.0%	13.2%
Five	2.3%	0.2%	0.0%	3.6%
More than Five	1.6%	0.5%	0.2%	1.1%
Total	100.0%	100.0%	100.0%	100.0%
Mean	2.05	0.83	0.49	2.35

Survey respondents were asked to indicate each month of the year they had ridden an ORV recreationally in Wyoming in the previous 12 months. Results are reported in table 3. While riding was reported in every month of the year, the most popular months for recreational ORV riding reported by resident respondents were July, August, June, and September. July was the peak month with 88 percent of residents reporting rides while less than 30 percent of reported rides were in December, January, or February. Fall survey wave respondents were significantly more likely to report trips during the previous September or June. Seasonal riding numbers reported in 2012 were similar to 2005 responses with June through October the most popular months for residents to ride an ORV in Wyoming (Foulke et al. 2006, 11).

Respondents were asked about the number of days they rode ORVs for recreation during the previous 12 months. The mean total number of days Wyoming resident respondents reported riding differed by wave.¹ Summer wave respondents rode an average of 32 days; respondents to the fall wave survey rode an average of 43 days. This difference may be due to more recent summer riding days prior to the later fall survey influencing responses. Overall respondents reported an average of 39 riding days in the previous year. The most common responses, 23 percent, indicated riding 11 to 20 days in the previous year (table 4).

Respondents were asked whether riding days occurred on non-holiday weekends, non-holiday weekdays, or holiday weekdays or weekends. Residents responding to this question reported nearly half their recreational ORV riding days (46 percent) on non-holiday weekdays, over a third (39 percent) on non-holiday weekends, and 15 percent on holidays (table 4).

¹ 95% confidence interval for the mean: summer wave (28.216, 36.244); fall wave (37.637, 48.143).

Table 3. Months of Recreational ORV Riding in Wyoming Reported

Month	Percent Summer Wave	Percent Fall Wave	Percent Total
September*	71.3%	86.1%	79.3%
October	67.3%	77.7%	73.0%
November	39.1%	47.1%	43.4%
December	24.8%	33.6%	29.5%
January	24.8%	31.1%	28.2%
February	22.3%	31.5%	27.3%
March	27.7%	39.9%	34.3%
April	41.6%	53.4%	48.0%
May	65.3%	75.6%	70.9%
June*	78.2%	89.5%	84.3%
July	84.7%	89.9%	87.5%
August	80.2%	88.7%	84.8%

Total: Sums to more than 100% due to multiple answers.

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

Table 4. Number of Days ORV Riding in Wyoming 2012 and When Riding Occurred

Number	Percent Total
10 or Fewer Days	12.6%
11 to 20 Days	23.0%
21 to 30 Days	19.4%
31 to 40 Days	12.8%
41 to 50 Days	7.9%
51 to 60 Days	5.8%
61 to 70 Days	3.7%
More than 70 Days	14.9%
Total	100.0%
Mean	38.59
Trip Days	Percent
Non-Holiday Weekdays	46.0%
Non-Holiday Weekends	38.6%
Holiday Days	15.4%
Total	100.0%

Resident respondents were asked whether they had engaged in camping, fishing, hunting, or other activities during days they reported riding ORVs in the previous 12 months. ORV riding reported by Wyoming residents was likely to be done in combination with other recreational activities. Overall, more than three-quarters of respondents (77 percent) engaged in camping, and around two-thirds in fishing (72 percent) and/or hunting (66 percent) while ORV riding. Results are reported in table 5. In the 2005 survey only 67 percent of resident respondents indicated camping, 57 percent fishing, and 63 percent hunting in conjunction with a recreational ORV riding trip (Foulke et al. 2006, 13).

Table 5. Recreational Activities Engaged in During ORV Riding Days Reported

Activity	Percent Total
Camping	76.9%
Fishing	71.9%
Hunting	66.0%
Other Activities	34.5%
Total: Sums to more than 100% due to multiple possible answers.	

In order to describe additional recreational activities in more detail, respondents were asked to report the percentage of time spent ORV riding, camping, fishing, hunting, and on other activities on days they reported recreational motorized trail use during the previous 12 months. As reported in table 6, the primary activity for resident respondents responding was ORV riding (40 percent) followed by camping (23 percent) and hunting (19 percent).

Table 6. Average Percentage of Time Spent on Specific Recreational Activities during ORV Riding Days Reported

Activity	Mean Percent
ORV Riding	39.6%
Camping	23.3%
Fishing	13.2%
Hunting	19.1%
Other Activities	4.8%
Total	100.0%

Note: Responses with percentages not summing to 100% were excluded from analysis.

Overall resident ORV riders reported satisfaction regarding their experience in Wyoming during the previous 12 months (as reported in table 7). Over 50 percent of respondents reported being “Satisfied” with their recreational riding experience in Wyoming while less than 5 percent of respondents reported being “Extremely Dissatisfied.” A mean rating of 3.7 indicates an above average level of satisfaction reported by resident ORV riders with their recreational ORV experience in the state. In the 2005 survey 75 percent of resident respondents reported being either “Very Satisfied” or “Satisfied” with their recreational trail riding experience Wyoming (Foulke et al. 2006, 15)—slightly lower than a combined 70 percent indicating the top two levels in 2012. This could indicate a decline in satisfaction from residents. However, only a four point Likert scale was used in the question presented in 2005, so it could also be that some respondents who preferred but were unable to choose a neutral response in the 2005 survey chose “Satisfied” instead.

Table 7. Overall Satisfaction or Dissatisfaction with Recreational ORV Riding in Wyoming

Level of Satisfaction	Mean Percent
Extremely Satisfied	16.7%
Satisfied	53.1%
Neither Satisfied nor Dissatisfied	17.3%
Dissatisfied	9.4%
Extremely Dissatisfied	3.5%
Total	100.0%
Mean Rating	3.7

Section 2: Annual Trip Information

The second section in the 2012 Wyoming ORV Survey asks questions regarding annual trip information including the total number of trips and days spent in specific locations, primary trip purpose of trips, and alternate activities to ORV trail riding.

Table 8 reports responses from resident ORV riders indicating the percentage of total trips, number of trips, and days per trip spent recreational trail riding at areas in Wyoming as well as in adjacent states during the previous 12 months. Due to significant differences between mean number of trips depending on the survey wave, average percentages are reported for summer and fall waves as well as total responses to both summer and fall waves.² Over both survey waves, the most popular trail

² 95% confidence interval for the mean number of trips: summer wave (12.755, 17.605); fall wave (18.257, 25.423).

riding areas in Wyoming reported by resident permit holders in terms of both trips and total days spent riding ORVs for recreation were Southwestern Wyoming (including areas outside of Pinedale, Kemmerer, Evanston, Afton, and Rock Springs) with 18 percent of reported trips and days, the Bighorn Mountains with 16 percent of reported trips and days, and Central Wyoming (including areas east of Dubois, Lander, and South Pass, as well as areas outside of Riverton and Casper) with 15 percent of reported trips and 13 percent of days. Some resident days and trips were reported in every Wyoming trail area listed. In terms of both trips and days, trails in the Bighorn Mountains were a more popular riding destination for summer wave respondents while the Bighorn Basin and Southwestern Wyoming trails were more popular for fall wave respondents. Results from the 2005 Wyoming ORV Survey indicate similar areas as popular riding destinations for Wyoming residents with trails in the Bighorn Mountains the most popular in terms of trips and days (Foulke et al. 2006, 16).

Resident ORV riders were asked to list the number of recreational trips to Wyoming that included ORV riding by the primary purpose of each trip. The percentage of trips is reported in table 9. The highest percentage of trips reported (47 percent) were primarily for recreational ORV riding. Hunting and camping were the second most popular trip purposes (17 percent each) followed by fishing (14 percent). Results from a similar question posed on the 2005 ORV survey indicated that camping, hunting, and fishing have remained popular activities in conjunction with ORV riding (Foulke et al. 2006, 12-13).

When resident ORV permit holders were asked “If you were, for some reason, unable to ride an ORV for recreation in Wyoming, in which of the following ways would this affect your outdoor recreation?” their most common response was “I would decrease my participation in other recreation activities” (40 percent) suggesting that for most respondents ORV riding was viewed as a necessary element to other recreational activities. About a quarter of respondents indicated that if unable to ride an ORV they would either increase their participation in other recreation activities in other states or in Wyoming (table 10). Responses to this questions differed somewhat from those expressed in a similar question asked in 2005 when respondents reported being more likely to increase other activities in Wyoming (45 percent) and less likely to decrease participation in other activities (only 23 percent) (Foulke et al. 2006, 14-15).

Table 8. Percent of Trips and Days Spent ORV Riding by Location

Site	Percent Summer Wave		Percent Fall Wave		Percent Total	
	Trips	Days	Trips	Days	Trips	Days
Wyoming Trail Areas						
Bighorn Mountains	22.1%	23.1%	12.9%	11.3%	16.4%	16.3%
Bighorn Basin	3.9%	4.2%	10.2%	8.2%	7.8%	6.5%
East of Yellowstone	2.4%	1.4%	1.7%	1.7%	1.9%	1.6%
Jackson Hole	0.5%	0.7%	0.6%	1.5%	0.6%	1.2%
Star Valley	5.8%	5.1%	7.6%	7.5%	6.9%	6.5%
Wyoming Range	3.0%	3.5%	3.3%	4.9%	3.2%	4.3%
West Side of Winds	1.7%	0.4%	2.6%	3.1%	2.2%	1.9%
East Side of Winds	5.0%	2.9%	3.8%	3.2%	4.2%	3.1%
Central Wyoming	14.6%	15.1%	16.0%	12.0%	15.5%	13.3%
Southwestern WY	15.4%	13.8%	19.8%	21.3%	18.1%	18.2%
Uinta Mountains	1.7%	2.0%	3.0%	3.1%	2.5%	2.7%
Southeastern WY	3.2%	3.4%	3.2%	4.3%	3.2%	3.9%
Snowy Range	4.6%	7.3%	2.5%	3.8%	3.3%	5.3%
Sierra Madre Mount.	0.3%	0.8%	2.5%	3.0%	1.7%	2.1%
Laramie Range	1.7%	1.9%	1.1%	1.5%	1.3%	1.7%
Laramie Peak	1.1%	1.1%	1.3%	1.2%	1.3%	1.2%
Powder River Basin	3.4%	2.1%	0.7%	0.5%	1.7%	1.2%
Black Hills	3.1%	3.0%	0.8%	0.5%	1.6%	1.6%
Other Wyoming Areas	0.2%	0.1%	0.2%	0.3%	0.2%	0.2%
Total Wyoming Trails	93.8%	92.0%	93.9%	92.9%	93.9%	92.5%
Trail Areas Outside Wyoming						
Montana Areas	0.9%	0.6%	1.2%	1.4%	1.1%	1.1%
Idaho Areas	0.9%	0.9%	1.1%	1.1%	1.0%	1.0%
Colorado Areas	0.3%	0.5%	0.5%	0.6%	0.4%	0.5%
South Dakota Areas	1.2%	2.4%	0.3%	0.4%	0.7%	1.2%
Utah Areas	2.1%	2.8%	1.5%	2.2%	1.7%	2.5%
Other State Areas	0.9%	0.8%	1.4%	1.3%	1.2%	1.1%
Total Outside Areas	6.2%	8.0%	6.1%	7.1%	6.1%	7.5%
Total Trips	100%	100%	100%	100%	100%	100%

Table 9. Number of Trips Reported by Primary Purpose

Activity	Mean Percent
ORV Riding	47.3%
Camping	16.7%
Fishing	13.7%
Hunting	17.2%
Other Activities	5.1%
Total	100.0%

Table 10. Alternate Activities Reported

Response	Percent
Increased my participation in other recreation activities in Wyoming	24.5%
Increased my participation in other recreation activities in other states	26.3%
Decreased my participation in recreation activities	39.6%
Other specified activity	9.6%
Total	100.0%

Section 3: Information about Your Most Recent Trip in Wyoming

Resident ORV riders surveyed were asked to report information about their most recent trip in Wyoming during the previous 12 months. A set of questions asked about the destination area and trip date, the primary purpose of the trip, size of the traveling party, trip length and accommodations, travel time and distance, time and miles spent traveling on an ORV each day, and gasoline purchased for the ORV was requested. A set of questions in this section also requested specific trip expenditure information.

While trips were reported to every trail area, the most common primary ORV riding area destinations in Wyoming reported by resident riders for their most recent ORV trip were the Bighorn Mountains (19 percent), Southwestern Wyoming (18 percent), and Central Wyoming (15 percent). Primary trip destination responses are reported in table 11. Percentages for the top two responses differed significantly depending on the survey wave³ with the Bighorn Mountain area reported as a more popular summer destination (29 percent of summer versus 12 percent of fall survey trips) and

³ 95% confidence interval for the proportion of most recent trips to the Bighorn Mountains: summer wave (0.221, 0.353); fall wave (0.074, 0.157) and for the proportion reporting their most recent trip to Southwestern Wyoming: summer wave (0.074, 0.169); fall wave (0.172, 0.281).

Southwestern Wyoming a more popular fall destination (23 percent of fall versus 12 percent of summer survey trips).

Table 11. Primary Destination of Most Recent Trip

Destination	Percent
Bighorn Mountains	19.2%
Southwestern Wyoming	18.0%
Central Wyoming	15.0%
Star Valley	7.6%
Bighorn Basin	7.4%
Wyoming Range	4.9%
Snowy Range	4.7%
East Side of the Wind River Mountains	3.2%
Southeastern Wyoming	2.7%
Uinta Mountains	2.5%
Sierra Madre Mountains	2.5%
Laramie Peak	2.2%
Powder River Basin	2.2%
Black Hills	2.0%
East of Yellowstone	1.7%
Laramie Range	1.7%
West Side of the Wind River Mountains	1.5%
Jackson Hole	1.0%
Total	100.0%

Most recent ORV trip dates were reported in each of the previous 12 months. The proportion of responses reported in several months differed significantly depending on the survey wave, as indicated in table 12. The most popular months for ORV recreation in Wyoming reported for residents' most recent trip were September (30 percent), October (25 percent), and August (13 percent). August and September were more popular recent trip months reported by fall respondents; January, February, November, and December were all more popular months reported by summer survey wave respondents.

The most popular primary purpose of the most recent trip indicated by resident respondents was ORV riding (40 percent) followed by hunting (35 percent) and camping (14 percent). (See table 13.) Responses from the summer and fall survey waves were not significantly different for this question.

Table 12. Date of Most Recent Trip

Month of Trip	Mean Percent Summer Wave	Mean Percent Fall Wave	Mean Percent Total
January*	1.2%	6.2%	3.9%
February*	0.0%	5.7%	3.1%
March	0.6%	3.3%	2.1%
April	1.2%	0.5%	0.8%
May	0.0%	0.5%	0.3%
June	4.7%	3.8%	4.2%
July	11.6%	5.7%	8.4%
August*	19.2%	7.7%	12.9%
September*	43.0%	20.1%	30.4%
October	18.6%	29.7%	24.7%
November*	0.0%	11.0%	6.0%
December*	0.0%	5.7%	3.1%
Total	100.0%	100.0%	100.0%

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

Table 13. Primary Purpose of Most Recent Trip

Activity	Mean Percent
ORV Riding	39.9%
Camping	13.7%
Fishing	6.5%
Hunting	35.0%
Other Activities	4.9%
Total	100.0%

Wyoming resident recreational ORV riders were asked about the number of people traveling in their party, the number of passenger vehicles, and the number of ORVs in their party on their most recent ORV trip in Wyoming. Responses for number of people, passenger vehicles, and ORVs as a mean and percentage of total responses are reported in table 14. The average traveling party included 4.2 people, 1.8 passenger vehicles, and 2.8 ORVs. Results were similar to the 2005 ORV survey which indicated mean responses of 4.2 people, 1.5 vehicles, and 3.3 ORVs (Foulke et al. 2006, 18).

Table 14. Number of People, Passenger Vehicles, and ORVs on Most Recent Trip

Number	People	Passenger Vehicles	ORVs
Zero		16.0%	
One	11.1%	36.4%	29.5%
Two	36.0%	25.9%	31.6%
Three	10.4%	9.2%	11.7%
Four	13.9%	6.5%	12.6%
Five	5.1%	2.7%	4.2%
More than Five	23.6%	3.2%	10.3%
Total	100.0%	100.0%	
Mean	4.19	1.77	2.80

Distributions and mean responses to a question asking about time spent away from home on the most recent ORV trip to Wyoming are reported in table 15. Overall, resident ORV respondents reported spending an average of 4.0 nights away from home, although the average number of nights away differed significantly depending on the survey wave with 5.0 nights reported by summer wave and 2.9 by fall survey wave respondents.⁴ Average nights away for resident respondents reported in the 2005 ORV survey were similar to the 2012 fall wave results with an average of 2.3 nights reported (Foulke et al. 2006, 18). Not surprisingly, on average, 0.4 nights were reported spent outside of Wyoming for resident respondents. On average resident respondents reported 5.3 days in Wyoming on their most recent trip with 4.9 of these days spent ORV riding in Wyoming. Total days in Wyoming differed significantly by the survey wave with 6.3 days reported by summer wave and 4.1 by fall wave respondents.⁵

One-way travel time and distance from home to the unloading site for resident respondents' most recent ORV trip to Wyoming are reported in tables 16 and 17, respectively. Wyoming resident ORV riders were able to travel relatively short distances to trail areas, with nearly half (49 percent) reporting traveling under one hour from home one-way and 54 percent traveling 60 miles or less. Average reported travel time was 1.9 hours and average travel distance was 80.6 miles. The responses in 2005 indicated that the average resident travel time and distance to ORV in Wyoming were similar

⁴ 95% confidence interval for the mean number of nights away from home: summer wave (4.091, 5.949); fall wave (2.124, 3.676).

⁵ 95% confidence interval for the mean total days spent in Wyoming: summer wave (5.253, 7.307); fall wave (3.254, 5.026).

with an average of 82 miles and 1.8 hours (Foulke et al. 2006, 18-19). Overall, these results suggest that residents tend to recreate fairly close to home with short travel distances to motorized trail areas.

Table 15. Number of Nights Away from Home during Most Recent Trip

Number	Total Nights Away from Home	Nights spent Outside Wyoming	Total Days in Wyoming	Total Days ORV Riding in Wyoming
None	32.5%	92.3%	0.0%	0.0%
One	5.6%	0.5%	23.0%	27.4%
Two	13.1%	3.2%	13.1%	18.3%
Three	10.7%	0.5%	14.3%	14.7%
Four	7.5%	1.4%	7.9%	5.6%
Five	6.3%	0.5%	7.1%	7.5%
Six	4.0%	0.5%	4.0%	3.2%
Seven	4.0%	0.0%	6.0%	3.6%
8 to 10	6.0%	0.5%	6.7%	7.5%
More than 10	10.3%	0.9%	17.9%	12.3%
Total	100.0%	100.0%	100.0%	100.0%
Mean	4.01*	0.38	5.26*	4.90

*95% confidence interval for the mean indicates a significant difference depending on the survey wave.

Table 16. Travel Time in Hours from Home for Most Recent Trip (One-Way)

Hours	Percent
1 Hour or Less	49.4%
2 Hours	25.1%
3 Hours	15.1%
4 Hours	4.5%
5 Hours	2.0%
More than 5 Hours	3.9%
Total	100.0%
Mean	1.92

Table 17. Miles Traveled from Home for Most Recent Trip (One-Way)

Miles	Percent
0 to 20 Miles	19.4%
21 to 40 Miles	16.7%
41 to 60 Miles	18.2%
61 to 80 Miles	8.7%
81 to 100 Miles	10.9%
101 to 120 Miles	4.6%
121 to 140 Miles	5.1%
141 to 160 Miles	4.6%
161 to 180 Miles	2.4%
More than 180 Miles	9.2%
Total	100.0%
Mean	80.66

Resident ORV survey respondents were asked to report the number of miles they traveled on their ORV per day as well as the number of hours spent riding per day on their most recent trip. Distance and time responses are reported in tables 18 and 19, respectively. Resident respondents reported average daily rides of 28.8 miles, 4.5 hours per day.

Table 18. Average Miles Traveled on ORV per Day on Most Recent Trip

Miles	Percent
0 to 10 Miles	23.5%
11 to 20 Miles	23.5%
21 to 30 Miles	19.0%
31 to 40 Miles	11.4%
41 to 50 Miles	12.6%
More than 50 Miles	10.2%
Total	100.0%
Mean	28.76

Table 19. Average Hours Spent on ORV per Day on Most Recent Trip

Hours	Percent
1 Hour or Less	10.1%
2 Hours	12.0%
3 Hours	13.7%
4 Hours	19.0%
5 Hours	12.5%
6 Hours	16.9%
7 Hours	5.1%
8 Hours	6.7%
More than 8 Hours	3.9%
Total	100.0%
Mean	4.49

Resident ORV riders were asked to “provide your best estimate on the total number of gallons of gasoline you purchased for your ORV during their most recent ORV trip to Wyoming.” An average of 10.2 gallons of gasoline was reported with three-quarters (76 percent) of respondents reporting less than 10 gallons purchased per trip (table 20).

Table 20. Total Gallons of Gasoline Purchased for Personal ORV during Most Recent Trip

Gallons of Gasoline	Percent
5 or Less Gallons	51.1%
6 to 10 Gallons	24.9%
11 to 15 Gallons	9.2%
16 to 20 Gallons	6.8%
More than 20 Gallons	8.0%
Total	100.0%
Mean	10.20

Wyoming resident ORV riders surveyed were asked to report trip expenditures for their most recent ORV trip in Wyoming during the previous 12 months. A set of questions divided expenditure estimate requests for total trip spending and portions spent in Wyoming for a list of common items as well as the number of people represented by the expenditures listed. Most recent trip expenditures reported by category as well as the total spent in Wyoming for residents are reported in table 21. Average trip expenditures for all expense categories reported by residents per person per day spent in Wyoming were \$40.54. Ninety-nine percent of total trip expenditures reported were spent in

Wyoming. The top three expenses as a portion of total Wyoming expenditure were 1) fuel for passenger vehicles (\$13/person/day), 2) groceries and liquor (\$11/person/day), and gasoline for ORVs (\$5/person/day). There was a 50 percent increase in Wyoming expenses from the 2005 survey report which indicated that residents' daily per person expenditures in the state totaled \$27 (Foulke et al. 2006, 20).

Table 21. Average Trip Expenditure per Person per Day in Wyoming

Expenditure	Average per Day in Wyoming
Gas for ORVs	\$5.28
Fuel for Passenger Vehicle	\$12.99
Food & Beverages	\$4.74
Groceries & Liquor	\$10.64
Overnight Lodging	\$1.60
Guide ORV Tours	\$0.02
ORV Rentals	\$0.02
Oil, Repairs, & Maintenance	\$2.61
Retail Items	\$0.57
Other Recreation	\$0.70
Other Expenditures	\$1.35
Total	\$40.54

Section 4: Overall Expenditure Information

Section 4 of the 2012 Wyoming ORV Survey included a set of questions asking resident responders to estimate annual household expenditures related to off-road vehicle recreation. Expenditure estimates were requested for total annual spending as well as the portion spent in Wyoming for a list of items related to owning and maintaining ORVs during the year as well as the number of people represented by the expenditures listed. Average annual expenditures reported by category as well as the total spent in Wyoming for residents are reported in table 22. Resident respondents reported average annual household expenditures for ORV items during the previous twelve months of \$1,789 per person spent in Wyoming, accounting for 92 percent of total annual expenditure. New and used ORVs represented the highest annual expenditure in Wyoming (\$1,358/person) followed by ORV trailers (\$114/person), and annual repairs and parts (\$101/person). Average registration, fees, and taxes (\$85) represented less than five percent of total annual expenses. Total annual amounts reported spent in Wyoming on ORV recreation-related items increased slightly from those reported in the 2005 ORV survey—\$1,423 per person in 2005 (Foulke et al. 2006, 21). New and used ORVs and ORV trailers remained the highest cost items.

Table 22. Average Annual ORV Related Expenditure per Person in Wyoming

Expenditure	Average Amount in Wyoming
New/Used ORVs	\$1,357.79
ORV Trailers	\$113.81
Safety Equipment	\$29.14
ORV Clothing	\$22.19
ORV Accessories	\$68.98
Annual Repairs & Parts	\$100.79
Registrations & Fees	\$85.08
Club Dues & Expenses	\$1.34
ORV Storage Costs	\$5.46
Other	\$4.11
Total	\$1,788.69

Section 5: Opinions about Wyoming ORV Management Issues

Resident ORV riders were asked a series of questions regarding their opinions on long-range issues regarding recreational motorized trail management in Wyoming. Respondents were asked for their perspective regarding raising state ORV registration/user fees and fee sales methods, which services funded by these fees they valued, and their preference for sharing winter trails groomed for snowmobile use. A series of questions also asked about preferences for services paid for by the fees as well as satisfaction with current services provided by the Wyoming Trails Program.

Wyoming resident ORV riders were asked to rate the importance of ten listed uses of Wyoming ORV registration/user fees using a five point Likert scale ranging from “very important” to “not important at all.” Table 23 reports average ratings for each fee use on a scale of 5 (very important) to 1 (not important at all). Resident respondents indicated the most important services to them were new trail construction and trail maps followed by trail maintenance, trail signage, and planning for new trails. The least important service indicated was providing safety shelters.

Table 24 reports respondents’ ratings of these ten uses in terms of top, second, and third priorities. New trail construction was indicated as the most common top priority followed by trail maintenance. Uses ranked as the highest second priorities include trail maintenance and trail maps and the top ranked third priority was planning for new trails.

Table 23. Importance of the Following Uses of ORV Registration/User Fees

Use	Importance Average Rating*
Parking Area Construction	3.06
New Trail Construction	4.04
Trail Maintenance	3.92
Trail Signage	3.91
Trail Maps	4.04
Law Enforcement	3.20
Safety/User Ethics Education	3.45
Planning for New Trails	3.87
Providing Toilet Facilities	3.19
Providing Safety Shelters	2.88

* Very Important = 5; Important = 4; Neutral = 3; Not Important = 2; Not Important at All = 1

Table 24. Top Three Priorities for Uses of ORV Registration/User Fees

Use	Top Priority	Second Priority	Third Priority
Parking Area Construction	2.3%	2.9%	4.3%
New Trail Construction	40.4%	14.1%	8.2%
Trail Maintenance	21.1%	23.4%	14.4%
Trail Signage	9.8%	14.1%	14.6%
Trail Maps	7.7%	18.2%	17.6%
Law Enforcement	6.2%	4.9%	6.4%
Safety/User Ethics Education	4.6%	4.7%	5.9%
Planning for New Trails	4.1%	14.1%	18.9%
Providing Toilet Facilities	2.6%	2.6%	5.3%
Providing Safety Shelters	1.3%	1.0%	4.5%
Total	100.0%	100.0%	100.0%

Asked whether they would support changing the current manual registration/user fee sales process to a more automated electronic or on-line sales method, resident respondents generally favored such a change with 60 percent supporting and 40 percent opposed a change in sales method (table 25).

Resident survey respondents were generally opposed to paying separate trailhead parking fees in order to fund more or improved parking and provide facilities such as toilets at parking areas: 28 percent supported this additional fee, 72 percent indicated that they opposed paying a separate parking fee (table 26).

Table 25. Changing the Manual Registration/User Fee Sales Process through Selling Agents to a more Automated Electronic or On-Line Permit Sales Method

Response	Percent
Yes	59.7%
No	40.3%
Total	100.0%

Table 26. Paying a Separate Trailhead Parking Fee if Used to Build More/Better Parking and Snow Removal at Parking Areas

Response	Percent
Support	28.3%
Oppose	71.7%
Total	100.0%

When asked whether they would support or oppose allowing wheeled ATVs to use groomed snowmobile trails during the winter season if Wyoming ORV fees were used to help pay for snowmobile trail grooming, 43 percent of resident respondents indicated that they “strongly support” or “support” sharing groomed winter trails; 28 percent “somewhat opposed” or “strongly opposed” shared trails (table 27). Nearly a third of respondents (30 percent) indicated that they were neither opposed or in support of shared winter trails. Overall, these results seem to suggest that resident ORV riders are somewhat supportive of ATVs using groomed snowmobile trails and using ORV funds to defray grooming costs although this support is mitigated by undecided or indifferent responses.

Table 27. Allowing ATVs to Use Groomed Snowmobile Trails during the Winter Season if ATV Riders Help Pay for Snowmobile Trail Grooming

Response	Percent
Strongly Support	23.2%
Somewhat Support	19.4%
Neither Support or Oppose	29.4%
Somewhat Oppose	10.3%
Strongly Oppose	17.7%
Total	100.0%

Respondents were asked to think about their ORV recreation experience in Wyoming and to rate their level of satisfaction with each of 14 area services and facilities on a scale of 5 (very satisfied) to 1 (very dissatisfied). Average ratings are reported in table 28. “Riding Opportunities on Roads”

received the highest average rating followed by “ORV Permits (availability, ease of purchase).” The least satisfaction was indicated by resident respondents was “Website/Online Information.” Every item received an average rating above 3.0, indicating overall satisfaction.

Table 28. Level of Satisfaction Regarding ORV Services and Facilities Experienced in Wyoming

ORV Service or Facility	Level of Satisfaction Average Rating*
Riding Opportunities on Roads	3.70
Riding Opportunities on Trails	3.48
Off-trail Opportunities in Open Areas	3.16
Law Enforcement	3.11
Safety and User Ethics Education	3.24
Trail Maintenance	3.20
Trail Signing	3.14
Trail Map Quality	3.27
Trail Map Availability	3.25
Parking Availability	3.41
Website/Online Information	3.08
ORV Permits (availability, ease of purchase)	3.63
Other Specified Service or Facility	2.46

* Very Satisfied = 5; Satisfied = 4; Neutral = 3; Dissatisfied = 2; Very Dissatisfied = 1

A final question regarding opinions about Wyoming ORV management issues asked resident ORV riders to rate the importance of twelve ORV trail characteristics to their riding experience. Average rating responses are listed in table 29 on a scale of 5 (very important) to 1 (not important at all). “More roads designated open to ORVs” followed by “More designated ORV trails” received the highest ratings. “Services available along trails” received the lowest rating indicting that it was less important to resident respondents. All other characteristics were given average ratings above 3.0, indicating that they were important to ORV riders in the state. While the list of characteristics differed somewhat responses were similar to the previous survey. Residents in the 2005 Wyoming ORV Survey rated “More designated trails,” “Accurate and easy to read trail maps,” and “More designated open riding areas” as their top three trail characteristics (Foulke et al. 2006, 13).

Table 29. Level of Importance Regarding ORV Trail Characteristics to Wyoming Riding Experience

ORV Trail Characteristic	Importance Average Rating*
Longer lengths of trails	3.79
Trails that are challenging	3.49
Trails that are easy to ride	3.46
Services available along trails	2.68
Loop trails	3.54
More designated ORV trails	4.05
More trails that are legal for youth	3.40
More roads designated open to ORVs	4.07
More designated open riding areas	3.92
Signage on trails	3.76
Accurate and easy to read trail maps	3.98
Law enforcement on trails	3.03

* Very Important = 5; Important = 4; Neutral = 3; Not Important = 2; Not Important at All = 1

Section 6: Demographics

Information on demographic characteristics of respondents is very important to understanding demand for motorized trail recreation and any important differences in ORV permit holders relative to the general population. Demographics questions provided background information on Wyoming resident ORV survey respondents.

Respondents were from all of 23 Wyoming counties, the most common county residence being Sweetwater (17 percent), Fremont, Natrona, and Lincoln (10 percent each) (table 30). Ninety percent of resident respondents were male (table 31) with an average age of 55 years (table 32).

Twenty-six percent of resident respondents reported finishing high school/GED as their highest level of formal education, 30 percent some college or technical school, and 26 percent reported a college or technical degree (table 33). Sixty-one percent of respondents reported being employed full time; 32 percent reported retirement as best describing their employment during the previous 12 months (table 34). Three quarters (75 percent) of resident respondents reported earning \$50,000 or more in household income, before taxes in the previous year (table 35). These results are similar to 2005 Wyoming ORV Survey results report which indicated 91 percent of resident respondents were male, 28 percent had finished high school or received a GED, and 72 percent reported earning \$50,000 or more per year or more (Foulke et al. 2006, 22-23). Overall these results suggest resident ORV

permit holders are generally more likely to be male, more educated, and have more income than the general population in Wyoming.

Table 30. Place of Residence, Wyoming County

Wyoming County	Percent
Albany	0.8%
Big Horn	4.6%
Campbell	8.1%
Carbon	2.6%
Converse	2.4%
Crook	1.6%
Fremont	10.1%
Goshen	0.6%
Hot Springs	1.0%
Johnston	2.0%
Laramie	6.3%
Lincoln	9.9%
Natrona	10.1%
Niobrara	0.0%
Park	4.2%
Platte	1.4%
Sheridan	7.7%
Sublette	1.4%
Sweetwater	17.0%
Teton	0.4%
Uinta	6.1%
Washakie	1.4%
Weston	0.2%
Total	100.0%

Table 31. Gender

Gender	Percent
Male	90.3%
Female	9.7%
Total	100.0%

Table 32. Age

Years of Age	Percent
Under 20 Years	1.4%
21 to 30 Years	5.1%
31 to 40 Years	12.4%
41 to 50 Years	14.0%
51 to 60 Years	29.9%
61 to 70 Years	26.2%
71 to 80 Years	10.0%
More than 80 Years	1.0%
Total	100.0%
Mean	54.73

Table 33. Highest Level of Formal Education Completed

Level of Education	Percent
Grades 1 through 8	0.6%
Some High School	2.3%
Finished High School/GED	26.4%
Some College or Technical School	29.9%
College or Technical Degree	26.4%
Some Postgraduate Work	4.1%
Obtained Graduate Degree	10.2%
Total	100.0%

Table 34. Employment during Last 12 Months

Employment Category	Percent
Employed Full Time	60.7%
Employed Part Time	4.0%
Retired	32.0%
Homemaker	0.2%
Unemployed	1.0%
Other Specified Employment	2.1%
Total	100.0%

Table 35. Household Income, Before Taxes, Last Year

Household Income	Percent
Under \$10,000	0.9%
\$10,000 to \$24,999	5.9%
\$25,000 to \$49,999	18.8%
\$50,000 to \$99,999	46.7%
\$100,000 to \$199,999	24.2%
\$200,000 or More	3.5%
Total	100.0%

Wyoming Resident Off-Road Vehicle Survey: Summary and Conclusions

Resident ORV permit holders in Wyoming tend to be experienced off-road riders, reporting an average of 17 years of ORV riding in total and 16 years of experience riding in Wyoming. Resident respondents reported owning an average of 2.1 ATVs, 0.8 unlicensed off-road motorcycles, and 0.5 other ORVs per household. An average of 2.4 current riders was reported per household. While riding was reported in every month of the year, the most popular months for recreational ORV riding reported by resident respondents were July, August, June, and September. Overall, resident ORV permit holders reported an average of 39 riding days in the previous year with nearly half their recreational ORV riding days on non-holiday weekdays, over a third on non-holiday weekends, and 15 percent on holidays.

Wyoming residents reported ORV riding was likely to be done in combination with other recreational activities. Overall, more than three-quarters of respondents engaged in camping, and around two-thirds in fishing and/or hunting while ORV riding. However, ORV riding was viewed as a necessary element to other recreational activities and ORV riding was the primary activity reported for half of trips reported by residents. Over half of Wyoming respondents reported being “Satisfied” with their recreational riding experience in Wyoming while less than 5 percent of respondents reported being “Extremely Dissatisfied.” While riding was reported in every listed Wyoming trail area, the most popular trail riding areas in Wyoming reported by resident permit holders were Southwestern Wyoming, the Bighorn Mountains, and Central Wyoming.

Asked about their most recent recreational ORV riding trip in Wyoming residents reported the average traveling party included 4.2 people, 1.8 passenger vehicles, and 2.8 ORVs. The average resident trip included of 5 days and 4 nights in Wyoming and 0.4 nights outside of Wyoming. Wyoming resident ORV riders were able to travel relatively short distances to trail areas; with average

reported travel of 1.9 hours/80.6 miles to the unloading site. Residents reported average daily rides of 28.8 miles and 4.5 hours per day on their most recent trip. Average trip expenditures for residents per person per day spent in Wyoming were \$40.54. Resident respondents reported average annual household expenditures for ORV items during the previous twelve months of \$1,789 per person spent in Wyoming.

Resident ORV riders were asked a series of questions regarding their opinions on long-range issues regarding recreational motorized trail management in Wyoming. Resident respondents indicated the most important services to them funded by their registration fees were new trail construction and trail maps followed by trail maintenance, trail signage, and planning for new trails. The least important service indicated was providing safety shelters. Asked whether they would support changing the current manual registration/user fee sales process to a more automated electronic or on-line sales method, resident respondents generally favored such a change with 60 percent supporting a change in sales methods. Resident survey respondents were generally opposed to paying separate trailhead parking fees in order to fund more or improved parking and provide facilities: 72 percent indicated that they opposed paying a separate parking fee. When asked about allowing wheeled ATVs to use groomed snowmobile trails during the winter season if Wyoming ORV fees were used to help pay for snow trail grooming results suggest that resident ORV riders are somewhat supportive of ATVs using groomed snowmobile trails and also using ORV funds to defray grooming costs although this support is mitigated by undecided or indifferent responses. Asked to rate their level of satisfaction with each of 14 area services and facilities “Riding Opportunities on Roads” received the highest average rating followed by “ORV Permits (availability, ease of purchase).” The least satisfaction was indicated by resident respondents was “Website/Online Information.” Every item received an average rating above 3.0, indicating overall satisfaction. Asked to rate the importance of 12 ORV trail characteristics to their riding experience “More roads designated open to ORVs” followed by “More designated ORV trails” received the highest ratings. “Services available along trails” received the lowest rating indicating that it was less important to resident respondents. All other characteristics were given average ratings above 3.0, indicating that they were important to ORV riders in the state.

Demographics provided background information on Wyoming resident ORV survey respondents. Resident respondents were from all of 23 Wyoming counties, the most common county residence being Sweetwater, Fremont, Natrona, and Lincoln. Ninety percent of resident respondents were male with an average age of 55 years. Seventy percent of resident respondents reported at least some college or technical school as their highest level of formal education. Sixty-one percent reported

being employed full time; 32 percent reported retirement as best describing their employment during the previous 12 months. Three quarters of resident respondents reported earning \$50,000 or more in household income, before taxes in the previous year. Overall these results suggest resident ORV permit holders are generally more likely to be male, more educated, and have more income than the general population in Wyoming.

Nonresident Off-Road Vehicle Survey Results

This section summarizes the results from the Wyoming nonresident ORV survey. Out-of-state ORV permit holders were asked to answer questions regarding their general ORV usage, annual trip information, their most recent ORV trip in Wyoming, annual expenditure, opinions about Wyoming ORV management, as well as their basic demographics. The nonresident survey instrument did not differ from that sent to Wyoming residents.

Section 1: General Usage Information

Section 1 of the six-section questionnaire asked nonresident ORV permit holders general questions about their ORV use and riding history. Specific information regarding use dates during the previous 12 months, complementary recreational activities, as well as overall satisfaction is included in this section.

A screening question asking “Did you use an ORV for recreational purposes in Wyoming during the last 12 months?” directed all respondents who did not meet these criteria to skip to the final demographics section. The majority of nonresident survey respondents, 96 percent, indicated “Yes,” they had participated in recreational ORV riding in Wyoming. Responses to this question differed significantly depending on the survey wave with 99 percent of summer wave and 94 percent of fall wave nonresident respondents responding indicating “Yes.”⁶

Responses to two questions regarding ORV experience indicate that nonresident Wyoming ORV permit holders tend to be overall experienced off-road riders, reporting an average of 19 years of ORV riding in total. However, they reported fewer years of experience riding in Wyoming, an average of 8 years of experience. This is up from an average of 14 total years of total experience riding reported for nonresidents in 2005 (Foulke et al. 2006, 24). Table 36 reports percentages for both total years reported and years riding ORVs in Wyoming.

⁶ 95% confidence interval for the proportion reporting recreational ORV use in the last 12 months: summer wave (0.970, 1.000); fall wave (0.908,0.965).

Table 36. Number of Years Riding ORVs—Total and In Wyoming

Years	Total	In Wyoming
1 to 5 years	13.9%	53.8%
6 to 10 years	23.8%	23.1%
11 to 15 years	12.0%	6.8%
16 to 20 years	13.9%	7.4%
21 to 25 years	10.4%	2.3%
26 to 30 years	9.1%	3.3%
more than 30 years	16.8%	3.1%
Total	100.0%	100.0%
Mean (Years)	18.73	8.35

Nonresident ORV riders were asked about household off-road vehicle ownership and number of riders. Table 37 reports percentages of ATV, off-road motorcycle, and other ORV ownership as well as household size. In response to “How many ORVs did you or people in your household own during the last 12 months? (Please do not include SUVs or pickup trucks)” nonresident respondents reported an average of 2.2 ATVs (Type I: 50” or less width and weighing 1,100 pounds or less); 1.0 unlicensed off-road motorcycles (Type II); and 0.5 other ORVs (Type III: more than 50” wide and weighing over 1,100 pounds). An average of 2.7 current riders was reported per household. Similar numbers with 2.5 ATVs owned per household were reported from the 2005 survey (Foulke et al. 2006, 26).

Table 37. Number of ORVs Owned and Number of Riders in Household

Number	Off-Road		ORVs	Riders
	ATVs	Motorcycles		
None	7.2%	77.1%	78.8%	0.0%
One	30.6%	8.5%	16.0%	15.7%
Two	32.8%	7.0%	3.6%	47.8%
Three	13.7%	2.8%	1.3%	12.7%
Four	9.1%	2.0%	0.0%	13.8%
Five	3.2%	1.6%	0.0%	4.8%
More than Five	3.4%	1.0%	0.2%	5.2%
Total	100.0%	100.0%	100.0%	100.0%
Mean	2.17	1.01	0.52	2.65

Survey respondents were asked to indicate each month of the year they had ridden an ORV recreationally in Wyoming in the previous 12 months. Results are reported in table 38. While riding was reported in every month of the year, the most popular months for recreational ORV riding reported

by nonresident respondents were July, August, June, and September. July was the peak month with 78 percent of nonresidents reporting rides. Nonresidents were much less likely than residents to ride Wyoming trails during winter months, less than 10 percent of reported rides were in November, December, January, February, or March. Generally, fall survey wave respondents were significantly more likely to report more trips. Seasonal riding numbers reported in 2012 were similar to 2005 responses with July through October the most popular months for nonresidents to ride an ORV in Wyoming (Foulke et al. 2006, 24).

Table 38. Months of Recreational ORV Riding in Wyoming Reported

Month	Percent Summer Wave	Percent Fall Wave	Percent Total
September*	26.0%	43.8%	35.0%
October*	15.5%	25.7%	20.7%
November	5.4%	9.8%	7.6%
December	3.5%	7.2%	5.4%
January*	1.9%	7.9%	5.0%
February*	2.3%	9.4%	5.9%
March*	5.8%	12.8%	9.4%
April*	8.9%	18.5%	13.8%
May*	17.8%	34.7%	26.4%
June*	33.7%	57.7%	45.9%
July	77.9%	77.7%	77.8%
August	49.2%	52.1%	50.7%

Total: Sums to more than 100% due to multiple answers.

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

Respondents were asked about the number of days they rode ORVs for recreation during the previous 12 months. Nonresident respondents reported riding an average of 18 days in Wyoming. More than half of nonresidents (56 percent) reported riding 10 or fewer days in the previous year (table 39).

Respondents were asked whether riding days occurred on non-holiday weekends, non-holiday weekdays, or holiday weekdays or weekends. Nonresidents responding to this question reported nearly half their recreational ORV riding days (46 percent) on non-holiday weekdays, over a third (39 percent) on non-holiday weekends, and 15 percent on holidays. Nonresidents responding to the summer survey wave were significantly more likely to report riding more on non-holiday weekdays;

summer wave respondents were significantly more likely to report riding on both non-holiday weekends and holiday days. Specific riding days are reported in table 39.

Table 39. Number of Days ORV Riding in Wyoming 2012 and When Riding Occurred

Number	Percent Summer Wave	Percent Fall Wave	Percent Total
10 or Fewer Days	56.9%	55.5%	56.0%
11 to 20 Days	22.3%	17.9%	19.3%
21 to 30 Days	8.5%	11.0%	10.2%
31 to 40 Days	3.8%	3.8%	3.8%
41 to 50 Days	1.5%	2.7%	2.3%
51 to 60 Days	2.3%	4.6%	3.8%
61 to 70 Days	0.8%	0.8%	0.8%
More than 70 Days	3.8%	3.8%	3.8%
Total	100.0%	100.0%	100.0%
Mean	16.21	18.23	17.56

Trip Days	Percent Summer Wave	Percent Fall Wave	Percent Total
Non-Holiday Weekdays*	54.4%	44.2%	48.2%
Non-Holiday Weekends*	31.7%	35.2%	33.8%
Holiday Days*	13.9%	20.6%	18.0%
Total	100.0%	100.0%	100.0%

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

Nonresident respondents were asked whether they had engaged in camping, fishing, hunting, or other activities during days they reported riding ORVs in the previous 12 months. ORV riding reported by nonresidents was most likely to be done in combination with camping (72 percent). The next most popular activity was fishing (45 percent). Only 16 percent reported hunting while ORV riding. Results are reported in table 40. Responses to these questions indicate significant changes from the 2006 ORV report. In the 2005 survey only 52 percent of nonresident respondents indicated camping, 27 percent fishing, while 55 percent reported hunting in conjunction with a recreational ORV riding trip (Foulke et al. 2006, 25).

Table 40. Recreational Activities Engaged in During ORV Riding Days Reported

Activity	Percent Total
Camping	71.9%
Fishing	45.2%
Hunting	16.2%
Other Activities	30.0%
Total: Sums to more than 100% due to multiple possible answers.	

In order to describe additional recreational activities in more detail, nonresident respondents were asked to report the percentage of time spent ORV riding, camping, fishing, hunting, and on other activities on days they reported recreational motorized trail use during the previous 12 months. As reported in table 41, the primary activity for nonresident respondents was ORV riding (56 percent) followed by camping (26 percent). Fishing, hunting, and other activities accounted for 7 percent, 6 percent, and 5 percent of nonresidents' time, respectively.

Table 41. Average Percentage of Time Spent on Specific Recreational Activities during ORV Riding Days Reported

Activity	Mean Percent
ORV Riding	55.8%
Camping	25.9%
Fishing	6.9%
Hunting	6.3%
Other Activities	5.1%
Total	100.0%

Note: Responses with percentages not summing to 100% were excluded from analysis.

ORV riders traveling to the state to ride reported a high level of satisfaction regarding their experience in Wyoming during the previous 12 months (as reported in table 42). Over 90 percent of respondents reported being "Extremely Satisfied" or "Satisfied" with their recreational riding experience in Wyoming while less than 1 percent of respondents reported being "Extremely Dissatisfied." The mean rating of 4.3 on a scale with 5 being "Extremely Satisfied" indicates nonresidents left Wyoming with a very favorable opinion of their recreational riding experience in the

state. In the 2005 survey 90 percent of nonresident respondents reported being either “Very Satisfied” or “Satisfied” with their recreational trail riding experience Wyoming (Foulke et al. 2006, 28).

Table 42. Overall Satisfaction or Dissatisfaction with Recreational ORV Riding in Wyoming

Level of Satisfaction	Mean Percent
Extremely Satisfied	40.5%
Satisfied	49.9%
Neither Satisfied nor Dissatisfied	6.4%
Dissatisfied	2.3%
Extremely Dissatisfied	0.8%
Total	100.0%
Mean Rating	4.3

Section 2: Annual Trip Information

The second section in the 2012 Wyoming ORV Survey asks questions regarding annual trip information including the total number of trips and days spent in specific locations, primary trip purpose of trips, and alternate activities to ORV trail riding.

Table 43 reports responses from nonresident ORV riders indicating the percentage of total trips, number of trips, and days per trip spent recreational trail riding at areas in Wyoming as well as in adjacent states during the previous 12 months. The most popular trail riding areas in Wyoming reported by nonresident permit holders in terms of total trips were the Bighorn Mountains (9 percent), Snowy Range (9 percent), and Star Valley (8 percent). Some nonresident days and trips were reported in every Wyoming trail area listed. Results from the 2005 Wyoming ORV Survey indicate similar areas as popular riding destinations with trails in the Snowy Range and Bighorn Mountains the most popular in terms of trips and days for nonresidents (Foulke et al. 2006, 28).

Nonresident ORV riders were asked to list the number of recreational trips to Wyoming that included ORV riding by the primary purpose of each trip. The percentage of trips is reported in table 44. The highest percentage of trips reported overall (56 percent) were primarily for recreational ORV riding. Camping and fishing were the second most popular trip purposes with 17 and 11 percent, respectively, followed by hunting (9 percent). Respondents to the summer survey wave were significantly more likely to report more trips where ORV riding was the primary purpose.

Table 43. Percent of Trips and Days Spent ORV Riding by Location

Site	Percent of Total Trips	Percent of Total Days
Wyoming Trail Areas		
Bighorn Mountains	8.8%	12.9%
Bighorn Basin	5.3%	3.6%
East of Yellowstone	1.4%	1.3%
Jackson Hole	0.9%	0.8%
Star Valley	8.1%	7.6%
Wyoming Range	1.4%	1.3%
West Side of Winds	1.5%	1.4%
East Side of Winds	1.1%	1.1%
Central Wyoming	1.0%	1.2%
Southwestern WY	4.9%	4.7%
Uinta Mountains	1.2%	2.3%
Southeastern WY	2.1%	3.0%
Snowy Range	8.6%	8.8%
Sierra Madre Mount.	1.4%	1.1%
Laramie Range	2.0%	2.2%
Laramie Peak	0.4%	0.7%
Powder River Basin	0.2%	0.2%
Black Hills	2.3%	1.8%
Other Wyoming Areas	0.2%	0.2%
Total Wyoming Trails	52.5%	56.1%
Trail Areas Outside Wyoming		
Montana Areas	11.2%	8.1%
Idaho Areas	9.6%	7.1%
Colorado Areas	7.0%	8.0%
South Dakota Areas	4.5%	4.4%
Utah Areas	8.2%	9.2%
Other State Areas	6.9%	7.2%
Total Outside Areas	47.5%	43.9%
Total	100%	100%

Table 44. Number of Trips Reported by Primary Purpose

Activity	Percent Summer Wave	Percent Fall Wave	Percent Total
ORV Riding*	68.3%	49.3%	55.7%
Camping	11.8%	19.0%	16.6%
Fishing	9.4%	11.3%	10.7%
Hunting	4.9%	10.7%	8.7%
Other Activities	5.7%	9.7%	8.3%
Total	100%	100%	100%

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

When nonresident ORV permit holders were asked “If you were, for some reason, unable to ride an ORV for recreation in Wyoming, in which of the following ways would this affect your outdoor recreation?” their most common response overall was “I would increase my participation in recreation in other states” (57 percent) suggesting that for most nonresident respondents ORV riding Wyoming trail areas were one of many options. About a quarter of respondents (27 percent) indicated that if unable to ride an ORV they would decrease their participation in recreation activities, indicating that a portion of nonresident riders view ORV riding as a necessary element to other recreational activities (table 45). Responses to this questions differed somewhat from those expressed in a similar question asked in 2005 when nonresident respondents reported being more likely to increase other activities in Wyoming (21 percent) and less likely to decrease participation in other activities (15 percent) (Foulke et al. 2006, 28).

Table 45. Alternate Activities Reported

Response	Percent Summer Wave	Percent Fall Wave	Percent Total
Increased my participation in other recreation activities in Wyoming	7.4%	8.1%	7.7%
Increased my participation in other recreation activities in other states	61.7%	53.2%	57.4%
Decreased my participation in recreation activities	26.7%	26.6%	26.7%
Other specified activity*	4.1%	12.1%	8.1%
Total	100.0%	100.0%	100.0%

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

Section 3: Information about Your Most Recent Trip in Wyoming

Nonresident ORV riders surveyed were asked to report information about their most recent trip to Wyoming during the previous 12 months. A set of questions asked about the destination area and trip date, the primary purpose of the trip, size of the traveling party, trip length and accommodations, travel time and distance, time and miles spent traveling on an ORV each day, and gasoline purchased for the ORV was requested as well as other specific trip expenditure information.

While trips were reported to every Wyoming trail area, the most common primary ORV riding area destinations in Wyoming reported by nonresident riders for their most recent ORV trip were the Bighorn Mountains (33 percent), Snowy Range (16 percent), and Star Valley (13 percent). Primary trip destination responses are reported in table 46.

Table 46. Primary Destination of Most Recent Trip

Destination	Percent
Bighorn Mountains	33.0%
Snowy Range	15.7%
Star Valley	12.8%
Southwestern Wyoming	8.2%
Bighorn Basin	6.4%
Southeastern Wyoming	4.3%
Laramie Range	3.3%
Central Wyoming	2.7%
East of Yellowstone	2.5%
East Side of Wind River Mountains	2.3%
Sierra Madre Mountains	2.1%
Wyoming Range	1.9%
Black Hills	1.2%
Uinta Mountains	1.0%
West Side of Wind River Mountains	0.8%
Powder River Basin	0.8%
Laramie Peak	0.6%
Jackson Hole	0.4%
Total	100.0%

Most recent ORV trip dates were reported in each of the previous 12 months. The proportion of responses reported by nonresidents in several months differed significantly depending on the survey wave, as indicated in table 47. The most popular months for ORV recreation in Wyoming reported were July (41 percent), August (18 percent), and September (13 percent). July and August were more

popular recent trip months reported by summer nonresident respondents; October, November, and December were all more popular months reported by fall survey wave respondents.

Table 47. Date of Most Recent Trip

Month of Trip	Mean Percent Summer Wave	Mean Percent Fall Wave	Mean Percent Total
January	0.4%	3.4%	1.9%
February	0.4%	1.7%	1.1%
March	0.4%	1.3%	0.9%
April	0.9%	1.3%	1.1%
May	1.8%	3.0%	2.4%
June	7.9%	9.8%	8.9%
July*	48.7%	32.8%	40.6%
August*	23.7%	12.3%	17.9%
September	11.0%	14.5%	12.7%
October*	4.8%	13.6%	9.3%
November*	0.0%	4.3%	2.2%
December*	0.0%	2.1%	1.1%
Total	100.0%	100.0%	100.0%

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

By far the most popular primary purpose of the most recent trip indicated by nonresident respondents was ORV riding (66 percent) followed by camping (14 percent) and hunting (9 percent). (See table 48.) Responses from the summer and fall survey waves were not significantly different for this question.

Table 48. Primary Purpose of Most Recent Trip

Activity	Mean Percent
ORV Riding	65.8%
Camping	14.0%
Fishing	4.8%
Hunting	9.0%
Other Activities	6.4%
Total	100.0%

Nonresident recreational ORV riders were asked about the number of people traveling in their party, the number of passenger vehicles, and the number of ORVs in their party on their most recent ORV trip in Wyoming. Responses for number of people, passenger vehicles, and ORVs as a mean and

percentage of total responses are reported in table 49. The average traveling party included 6.4 people, 2.2 passenger vehicles, and 4.2 ORVs. Results were similar to the 2005 ORV survey which indicated mean responses of 6.0 people, 2.0 vehicles, and 4.2 ORVs (Foulke et al. 2006, 30-31).

Table 49. Number of People, Passenger Vehicles, and ORVs on Most Recent Trip

Number	People	Passenger Vehicles	ORVs
Zero		7.8%	
One	2.7%	35.7%	15.4%
Two	22.5%	26.5%	22.6%
Three	12.1%	12.3%	15.6%
Four	15.8%	8.0%	14.4%
Five	5.8%	3.5%	7.8%
More than Five	41.0%	6.2%	24.2%
Total	100.0%	100.0%	100.0%
Mean	6.37	2.21	4.22

Distributions and mean responses to a question asking about time spent away from home on the most recent ORV trip to Wyoming are reported in table 50. Overall, nonresident ORV respondents reported spending an average of 6.2 nights away from home. On average, 1.7 nights spent outside Wyoming were reported by nonresident respondents. Mean reported nights outside Wyoming differed significantly depending on the survey wave with 2.4 reported by summer and 1.0 reported by fall wave respondents.⁷ On average nonresident respondents reported 5.7 days in Wyoming on their most recent trip with 4.8 of these days spent ORV riding in Wyoming.

One-way travel time and distance from home to the unloading site for nonresident respondents' most recent ORV trip to Wyoming are reported in tables 51 and 52, respectively. Nonresident ORV riders reported varied travel times. Common travel times included both 5 hours or more (44 percent) or one to two hours (31 percent). Average reported travel time was 7.5 hours. Travel times differed significantly by survey wave with 8.8 hours reported by summer and 6.3 hours reported by fall survey wave respondents.⁸ Mean travel distance was 421 miles. The most common distances reported were more than 180 miles. Mean travel distances differed significantly by survey wave with summer

⁷ 95% confidence interval for the mean number of nights spent outside Wyoming: summer wave (1.676, 3.064); fall wave (0.665, 1.395).

⁸ 95% confidence interval for the mean travel time: summer wave (7.729, 9.951); fall wave (5.513, 7.007).

respondents reporting 476 miles and fall survey wave respondents reporting 368 miles.⁹ The responses in the previous survey indicated slightly less travel associated with nonresident ORV riders coming to Wyoming in 2012 with average travel time and distance of 10.3 hours and 575 miles reported in 2005 (Foulke et al. 2006, 32).

Table 50. Number of Nights Away from Home during Most Recent Trip

Number	Total Nights Away from Home	Nights spent Outside Wyoming	Total Days in Wyoming	Total Days ORV Riding in Wyoming
None	8.9%	57.6%	0.0%	0.0%
One	1.8%	9.2%	8.6%	11.3%
Two	10.7%	15.5%	7.7%	13.1%
Three	11.3%	3.5%	14.6%	16.1%
Four	12.5%	3.5%	15.5%	18.5%
Five	8.9%	2.1%	12.2%	9.5%
Six	7.1%	1.1%	8.3%	11.0%
Seven	8.9%	2.1%	11.0%	7.7%
8 to 10	17.3%	1.1%	13.7%	8.0%
More than 10	12.5%	4.2%	8.3%	4.8%
Total	100.0%	100.0%	100.0%	100.0%
Mean	6.17	1.74*	5.70	4.76

*95% confidence interval for the mean indicates a significant difference depending on the survey wave.

Table 51. Travel Time in Hours from Home for Most Recent Trip (One-Way)

Hours	Mean Percent Total
1 Hour or Less	9.6%
2 Hours	16.5%
3 Hours	14.7%
4 Hours	9.2%
5 Hours	6.2%
More than 5 Hours	43.8%
Total	100.0%
Mean	7.53*

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

⁹ 95% confidence interval for the mean travel distance: summer wave (427.747, 523.473); fall wave (322.766, 413.314).

Table 52. Miles Traveled from Home for Most Recent Trip (One-Way)

Hours	Mean Percent
0 to 20 Miles	1.2%
21 to 40 Miles	1.6%
41 to 60 Miles	1.4%
61 to 80 Miles	5.4%
81 to 100 Miles	5.0%
101 to 120 Miles	4.4%
121 to 140 Miles	5.8%
141 to 160 Miles	9.3%
161 to 180 Miles	3.8%
More than 180 Miles	61.9%
Total	100.0%
Mean	420.96*

*95% confidence interval for the proportion indicates a significant difference depending on the survey wave.

Nonresident ORV survey respondents were asked to report the number of miles they traveled on their ORV per day as well as the number of hours spent riding per day on their most recent trip. Distance and time responses are reported in tables 53 and 54, respectively. Nonresident respondents reported average daily rides of 38.4 miles, 5.8 hours per day.

Table 53. Average Miles Traveled on ORV per Day on Most Recent Trip

Miles	Percent
0 to 10 Miles	12.7%
11 to 20 Miles	15.9%
21 to 30 Miles	18.0%
31 to 40 Miles	15.5%
41 to 50 Miles	16.3%
More than 50 Miles	21.6%
Total	100.0%
Mean	38.42

Table 54. Average Hours Spent on ORV per Day on Most Recent Trip

Hours	Percent
1 Hour or Less	5.7%
2 Hours	5.7%
3 Hours	8.1%
4 Hours	12.0%
5 Hours	15.5%
6 Hours	21.6%
7 Hours	6.7%
8 Hours	15.9%
More than 8 Hours	8.8%
Total	100.0%
Mean	5.79

Nonresident ORV riders were asked to “provide your best estimate on the total number of gallons of gasoline you purchased for your ORV during their most recent ORV trip to Wyoming.” An average of 13.5 gallons of gasoline was reported with 61 percent of respondents reporting 10 gallons or less purchased per trip (table 55).

Table 55. Total Gallons of Gasoline Purchased for Personal ORV during Most Recent Trip

Gallons of Gasoline	Percent
5 or Less Gallons	34.2%
6 to 10 Gallons	26.3%
11 to 15 Gallons	14.1%
16 to 20 Gallons	9.8%
More than 20 Gallons	15.5%
Total	100.0%
Mean	13.54

Nonresident ORV riders surveyed were asked to report trip expenditures for their most recent ORV trip in Wyoming during the previous 12 months. A set of questions divided expenditure estimate requests for total trip spending and portions spent in Wyoming for a list of common items as well as the number of people represented by the expenditures listed. Most recent trip expenditures reported by category as well as the total spent in Wyoming for nonresidents are reported in table 56. Average trip expenditures for all expense categories reported by nonresidents per person per day spent in Wyoming were \$60.61. Seventy percent of total trip expenditures reported were spent in Wyoming resulting in

total trip expenditures spent in and out of the state of \$78.58. The top three expenses reported by nonresidents as a portion of total Wyoming expenditure were 1) fuel for passenger vehicles (\$14/person/day), 2) overnight lodging (\$13/person/day), and food and beverages (\$11/person/day). Wyoming expenses from the 2005 survey report more than doubled from nonresidents' daily per person expenditures in the state which \$27 (Foulke et al. 2006, 33).

Table 56. Average Trip Expenditure per Person per Day in Wyoming

Expenditure	Average per Day in Wyoming
Gas for ORVs	\$5.55
Fuel for Passenger Vehicle	\$14.46
Food & Beverages	\$10.98
Groceries & Liquor	\$7.77
Overnight Lodging	\$12.52
Guide ORV Tours	\$0.16
ORV Rentals	\$0.57
Oil, Repairs, & Maintenance	\$1.45
Retail Items	\$3.34
Other Recreation	\$1.92
Other Expenditures	\$1.88
Total	\$60.61

Section 4: Overall Expenditure Information

Section 4 of the 2012 Wyoming ORV Survey included a set of questions asked nonresident responders to estimate annual household expenditures related to off-road vehicle recreation. Expenditure estimates were requested for total annual spending as well as the portion spent in Wyoming for a list of items related to owning and maintaining ORVs during the year as well as the number of people represented by the expenditures listed. Most recent trip expenditures reported by category as well as the total spent in Wyoming for nonresidents are reported in table 57. Nonresident respondents reported average annual household expenditures for ORV items spent in Wyoming during the previous twelve months of \$231 per person, accounting for 12 percent of total annual expenditure spent in and out of the state. New and used ORVs represented the highest annual expenditure in Wyoming (\$171/person) followed by registration and fees (\$15/person). Average registration, fees, and taxes for nonresidents (\$15 per person) represented 6 percent of total annual expenses. Total annual amounts reported spent in Wyoming on ORV recreation-related items were similar to those reported in the 2005 ORV survey of \$273 per person in Wyoming (Foulke et al. 2006, 34). New and used ORVs and ORV trailers remained the highest cost items.

Table 57. Average Annual ORV Related Expenditure per Person in Wyoming

Expenditure	Average Amount in Wyoming
New/Used ORVs	\$171.25
ORV Trailers	\$7.79
Safety Equipment	\$4.46
ORV Clothing	\$3.22
ORV Accessories	\$11.87
Annual Repairs and Parts	\$11.74
Registrations & Fees	\$14.88
Club Dues & Expenses	\$0.22
ORV Storage Costs	\$1.18
Other	\$4.59
Total	\$231.21

Section 5: Opinions about Wyoming ORV Management Issues

Nonresident ORV riders were asked a series of questions regarding their opinions on long-range issues regarding recreational motorized trail management in Wyoming. Respondents were asked for their perspective regarding raising Wyoming ORV registration/user fees and fee sales methods, which services funded by these fees they valued, and their preference for sharing winter trails groomed for snowmobile use. A series of questions also asked about preferences for services paid for by the fees as well as satisfaction with current services provided by the Wyoming Trails Program.

Nonresident ORV riders were asked to rate the importance of ten listed uses of Wyoming ORV registration/user fees using a five point Likert scale ranging from “very important” to “not important at all.” Table 58 reports average ratings for each fee use on a scale of 5 (very important) to 1 (not important at all). Nonresident respondents indicated the most important services to them were trail maps, trail signage, and new trail construction, followed by trail maintenance and planning for new trails. The least important service indicated was providing safety shelters.

Table 58. Importance of the Following Uses of ORV Registration/User Fees

Use	Importance Average Rating*
Parking Area Construction	3.23
New Trail Construction	4.22
Trail Maintenance	4.10
Trail Signage	4.24
Trail Maps	4.32
Law Enforcement	3.17
Safety/User Ethics Education	3.37
Planning for New Trails	4.00
Providing Toilet Facilities	3.26
Providing Safety Shelters	2.98

* Very Important = 5; Important = 4; Neutral = 3; Not Important = 2; Not Important at All = 1

Table 59 reports nonresident respondents' ratings of these ten fee uses in terms of top, second, and third priorities. New trail construction was indicated as the most common top priority followed by trail maintenance. Uses ranked as the highest second priorities include trail signage and trail maintenance and the top ranked third priority was trail maps.

Table 59. Top Three Priorities for Uses of ORV Registration/User Fees

Use	Top Priority	Second Priority	Third Priority
Parking Area Construction	3.5%	3.6%	6.6%
New Trail Construction	35.6%	15.4%	9.8%
Trail Maintenance	23.4%	21.1%	17.4%
Trail Signage	15.9%	23.2%	15.7%
Trail Maps	11.6%	18.1%	20.4%
Law Enforcement	1.7%	2.9%	3.4%
Safety/User Ethics Education	2.5%	2.5%	3.6%
Planning for New Trails	3.5%	10.7%	13.8%
Providing Toilet Facilities	1.2%	2.1%	6.6%
Providing Safety Shelters	1.0%	0.4%	2.6%
Total	100.0%	100.0%	100.0%

Asked whether they would support changing the current manual registration/user fee sales process to a more automated electronic or on-line sales method, nonresident respondents generally favored such a change with 69 percent supporting and 31 percent opposed a change in sales method (table 60).

Table 60. Changing the Manual Registration/User Fee Sales Process through Selling Agents to a more Automated Electronic or On-Line Permit Sales Method

Response	Percent
Yes	68.8%
No	31.2%
Total	100.0%

Nonresident survey respondents were generally opposed to paying separate trailhead parking fees in order to fund more or improved parking and provide facilities such as toilets at parking areas: 34 percent supported this additional fee, 66 percent indicated that they opposed paying a separate parking fee for more or better parking facilities (table 61).

Table 61. Paying a Separate Trailhead Parking Fee if Used to Build More/Better Parking and Snow Removal at Parking Areas

Response	Percent
Support	34.3%
Oppose	65.7%
Total	100.0%

When asked whether they would support or oppose allowing wheeled ATVs to use groomed snowmobile trails during the winter season if Wyoming ORV fees were used to help pay for snowmobile trail grooming, 41 percent of nonresident respondents indicated that they “strongly support” or “support” sharing groomed winter trails; 21 percent “somewhat opposed” or “strongly opposed” shared trails (table 62). Over a third of nonresident respondents (37 percent) indicated that they were neither opposed or in support of shared winter trails. Overall, these results seem to suggest that like resident riders, nonresident ORV riders are somewhat supportive of ATVs using groomed snowmobile trails and also using ORV funds to defray grooming costs although this support is mitigated by undecided or indifferent responses.

Table 62. Allowing ATVs to Use Groomed Snowmobile Trails during the Winter Season if ATV Riders Help Pay for Snowmobile Trail Grooming

Response	Percent
Strongly Support	20.4%
Somewhat Support	21.0%
Neither Support or Oppose	37.4%
Somewhat Oppose	8.0%
Strongly Oppose	13.2%
Total	100.0%

Nonresident respondents were asked to think about their ORV recreation experience in Wyoming and to rate their level of satisfaction with each of 14 area services and facilities on a scale of 5 (very satisfied) to 1 (very dissatisfied). Average ratings are reported in table 63. “Riding Opportunities on Trails” received the highest average rating followed by “Riding Opportunities on Roads” and “Trail Maintenance.” The least satisfaction was indicated by resident respondents was for “Other Specified Service or Facility.” Every other item received an average rating above 3.0, indicating overall satisfaction.

Table 63. Level of Satisfaction Regarding ORV Services and Facilities Experienced in Wyoming

ORV Service or Facility	Level of Satisfaction Average Rating*
Riding Opportunities on Roads	3.88
Riding Opportunities on Trails	4.03
Off-trail Opportunities in Open Areas	3.47
Law Enforcement	3.42
Safety and User Ethics Education	3.38
Trail Maintenance	3.67
Trail Signing	3.41
Trail Map Quality	3.53
Trail Map Availability	3.51
Parking Availability	3.64
Website/Online Information	3.28
ORV Permits (availability, ease of purchase)	3.72
Other Specified Service or Facility	2.62

* Very Satisfied = 5; Satisfied = 4; Neutral = 3; Dissatisfied = 2; Very Dissatisfied = 1

A final question regarding opinions about Wyoming ORV management issues asked nonresident ORV riders to rate the importance of 12 ORV trail characteristics to their riding experience. Average rating responses are listed in table 64 on a scale of 5 (very important) to 1 (not

important at all). “Accurate and easy to read trail maps” and “More designated ORV trails” received the highest ratings. “Services available along trails” and “Law enforcement on trails” received the lowest ratings indicating they were less important trail characteristics to nonresident respondents. All other characteristics were given average ratings above 3.0, indicating that they were important to ORV riders coming into the state. While the list of characteristics differed somewhat responses were similar to the previous survey. Nonresidents in the 2005 Wyoming ORV Survey rated “More designated trails,” “Accurate and easy to read trail maps,” and “More designated open riding areas” as their top three trail characteristics (Foulke et al. 2006, 26).

Table 64. Level of Importance Regarding ORV Trail Characteristics to Wyoming Riding Experience

ORV Trail Characteristic	Importance Average Rating*
Longer lengths of trails	3.99
Trails that are challenging	3.86
Trails that are easy to ride	3.49
Services available along trails	2.91
Loop trails	3.79
More designated ORV trails	4.22
More trails that are legal for youth	3.51
More roads designated open to ORVs	4.17
More designated open riding areas	4.04
Signage on trails	4.10
Accurate and easy to read trail maps	4.22
Law enforcement on trails	2.98

* Very Important = 5; Important = 4; Neutral = 3; Not Important = 2; Not Important at All = 1

Section 6: Demographics

Information on demographic characteristics of respondents is very important to understanding demand for motorized trail recreation and any important differences in ORV permit holders relative to the general population. Demographics questions provided background information on nonresident Wyoming ORV survey respondents.

Respondents were from 14 states, the most common residence being Colorado and Montana (18 percent each), Utah (15 percent), Iowa and South Dakota (6 percent each) (table 65). Ninety percent of nonresident respondents were male (table 66) with an average age of 53 years (table 67).

Twenty-two percent of nonresident respondents reported finishing high school/GED as their highest level of formal education, 28 percent some college or technical school, and 34 percent reported a college or technical degree (table 68). Seventy percent of nonresident respondents reported being employed full time; 21 percent reported retirement as best describing their employment during the previous 12 months (table 69). Eighty-three percent of nonresident respondents reported earning \$50,000 or more in household income, before taxes in the previous year (table 70). These results are similar to 2005 Wyoming ORV Survey results report which indicated 92 percent of nonresident respondents were male, 26 percent had finished high school or received a GED, and 74 percent reported earning \$50,000 or more per year or more (Foulke et al. 2006, 35-36). Overall these results suggest nonresident ORV permit holders are generally more likely to be male, more educated, and have more income than the general population in the US.

Table 65. Place of Residence, State

State*	Percent
AZ	0.9%
CA	1.8%
CO	17.9%
IA	6.0%
ID	5.7%
MN	5.1%
MO	1.3%
MT	17.6%
ND	2.7%
NE	7.3%
SD	5.9%
UT	14.8%
WA	0.9%
WI	2.6%
Other	9.3%
Total	100.0%

*States listed with 5 or more nonresident respondents.

Table 66. Gender

Gender	Percent
Male	90.4%
Female	9.6%
Total	100.0%

Table 67. Age

Years of Age	Percent
Under 20 Years	0.2%
21 to 30 Years	5.3%
31 to 40 Years	14.0%
41 to 50 Years	22.5%
51 to 60 Years	28.2%
61 to 70 Years	23.0%
71 to 80 Years	6.6%
More than 80 Years	0.2%
Total	100.0%
Mean	54.73

Table 68. Highest Level of Formal Education Completed

Level of Education	Percent
Grades 1 through 8	0.4%
Some High School	2.5%
Finished High School/GED	21.8%
Some College or Technical School	28.4%
College or Technical Degree	34.1%
Some Postgraduate Work	3.6%
Obtained Graduate Degree	9.3%
Total	100.0%

Table 69. Employment during Last 12 Months

Employment Category	Percent
Employed Full Time	70.0%
Employed Part Time	4.2%
Retired	20.6%
Homemaker	0.8%
Unemployed	0.2%
Other Specified Employment	4.2%
Total	100.0%

Table 70. Household Income, Before Taxes, Last Year

Household Income	Percent
Under \$10,000	0.4%
\$10,000 to \$24,999	3.0%
\$25,000 to \$49,999	13.9%
\$50,000 to \$99,999	44.4%
\$100,000 to \$199,999	29.8%
\$200,000 or More	8.5%
Total	100.0%

Wyoming Nonresident Off-Road Vehicle Survey: Summary and Conclusions

Nonresident Wyoming ORV permit holders tend to be overall experienced off-road riders, reporting an average of 19 years of ORV riding in total. However, they reported fewer years of experience riding in Wyoming, an average of 8 years of experience. They reported owning an average of 2.2 ATVs, 1.0 unlicensed off-road motorcycles, and 0.5 other ORVs with an average of 2.7 current riders reported per household. While riding was reported in every month of the year, the most popular months for recreational ORV riding reported by nonresident respondents were July, August, June, and September. Nonresidents were much less likely than residents to ride Wyoming trails during winter months.

Nonresident respondents reported riding an average of 18 days in Wyoming during the previous 12 months with half of their recreational ORV riding days reported on non-holiday weekdays, over a third on non-holiday weekends, and 15 percent on holidays. ORV riding reported by nonresidents was most likely to be done in combination with camping. The next most popular activity was fishing. Only 16 percent reported hunting while ORV riding in the state. ORV riders traveling to the state to ride reported a high level of satisfaction regarding their experience in Wyoming during the previous 12 months. Over 90 percent of respondents reported being “Extremely Satisfied” or

“Satisfied” with their recreational riding experience in Wyoming while less than 1 percent of respondents reported being “Extremely Dissatisfied.” The most popular trail riding areas in Wyoming reported by nonresident permit holders in terms of total trips were the Bighorn Mountains, Snowy Range, and Star Valley. Some nonresident days and trips were reported in every Wyoming trail area listed.

Asked about their most recent recreational ORV riding trip to Wyoming nonresident permit holders reported the average traveling party included 6.4 people, 2.2 passenger vehicles, and 4.2 ORVs. Overall, nonresident ORV respondents reported spending an average of 5.7 days in Wyoming on their most recent trip with 4.8 of these days spent ORV riding. Of 6.2 nights reported away from home 1.7 were spent outside Wyoming. The average reported travel from home to the unloading site for nonresident ORV riders coming to Wyoming trails was 7.5 hours, 421 miles. Nonresident respondents reported average daily rides of 38.4 miles, 5.8 hours per day on their most recent trip. Average trip expenditures reported by nonresidents per person per day spent in Wyoming were \$60.61. Seventy percent of total trip expenditures reported were spent in Wyoming resulting in total trip expenditures spent in and out of the state of \$78.58. The top three expenses reported by nonresidents as a portion of total Wyoming expenditure were fuel for passenger vehicles, lodging, and food and beverages. Nonresident respondents reported average annual household expenditures for ORV items spent in Wyoming during the previous twelve months of \$231 per person, accounting for 12 percent of total annual expenditure spent in and out of the state.

Nonresident ORV riders were asked a series of questions regarding their opinions on long-range issues regarding recreational motorized trail management in Wyoming. Asked to rate the importance of ten listed uses of Wyoming ORV registration/user fees nonresident respondents indicated the most important services to them were trail maps, trail signage, and new trail construction, followed by trail maintenance and planning for new trails. The least important service indicated was providing safety shelters. Asked whether they would support changing the current manual registration/user fee sales process to a more automated electronic or on-line sales method, nonresident respondents generally favored such a change with 69 percent supporting a change in sales method. Nonresident survey respondents were generally opposed to paying separate trailhead parking fees in order to fund more or improved parking and provide facilities such as toilets at parking areas: 66 percent indicated that they opposed paying a separate parking fee. Responses to a question asking whether they would support or oppose allowing wheeled ATVs to use groomed snowmobile trails during the winter season if Wyoming ORV fees were used to help pay for winter trail grooming,

nonresident responses suggest that like resident riders, nonresident ORV riders are somewhat supportive of ATVs using groomed snowmobile trails and also using ORV funds to defray grooming costs although this support is mitigated by undecided or indifferent responses. Nonresident respondents were asked to rate their level of satisfaction with each of 14 area services and facilities. “Riding Opportunities on Trails” received the highest average rating followed by “Riding Opportunities on Roads” and “Trail Maintenance.” The least satisfaction was indicated by resident respondents was for “Other Specified Service or Facility.” Asked to rate the importance of 12 ORV trail characteristics to their riding experience “Accurate and easy to read trail maps” and “More designated ORV trails” received the highest ratings; “Services available along trails” and “Law enforcement on trails” received the lowest ratings indicating they were less important trail characteristics to nonresident respondents.

Demographics information collected provided background information on nonresident Wyoming ORV survey respondents. Respondents were from 14 states, the most common residence being Colorado, Montana, Utah, Iowa, and South Dakota. Ninety percent of nonresident respondents were male with an average age of 53 years. Seventy-five percent of resident respondents reported at least some college or technical school as their highest level of formal education. Seventy percent of nonresident respondents reported being employed full time; 21 percent reported retirement as best describing their employment during the previous 12 months. Eighty-three percent of nonresident respondents reported earning \$50,000 or more in household income, before taxes in the previous year. Overall these results suggest nonresident ORV permit holders are generally more likely to be male, more educated, and have more income than the general population in the US.

The Economic Contributions of Wyoming’s Off-Road Vehicle Trails Program

This section summarizes the results of an economic analysis of the State of Wyoming’s Off-Road Vehicle (ORV) program in Wyoming. This analysis was conducted by the Department of Agricultural and Applied Economics at the University of Wyoming for the Wyoming Department of State Parks and Cultural Resources during 2012. These results update a previous study conducted for the Department during 2005.

Expenditures by ORV riders in Wyoming generate jobs and income for Wyoming residents. Nonresident expenditures represent new money to the Wyoming economy which generates new jobs and income. Resident expenditures may be regionally important to local economies that depend on the spending associated with ORV riding and may also represent the retention of expenditures that could

flow to other states if designated ORV trails were not provided in Wyoming. In order to estimate the economic importance of the ORV program to the Wyoming economy, an economic contributions analysis was conducted by the Department of Agricultural and Applied Economics at the University of Wyoming. This analysis considers the gross economic activity in the state's economy that can be attributed to the state's ORV program. As such, it considers all the dollars that actually flow to the various sectors of the Wyoming economy as a result of the ORV use associated with the trails program. The analysis does not consider the net economic activity (i.e. economic impact) associated with the ORV program in Wyoming which would require information about how much of the ORV riders' current expenditures would remain in the Wyoming economy without the ORV program and how those dollars would be spent. That information is beyond the scope of this analysis.

The contribution analysis was based on a survey of resident and nonresident owners of ORVs registered in Wyoming for 2012. This survey was conducted by the Wyoming Survey and Analysis Center (WYSAC) at the University of Wyoming. Resident and nonresident surveys were implemented through a combination of on-line and mail questionnaires with the sample drawn from a list of addresses for registered ORVs in Wyoming for 2012 provided by the State Trails Program. Due to the difference in use levels and spending between resident and nonresident ORV riders, the economic contribution of each group was estimated separately and then combined to report the total economic contribution of the ORV program.

Survey Results and Economic Impacts

Table 71 summarizes the estimates of resident ORV riders' expenditures in Wyoming during 2012. Resident expenditures are broken down by trip and annual expenditures. For trip expenditures, Wyoming Trail Program records indicate that there were 44,910 resident ORVs registered in Wyoming in 2012. This represents 80 percent of the 56,137 total ORVs registered in Wyoming during the year. Results from the resident survey indicate that the average annual days of riding per registered ORV in Wyoming was more than 38 days. The survey results also indicate that there were 1.5 riders per ORV during a typical trip in Wyoming. Combining these estimates with the total registered resident ORV number resulted in an estimate of nearly 2.6 million resident ORV visitor days in Wyoming during 2012. The survey results indicate that, on average, resident ORV riders spent an estimated \$40.54 in Wyoming per person per day while riding ORVs. Applying this expenditure amount to 2.6 million visitor days results in estimated total trip expenditure for resident ORV riders of \$105.4 million for 2012. In the 2005 survey resident ORV riders average days of riding in Wyoming was 28.2 days and

the average trip expenditure per person per day in Wyoming was \$27.04. It is also important to note that there were only 28,150 registered resident ORVs reported in 2005.

Table 71. Resident ORV Riders Expenditures in WY (2012)

Resident ORV Riders - Trip Expenditures in Wyoming	
Registered Resident ORVs	44,910
Average Days Per ORV in Wyoming	38.6
Total Recreation Days	1,733,061
Total Recreation Days	1,733,061
Riders Per ORV	1.5
Total Visitor Days	2,599,592
Total Visitor Days in Wyoming	2,599,592
Expenditures Per Day in Wyoming	\$40.54
Total Trip Expenditures in Wyoming	\$105,387,468
Resident ORV Riders - Annual Expenditures in Wyoming	
Registered Resident ORVs	44,910
Expenditures Per ORV in Wyoming	\$1,788.69
Total Annual Expenditures	\$80,329,352
Resident ORV Riders - Total Expenditures in Wyoming	
Total Trip Expenditures in Wyoming	\$105,387,468
Total Annual Expenditures in Wyoming	\$80,329,352
Total ORV Rider Expenditures in Wyoming	\$185,716,820

In terms of annual expenditures for resident ORV riders, the analysis is again based on the 44,910 registered resident ORVs in Wyoming for 2012. The survey results show that on average, resident ORV riders spent nearly \$1,800 annually in Wyoming per ORV. Applying this expenditure amount to the 44,910 registered resident ORVs results in an estimated total annual expenditure for resident ORV riders of \$80.3 million. Combining trip and annual expenditures, the total resident ORV riders' expenditures in Wyoming for 2012 are estimated to be more than \$185.7 million. In 2005 the average annual expenditure per ORV was about \$1,300.

A similar procedure is followed to estimate the nonresident ORV rider expenditures in Wyoming during 2012 (Table 72). Trail program records show that there were 11,227 nonresident ORVs registered in Wyoming for 2012. This represents 20 percent of the 56,137 ORVs registered in Wyoming during the year. The nonresident survey indicates that the average annual days of riding per ORV in Wyoming was about 18 days. The survey results also indicate that there were 1.5 riders per

ORV during a typical trip in Wyoming. Combining these estimates with the total registered nonresident ORV number resulted in an estimate of nearly 300,000 nonresident ORV visitor days in Wyoming during 2012. The survey results indicate that on average, resident ORV riders spent an estimated \$60.61 in Wyoming per person per day while riding ORVs. Applying this expenditure amount to 300,000 visitor days results in estimated total trip expenditure for nonresident ORV riders of \$17.9 million for 2012. In the 2005 survey nonresident ORV riders average days of riding in Wyoming was 11.6 days and the average trip expenditure per person per day in Wyoming was \$31.70. There were 11,071 registered nonresident ORVs reported in 2005.

Table 72. Nonresident ORV Expenditures in WY (2012)

Nonresident ORV Riders - Trip Expenditures in Wyoming

Registered Nonresident ORVs	11,227
Average Days Per ORV in Wyoming	17.6
Total Recreation Days in Wyoming	197,153
Total Recreation Days in Wyoming	197,153
Riders Per ORV	1.5
Total Visitor Days in Wyoming	295,730
Total Visitor Days in Wyoming	295,730
Expenditures Per Day in Wyoming	\$60.61
Total Trip Expenditures in Wyoming	\$17,924,178

Nonresident ORV Riders - Annual Expenditures in Wyoming

Registered Nonresident ORVs	11,227
Expenditures Per ORV in Wyoming	\$231.21
Total Annual Expenditures in Wyoming	\$2,595,887

Nonresident ORV Riders - Total Expenditures in Wyoming

Total Trip Expenditures in Wyoming	\$17,924,178
Total Annual Expenditures in Wyoming	\$2,595,887
Total ORV Rider Expenditures in Wyoming	\$20,520,065

In terms of annual expenditures for nonresident ORV riders, the analysis is again based on the 11,227 nonresident ORV registered in Wyoming for 2012. The survey results show that, on average, nonresident ORV riders spent more than \$231 in Wyoming per ORV. Applying this expenditure amount to the 11,227 registered nonresident ORVs, results in an estimated total annual expenditure for nonresident ORV riders of \$2.6 million. Combining trip and annual expenditures, the total nonresident ORV rider expenditures in Wyoming for 2012 are estimated to be more than \$20.5 million. In the 2005 nonresident ORV rider survey the average annual expenditure per ORV was \$243.

Table 73 summarizes the total expenditures in Wyoming for combined resident and nonresident ORV riders during 2012. The total includes \$123.3 million in trip expenditures by residents and nonresidents and \$82.9 million in annual expenditures by residents and nonresidents for a total expenditure estimate of \$206.2 million. Overall, the largest categories for trip expenditures are fuel for passenger vehicles (\$38.0 million), groceries and liquor purchased from stores (\$30.0 million), food and beverages purchased in restaurants and bars (\$15.6 million), and gasoline for ORVs (\$15.4 million). These four categories represent over 80 percent (80.3 percent) of the total trip expenditures in Wyoming. Overall, the largest category for annual expenditures is new or used ORVs (\$62.5 million) which represent over 75 percent (75.4 percent) of total annual expenditures in Wyoming.

Table 74 summarizes the estimated economic contribution of ORV expenditures to the Wyoming economy. These estimates are obtained from a 2011 IMPLAN model of the State of Wyoming. IMPLAN is a regional modeling system capable of providing economic resolution down to the county level that is commonly used for economic contribution analysis (MIG 2013). The IMPLAN model estimates that the \$206.2 million in ORV riders' expenditures results in \$38.0 million in secondary economic activity in the Wyoming economy for a total economic contribution of \$244.2 million. The model estimates that this economic activity supports the equivalent of nearly 1,500 annual jobs in the Wyoming economy with labor income of \$49.5 million. The IMPLAN model also estimates that the economic activity associated with the ORV program generates state and local government revenue in Wyoming of \$9.6 million.

Table 73. Total ORV Expenditures in WY (2011-2012 Season)

Trip Expenditures in Wyoming	Resident	Nonresident	Total Trip
Gasoline - ORV	\$13,726,694	\$1,642,530	\$15,369,224
Fuel - Passenger	\$33,779,143	\$4,275,074	\$38,054,217
Food & Beverages	\$12,330,576	\$3,247,157	\$15,577,733
Groceries & Liquor	\$27,675,989	\$2,296,862	\$29,972,851
Overnight Lodging	\$4,155,937	\$3,703,319	\$7,859,256
Guided ORV Tours	\$51,868	\$47,117	\$98,985
ORV Rentals	\$48,626	\$169,621	\$218,247
Oil, Repairs, Maintenance	\$6,790,407	\$428,101	\$7,218,508
Retail Items	\$1,491,210	\$988,897	\$2,480,106
Other Recreation	\$1,820,789	\$568,195	\$2,388,984
Other Expenses	\$3,516,229	\$557,306	\$4,073,535
Total	\$105,387,468	\$17,924,178	\$123,311,646
Annual Expenditures in Wyoming	Resident	Nonresident	Total Annual
New/Used ORVs	\$60,578,260	\$1,914,886	\$62,493,146
ORV Trailers	\$5,392,199	\$336,898	\$5,729,097
Safety Equipment	\$1,433,658	\$40,458	\$1,474,116
ORV Clothing	\$1,020,108	\$32,224	\$1,052,332
ORV Accessories	\$3,464,284	\$94,011	\$3,558,296
Annual Repairs/Parts	\$4,448,434	\$105,466	\$4,553,899
Registration & Fees	\$3,403,555	\$51,903	\$3,455,458
		\$1,950	\$71,716
Club Dues & Expenses	\$69,765	\$7,785	\$238,287
ORV Storage Costs	\$230,502		
Other	\$288,588	\$10,306	\$298,894
Total	\$80,329,352	\$2,595,887	\$82,925,240
Total Expenditure in Wyoming	Resident	Nonresident	Total
Total Trip Expenditures	\$105,387,468	\$17,924,178	\$123,311,646
Total Annual Expenditures	\$80,329,352	\$2,595,887	\$82,925,240
Total Expenditures	\$185,716,820	\$20,520,065	\$206,236,885

Table 74. Economic Contributions of ORV Program to WY (2011-2012 Season)

Contribution	Output	Employment	Labor Income	State/Local Gov't.
Direct	\$206,236,885	1,170.2	\$37,047,852	\$8,087,825
Secondary	\$37,988,994	298.4	\$12,462,481	\$1,489,784
Total	\$244,225,879	1,468.6	\$49,510,133	\$9,577,609

In summary, the State of Wyoming's ORV trails program makes a significant economic contribution to the Wyoming economy in terms of employment, labor income, and state and local government revenue. Opportunities for ORV riding are important not only because of the riding, itself, but also because of the other recreation activities, such as camping, hunting, and fishing, which are associated with ORV use in Wyoming. Only 8 percent of nonresident ORV riders indicated that they would continue to participation in recreation activities in Wyoming if opportunities for ORV riding were not available in the state. In addition to jobs and income, the ORV program also provides pleasure to the many state residents who ride ORVs in Wyoming. Applying estimates from this analysis to the current Wyoming population indicates that there are more than 200,000 ORV riders in the state. This represents over one-third of the state's population. Nearly 40 percent of resident ORV riders indicated that they would decrease their participation in recreation activities if they were unable to ride ORVs for recreation in Wyoming.

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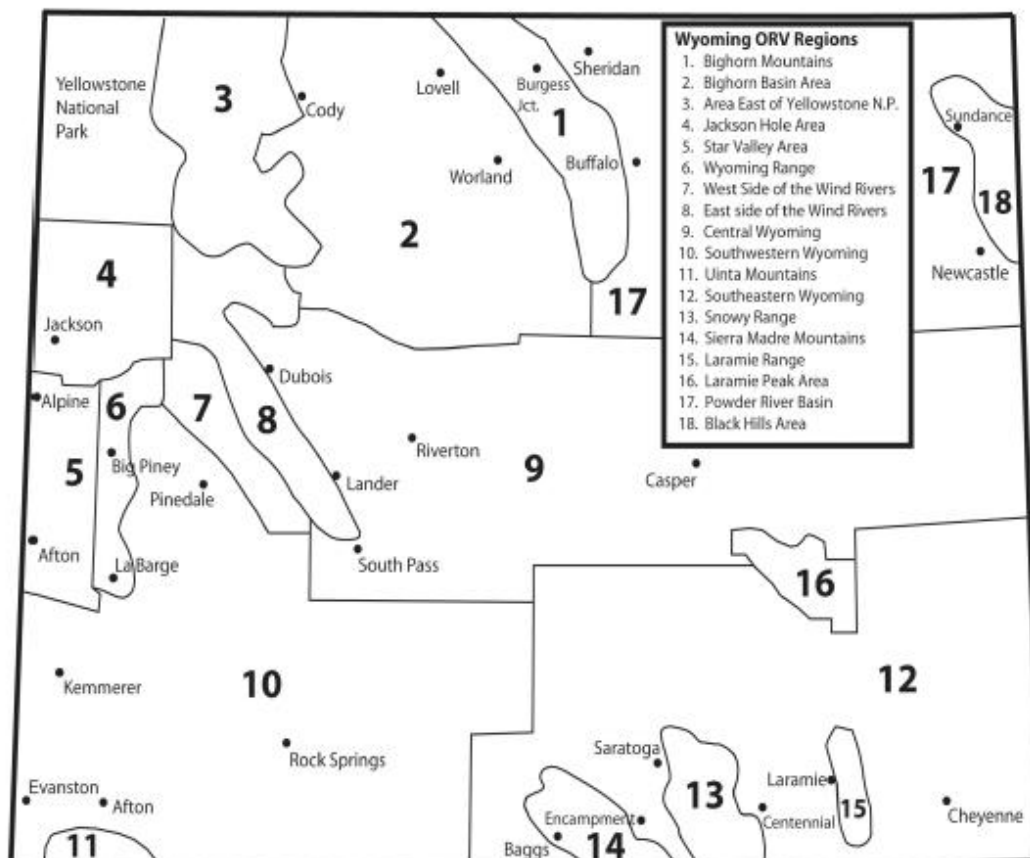
APPENDIX A: Sample Questionnaires

Wyoming Non-Resident and Resident Off-Road Vehicle Questionnaire

2012 WYOMING OFF-ROAD RECREATIONAL VEHICLES SURVEY

Conducted for the Wyoming State Trails Program
Wyoming State Parks & Cultural Resources - Division of State Parks, Historic Sites and Trails
By the University of Wyoming Department of Agricultural and Applied Economics

Wyoming Off-Road Recreational Vehicles Regions Map



Your participation in this survey is voluntary and all responses will remain confidential. Refusal to complete the survey will not affect any benefits to which you are otherwise entitled. Your responses will play a major role in future decisions about the Wyoming State ORV Trails Program. It is important that we learn about your ORV riding experiences as well as about your opinions regarding recreational ORV use in Wyoming. Thank you for taking the time to provide us your feedback.

For the purpose of this survey, Off-Road Recreational Vehicles (ORVs) includes the following three vehicle types defined by Wyoming ORV law as: Type I - ATVs, 50-inches or less in width weighing 1,100 pounds or less; Type II - unlicensed off-road motorcycles; and Type III - other multi-wheeled vehicles designed for cross-country travel weighing over 900 pounds. Note: Off-road use of licensed four-wheel-drive vehicles (such as SUVs or trucks) is not considered by this survey.

SECTION 1: GENERAL USAGE INFORMATION

1. Did you use an ORV for *recreational purposes in Wyoming* during the **LAST 12 MONTHS**?

☐ Yes ☐ No → If no, please skip to Question 28 on page eight.

2. How many years have you been riding ORVs, both *in total* and *in Wyoming*?

Total years
riding ORVs

Total years
riding ORVs in
Wyoming

3. How many **ORVs** did you or people in your household own during the **LAST 12 MONTHS**? (Please do not include SUVs and pickup trucks.)

of ATVs (Type I: 50" or less in width and
weighing 1,100 pounds or less)

Unlicensed Off-Road Motorcycles (Type II)

Other ORVs (Type III: more than 50" wide
and weighing over 900 pounds)

4. How many people in your household currently ride ORVs? (Please do not include SUVs and pickup trucks.)

of ORV riders in
household

5. Mark each month that you rode an ORV for recreational purposes in Wyoming during the **LAST 12 MONTHS**.
(Mark all that apply.)

☐ Sept. 2011
☐ Oct. 2011
☐ Nov. 2011
☐ Dec. 2011

☐ Jan. 2012
☐ Feb. 2012
☐ Mar. 2012
☐ Apr. 2012

☐ May 2012
☐ June 2012
☐ July 2012
☐ Aug. 2012

6. Approximately how many **days** did you ride ORVs for recreational purposes *in Wyoming* during the **LAST 12 MONTHS**? Please estimate how many of these days were on weekdays, weekends, and during holidays.

of non-holiday
weekdays

of non-holiday
weekend days

of holiday weekday
and weekend days

7. Did you engage in any of the following recreational activities (in addition to riding an ORV) during the days indicated in the Question 6? (Mark all that apply.)

☐ Camping
☐ Fishing
☐ Hunting
☐ Other activities (specify) _____

8. For the days indicated in Question 6 above, what percentage of the time was spent on the following activities?
(The total of all activities should add to 100 percent. Write in a zero for none.)

_____ % ORV riding _____ % Hunting
_____ % Camping _____ % Other
_____ % Fishing

9. Please rate your *overall satisfaction or dissatisfaction* with recreational ORV riding *in Wyoming*:

Extremely Satisfied Satisfied Neither Satisfied nor Dissatisfied Dissatisfied Extremely Dissatisfied
☐ ☐ ☐ ☐ ☐

SECTION 2: ANNUAL TRIP INFORMATION

10. Please enter the *total number of trips* and the *total number of days* you spent ORV riding at each of the following regions during the last 12 months. (Enter the amount next to each region. Refer to the map on the front of this survey for region ID numbers.)

Map ID	Region	# Trips	# Days	Map ID	Region	# Trips	# Days
<u>Wyoming ORV Regions</u>							
1	Bighorn Mountains	_____	_____	10	Southwestern Wyoming	_____	_____
2	Bighorn Basin area	_____	_____	11	Uinta Mountains	_____	_____
3	Area East of Yellowstone	_____	_____	12	Southeastern Wyoming	_____	_____
4	Jackson Hole area	_____	_____	13	Snowy Range	_____	_____
5	Star Valley area	_____	_____	14	Sierra Madre Mountains	_____	_____
6	Wyoming Range	_____	_____	15	Laramie Range	_____	_____
7	West side of Winds	_____	_____	16	Laramie Peak area	_____	_____
8	East side of Winds	_____	_____	17	Powder River Basin	_____	_____
9	Central Wyoming	_____	_____	18	Black Hills area	_____	_____
					Other Wyoming Areas	_____	_____
<u>ORV Areas Outside Wyoming</u>							
	Areas in Montana	_____	_____		Areas in South Dakota	_____	_____
	Areas in Idaho	_____	_____		Areas in Utah	_____	_____
	Areas in Colorado	_____	_____		Areas outside WY, MT, ID, CO, SD, UT	_____	_____

11. For how many of your recreational *trips in Wyoming* listed in the previous question was the primary purpose of the trip to ride ORVs and how many trips was ORV riding mainly a means of transportation to participate in other recreational activities such as camping, fishing, or hunting?

_____ Trips primarily for ORV riding _____ Trips primarily for hunting
 _____ Trips primarily for camping _____ Trips primarily for other recreational activities (specify):
 _____ Trips primarily for fishing

12. If you were, for some reason, unable to ride an ORV for recreation in Wyoming, in which of the following ways would this affect your outdoor recreation? (*Mark only one answer.*)
- ☐ I would increase my participation in other outdoor recreation activities in Wyoming
 - ☐ I would increase my participation in outdoor recreation activities in other states
 - ☐ I would decrease my participation in other recreation activities
 - ☐ Other (please specify) _____

SECTION 3: INFORMATION ABOUT YOUR MOST RECENT TRIP IN WYOMING

Please note that the following section (Questions 13-20) pertains to your *most recent ORV trip in Wyoming*.

13. Which ORV region was the *primary destination* of your most recent trip in Wyoming? And, what was the *date* of this trip? (*Please refer to the map on the front of this survey for the area ID number.*)

Region ID Number
 / / Date of Trip (mm/dd/yy)

14. What was the *primary purpose* of this most recent trip? (*Mark only one answer.*)

- ☐ ORV riding
- ☐ Camping
- ☐ Fishing
- ☐ Hunting
- ☐ Other recreation (please specify) _____

15. On your most recent ORV trip in Wyoming, *how many people* were in your traveling party, how many *passenger vehicles*, and how many ORVs were taken?

Number of people in party
 Number of passenger vehicles
 Number of ORVs

16. Indicate the amount of time you spent away from home and if any of those nights were outside Wyoming during your most recent ORV trip in Wyoming.

_____ Number of nights away from home
 _____ Number of nights outside Wyoming
 _____ Number of days in Wyoming
 _____ Number of days in Wyoming when you rode an ORV

17. Enter the travel *time and distance* (one-way) you traveled from your home to the unloading site of your *most recent ORV related trip* in Wyoming.

Travel time: _____ hours _____ minutes

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Miles traveled from
home (one-way)

18. Provide an estimate of the *average miles you traveled on your ORV per day* in Wyoming during your most recent trip. Also, indicate the *average number of hours you spent on your ORV per day* during the same trip.

--	--

Average miles traveled
on ORV per day

--	--

Average number of hours
spent on ORV per day

19. Provide your best estimate on the *total number of gallons of gasoline* you purchased *for your ORV* during your most recent ORV trip to Wyoming. (If you purchased gasoline for multiple ORVs, only indicate the number of gallons for the ORV you personally rode.)

--	--

Total gallons
of gasoline

- 20a. **MOST RECENT TRIP EXPENDITURES:** List the total amounts spent by you and your household on the following items during your *most recent ORV trip in Wyoming*. Also, please estimate what portion of these expenditures was spent in Wyoming.

Expenditures on items <i>during most recent ORV trip in Wyoming</i>	Total Spent <i>on Trip</i>	Amount Spent <i>in Wyoming</i>
Gas for ORVs ridden during trip	\$ _____	\$ _____
Fuel for trucks, automobiles, and other towing vehicles	\$ _____	\$ _____
Food and beverage in restaurants, bars, etc.	\$ _____	\$ _____
Food and beverage from grocery, convenience, liquor stores, etc.	\$ _____	\$ _____
Overnight lodging (motel, campground, cabin, etc.)	\$ _____	\$ _____
Guided ORV tour or rental package	\$ _____	\$ _____
ORV rentals (not part of a tour package)	\$ _____	\$ _____
Oil, repair, maintenance	\$ _____	\$ _____
Retail items (souvenirs, clothing, gifts, etc.)	\$ _____	\$ _____
Other recreation and entertainment	\$ _____	\$ _____
Other purchases/expenses: (specify) _____	\$ _____	\$ _____

- 20b. Please indicate the number of people who were
included in the trip expenditures listed above:

--	--

SECTION 4: OVERALL EXPENDITURE INFORMATION

This section is designed to help us understand your annual costs associated with owning and maintaining your ORV(s) during the year.

- 21a. ANNUAL EXPENDITURES:** Estimate the total amounts spent by you and members of your household on the following items for ORVs during the **LAST 12 MONTHS**. Also, estimate what portion of these expenditures were made in Wyoming.

Expenditures on ORV items <i>during the last 12 months</i>	Total Spent	Amount Spent in Wyoming
New/Used ORV(s) (purchased in last 12 months)	\$ _____	\$ _____
ORV trailer(s) (purchased in last 12 months)	\$ _____	\$ _____
Safety equipment (helmet, first aid kits, etc.)	\$ _____	\$ _____
ORV clothing (specialty riding gear, etc.)	\$ _____	\$ _____
ORV accessories (covers, racks, winches, etc.)	\$ _____	\$ _____
Annual repairs and parts (chains, belts, plugs, tires, etc.)	\$ _____	\$ _____
Registration, licenses, permits, taxes	\$ _____	\$ _____
Club dues/expenses	\$ _____	\$ _____
ORV storage costs	\$ _____	\$ _____
Other purchases/expenses: (please specify)	\$ _____	\$ _____

- 21b.** Please indicate the number of people who were included in the annual expenditures listed above:

SECTION 5: OPINIONS ABOUT WYOMING ORV MANAGEMENT ISSUES

- 22a.** Indicate the importance for you of the following uses of your Wyoming ORV registration/user fees. (For each service mark, the response that best represents your preference regarding the use of these fees.)

	Very important	Important	Neutral	Not important	Not important at all
1. Parking area construction	☐	☐	☐	☐	☐
2. New trail construction	☐	☐	☐	☐	☐
3. Trail maintenance	☐	☐	☐	☐	☐
4. Trail signage	☐	☐	☐	☐	☐
5. Trail maps	☐	☐	☐	☐	☐
6. Law enforcement	☐	☐	☐	☐	☐
7. Safety/user ethics education	☐	☐	☐	☐	☐
8. Planning for new trails	☐	☐	☐	☐	☐
9. Providing toilet facilities	☐	☐	☐	☐	☐
10. Providing safety shelters	☐	☐	☐	☐	☐

- 22b.** Which of the 10 services in the table above are your top three priorities for how you would like your Wyoming ORV registration/user fees to be spent? (Write **one** number [1 through 10] from the list above in each box.)

Top Priority: Second Priority: Third Priority:

23. Would you support changing the manual registration/user fee sales process through selling agents to a more automated electronic or on-line permit sales method?

☐ Yes ☐ No

24. Would you support or oppose paying a separate trailhead parking fee if it were used to build more/better parking and to provide facilities such as toilets at parking areas?

☐ Support ☐ Oppose

25. Would you support or oppose allowing wheeled ATVs to use groomed snowmobile trails during the winter season if your Wyoming ORV fee is used to help pay for snowmobile trail grooming?

Strongly
support
☐

Somewhat
support
☐

Neither support
nor oppose
☐

Somewhat
oppose
☐

Strongly
oppose
☐

26. Indicate your level of *satisfaction or dissatisfaction* regarding the ORV *services and facilities* you have experienced in Wyoming. (Mark one circle indicating your satisfaction level for each item below based on your experience.)

	Extremely satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Extremely dissatisfied
a. Riding opportunities on roads	☐	☐	☐	☐	☐
b. Riding opportunities on trails	☐	☐	☐	☐	☐
c. Off-trail opportunities in open areas	☐	☐	☐	☐	☐
d. Law enforcement	☐	☐	☐	☐	☐
e. Safety and user ethics education	☐	☐	☐	☐	☐
f. Trail maintenance	☐	☐	☐	☐	☐
g. Trail signing	☐	☐	☐	☐	☐
h. Trail map quality	☐	☐	☐	☐	☐
i. Trail map availability	☐	☐	☐	☐	☐
j. Parking availability	☐	☐	☐	☐	☐
k. Website/on-line information	☐	☐	☐	☐	☐
l. ORV permits (availability and ease of purchase)	☐	☐	☐	☐	☐
m. Other: (please specify) _____	☐	☐	☐	☐	☐

27. Indicate how important or not important each trail characteristic listed below is to your riding experience.

	Very important	Important	Neutral	Not important	Not important at all
a. Longer lengths of trails	☐	☐	☐	☐	☐
b. Trails that are challenging	☐	☐	☐	☐	☐
c. Trails that are easy to ride	☐	☐	☐	☐	☐
d. Services available along trails	☐	☐	☐	☐	☐
e. Loop trails	☐	☐	☐	☐	☐
f. More designated ORV trails	☐	☐	☐	☐	☐
g. More trails that are legal for youth	☐	☐	☐	☐	☐
h. More roads designated open to ORVs	☐	☐	☐	☐	☐
i. More designated open riding areas	☐	☐	☐	☐	☐
j. Signage on trails	☐	☐	☐	☐	☐
k. Accurate and easy to read trail maps	☐	☐	☐	☐	☐
l. Law enforcement on trails	☐	☐	☐	☐	☐

SECTION 6: DEMOGRAPHICS

These last few questions provide background information that will help us better understand your responses.

28. How many people live in your household, including yourself? Include children as well as adults, and include all members of your household whether or not they are related to you.

29. Approximately, on how many days during the past 12 months did you and/or a member of your household ride a snowmobile in Wyoming? (If you and another member of your household rode together on any one day, count this as two days.)

30. How many snowmobiles did you or any member of your household own during the past 12 months?

31. What is the zip code where you live?

32. Please indicate your gender: ☐ Male ☐ Female

33. What is your age?

34. What is the highest level of formal education you have completed? (Mark only one answer.)

- ☐ Grades 1 through 8 ☐ College or technical degree
☐ Some high school ☐ Some postgraduate work
☐ Finished high school / GED ☐ Obtained graduate degree
☐ Some college or technical school

35. Which of the following choices most accurately describes your employment during the last 12 months? (Mark only one answer.)

- ☐ Employed full time ☐ Homemaker
☐ Employed part time ☐ Unemployed
☐ Retired ☐ Other specify) _____

36. Which of the following ranges most accurately describes your household's income, before taxes, last year? *Please note: This question is absolutely vital to the economic analysis portion of our study. We strongly encourage you to answer and remind you that all of your answers are completely **CONFIDENTIAL**.*

- ☐ Under \$10,000 ☐ \$50,000 to \$99,999
☐ \$10,000 to \$24,999 ☐ \$100,000 to \$199,999
☐ \$25,000 to \$49,999 ☐ \$200,000 or more

Do you have any additional comments?

Thank you for participating in our survey! Please mail your completed questionnaire in the envelope provided to:
University of Wyoming, Dept. 3925, 1000 E. University Avenue, Laramie, WY 82071

APPENDIX B: Descriptive Statistics for All Resident and Nonresident Respondents

Section 1: General Usage Information

1. Did you use an ORV for recreation purposes in Wyoming during the last 12 months?

Response	Resident			Nonresident		
	Wave 1 (n=230)	Wave 2 (n=268)	Total (n=498)	Wave 1 (n=263)	Wave 2 (n=283)	Total (n=546)
Yes	87.8%	89.2%	88.6%	98.5%	93.6%	96.0%
No	12.2%	10.8%	11.4%	1.5%	6.4%	4.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

2. How many years have you been riding ORV both in total and in Wyoming?

Response	Resident			Nonresident		
	Wave 1 (n=183)	Wave 2 (n=223)	Total (n=406)	Wave 1 (n=256)	Wave 2 (n=261)	Total (n=517)
<u>Total</u>						
5 years or less	17.5%	11.7%	14.3%	17.2%	10.7%	13.9%
6 to 10	23.5%	26.0%	24.9%	24.6%	23.0%	23.8%
11 to 15	12.0%	14.8%	13.5%	12.5%	11.5%	12.0%
16 to 20	16.4%	15.7%	16.0%	12.9%	14.9%	13.9%
21 to 25	7.7%	11.2%	9.6%	9.8%	11.1%	10.4%
26 to 30	10.9%	9.0%	9.9%	8.6%	9.6%	9.1%
More than 30	12.0%	11.7%	11.8%	14.5%	19.2%	16.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	16.92	17.50	17.24	17.60	19.84	18.73
Median	15.74	15.00	15.37	15.00	19.00	17.00
Standard Error	0.82	0.74		0.77	0.77	

Wyoming

5 years or less	19.6%	15.3%	17.2%	60.1%	47.7%	53.8%
6 to 10	23.2%	29.8%	26.8%	18.2%	27.9%	23.1%
11 to 15	14.4%	14.0%	14.2%	7.1%	6.6%	6.8%
16 to 20	16.0%	15.7%	15.9%	5.5%	9.3%	7.4%
21 to 25	6.7%	10.2%	8.6%	2.4%	2.3%	2.3%
26 to 30	11.3%	6.0%	8.4%	3.6%	3.1%	3.3%
More than 30	8.8%	8.9%	8.9%	3.2%	3.1%	3.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	15.74	15.71	15.72	7.79	8.90	8.35
Median	13.00	13.00	13.00	4.00	6.00	5.00
Standard Error	0.82	0.37		0.55	0.55	

3. How many ORVs did your household own during the last 12 months?

Response	Resident			Nonresident		
	Wave 1 (n=203)	Wave 2 (n=239)	Total (n=442)	Wave 1 (n=232)	Wave 2 (n=265)	Total (n=497)
<u>ATV</u>						
None	10.3%	6.7%	8.4%	4.3%	9.8%	7.2%

One	31.5%	34.7%	33.3%	34.5%	27.2%	30.6%
Two	39.9%	37.7%	38.7%	34.1%	31.7%	32.8%
Three	7.9%	12.1%	10.2%	12.9%	14.3%	13.7%
Four	5.4%	5.9%	5.7%	9.5%	8.7%	9.1%
Five	3.4%	1.3%	2.3%	2.2%	4.2%	3.2%
More than Five	1.5%	1.7%	1.6%	2.6%	4.2%	3.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	2.04	2.05	2.05	2.06	2.27	2.17
Median	2.00	2.00	2.00	2.00	2.00	2.00
Standard Error	0.10	0.11		0.08	0.09	

Motorcycles

None	81.3%	77.0%	79.0%	75.9%	78.1%	77.1%
One	7.9%	11.3%	9.7%	9.1%	7.9%	8.5%
Two	7.9%	7.5%	7.7%	8.6%	5.7%	7.0%
Three	0.0%	2.1%	1.1%	1.7%	3.8%	2.8%
Four	2.0%	1.7%	1.8%	2.2%	1.9%	2.0%
Five	0.5%	0.0%	0.2%	1.7%	1.5%	1.6%
More than Five	0.5%	0.4%	0.5%	0.9%	1.1%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	0.75	0.90	0.83	0.98	1.04	1.01
Median	0.00	0.00	0.00	0.00	0.00	0.00
Standard Error	0.13	0.12		0.14	0.14	

Other ORV

None	81.8%	78.7%	80.1%	76.8%	80.4%	78.8%
One	16.3%	18.0%	17.2%	18.7%	14.0%	16.0%
Two	1.5%	2.1%	1.8%	3.4%	3.8%	3.6%
Three	0.5%	0.8%	0.7%	0.5%	1.9%	1.3%
Four	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Five	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
More than Five	0.0%	0.4%	0.2%	0.5%	0.0%	0.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	0.38	0.59	0.49	0.47	0.55	0.52
Median	0.00	0.00	0.00	0.00	0.00	0.00
Standard Error	0.06	0.08		0.07	0.07	

4. How many people in your household currently ride ORVs?

Response	Resident			Nonresident		
	Wave 1 (n=201)	Wave 2 (n=239)	Total (n=440)	Wave 1 (n=257)	Wave 2 (n=264)	Total (n=521)
One	17.9%	21.3%	19.8%	16.7%	14.8%	15.7%
Two	54.2%	51.0%	52.5%	45.1%	50.4%	47.8%
Three	11.4%	8.4%	9.8%	14.8%	10.6%	12.7%
Four	12.9%	13.4%	13.2%	14.8%	12.9%	13.8%
Five	2.0%	5.0%	3.6%	5.1%	4.5%	4.8%
More than Five	1.5%	0.8%	1.1%	3.5%	6.8%	5.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	2.34	2.35	2.35	2.61	2.69	2.65
Median	2.00	2.00	2.00	2.00	2.00	2.00
Standard Error	0.09	0.08		0.09	0.10	

5. Months you rode an ORV for recreational purposed in Wyoming?

Response	Resident			Nonresident		
	Wave 1 (n=202)	Wave 2 (n=238)	Total (n=440)	Wave 1 (n=258)	Wave 2 (n=265)	Total (n=523)
Sept	71.3%	86.1%	79.3%	26.0%	43.8%	35.0%
Oct	67.3%	77.7%	73.0%	15.5%	25.7%	20.7%
Nov	39.1%	47.1%	43.4%	5.4%	9.8%	7.6%
Dec	24.8%	33.6%	29.5%	3.5%	7.2%	5.4%
Jan	24.8%	31.1%	28.2%	1.9%	7.9%	5.0%
Feb	22.3%	31.5%	27.3%	2.3%	9.4%	5.9%
Mar	27.7%	39.9%	34.3%	5.8%	12.8%	9.4%
Apr	41.6%	53.4%	48.0%	8.9%	18.5%	13.8%
May	65.3%	75.6%	70.9%	17.8%	34.7%	26.4%
June	78.2%	89.5%	84.3%	33.7%	57.7%	45.9%
July	84.7%	89.9%	87.5%	77.9%	77.7%	77.8%
Aug	80.2%	88.7%	84.8%	49.2%	52.1%	50.7%

6. How many days did you ride ORVs for recreational purposes in Wyoming during the last 12 months?

Response	Resident			Nonresident		
	Wave 1 (n=154)	Wave 2 (n=228)	Total (n=382)	Wave 1 (n=130)	Wave 2 (n=263)	Total (n=393)
10 or less	13.0%	12.3%	12.6%	56.9%	55.5%	56.0%
11 to 20	26.0%	21.1%	23.0%	22.3%	17.9%	19.3%
21 to 30	20.1%	18.9%	19.4%	8.5%	11.0%	10.2%
31 to 40	12.3%	13.2%	12.8%	3.8%	3.8%	3.8%
41 to 50	10.4%	6.1%	7.9%	1.5%	2.7%	2.3%
51 to 60	3.9%	7.0%	5.8%	2.3%	4.6%	3.8%
61 to 70	3.2%	3.9%	3.7%	0.8%	0.8%	0.8%
More than 70	11.0%	17.5%	14.9%	3.8%	3.8%	3.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	32.23	42.89	38.59	16.21	18.23	17.56
Median	24.00	30.00	27.00	10.00	10.00	10.00
Standard Error	2.05	2.68		1.86	1.47	
Non-Holiday Weekdays	47.3%	45.2%	46.0%	54.4%	44.2%	48.2%
Non-Holiday Weekends	37.4%	39.4%	38.6%	31.7%	35.2%	33.8%
Holiday Days	15.4%	15.4%	15.4%	13.9%	20.6%	18.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

7. Did you engage in any of the following recreational activities during these days?

Response	Resident			Nonresident		
	Wave 1 (n=193)	Wave 2 (n=227)	Total (n=420)	Wave 1 (n=194)	Wave 2 (n=226)	Total (n=420)
Camping	75.1%	78.4%	76.9%	72.7%	71.2%	71.9%
Fishing	71.5%	72.2%	71.9%	43.8%	46.5%	45.2%
Hunting	61.7%	69.6%	66.0%	16.0%	16.4%	16.2%
Other Activities	30.1%	38.3%	34.5%	29.4%	30.5%	30.0%

8. What percentage of the time was spent on the following activities?

Response	Resident			Nonresident		
	Wave 1 (n=175)	Wave 2 (n=216)	Total (n=391)	Wave 1 (n=215)	Wave 2 (n=230)	Total (n=445)
ORV Riding	41.3%	38.3%	39.6%	57.7%	54.0%	55.8%
Camping	24.6%	22.2%	23.3%	24.6%	27.2%	25.9%
Fishing	12.6%	13.7%	13.2%	7.4%	6.5%	6.9%
Hunting	17.4%	20.5%	19.1%	4.8%	7.7%	6.3%
Other	4.1%	5.3%	4.8%	5.5%	4.7%	5.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

9. Please rate your overall satisfaction or dissatisfaction with recreational ORV riding in Wyoming.

Response	Resident			Nonresident		
	Wave 1 (n=194)	Wave 2 (n=229)	Total (n=423)	Wave 1 (n=252)	Wave 2 (n=259)	Total (n=511)
Extremely Satisfied	19.1%	14.4%	16.7%	42.1%	39.0%	40.5%
Satisfied	54.6%	51.5%	53.1%	49.2%	50.6%	49.9%
Neither	14.9%	19.7%	17.3%	5.6%	7.3%	6.4%
Dissatisfied	8.2%	10.5%	9.4%	2.0%	2.7%	2.3%
Extremely Dissatisfied	3.1%	3.9%	3.5%	1.2%	0.4%	0.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.78	3.62	3.70	4.29	4.25	4.27

Section 2: Annual Trip Information

10. Total number of trips and days spent ORV riding during the last 12 months.

Response	Resident			Nonresident		
	Wave 1 (n=193)	Wave 2 (n=219)	Total (n=412)	Wave 1 (n=249)	Wave 2 (n=252)	Total (n=501)
<u>Trips</u>						
Bighorn Mountains	22.1%	12.9%	16.4%	9.6%	8.1%	8.8%
Bighorn Basin	3.9%	10.2%	7.8%	2.1%	7.7%	5.3%
East of Yellowstone	2.4%	1.7%	1.9%	0.6%	2.0%	1.4%
Jackson Hole	0.5%	0.6%	0.6%	1.7%	0.3%	0.9%
Star Valley	5.8%	7.6%	6.9%	6.4%	9.3%	8.1%
Wyoming Range	3.0%	3.3%	3.2%	1.3%	1.4%	1.4%
West Side of Wind River Mtns	1.7%	2.6%	2.2%	2.3%	1.0%	1.5%
East Side of Wind River Mtns	5.0%	3.8%	4.2%	1.2%	1.0%	1.1%
Central Wyoming	14.6%	16.0%	15.5%	1.6%	0.5%	1.0%
Southwestern Wyoming	15.4%	19.8%	18.1%	3.4%	6.0%	4.9%
Uinta Mountains	1.7%	3.0%	2.5%	0.8%	1.6%	1.2%
Southeastern Wyoming	3.2%	3.2%	3.2%	0.8%	3.0%	2.1%
Snowy Range	4.6%	2.5%	3.3%	6.3%	10.3%	8.6%
Sierra Madre Mountains	0.3%	2.5%	1.7%	3.2%	0.0%	1.4%
Laramie Range	1.7%	1.1%	1.3%	1.7%	2.1%	2.0%
Laramie Peak	1.1%	1.3%	1.3%	0.3%	0.5%	0.4%
Powder River Basin	3.4%	0.7%	1.7%	0.3%	0.2%	0.2%
Black Hills	3.1%	0.8%	1.6%	2.9%	1.8%	2.3%
Other Wyoming	0.2%	0.2%	0.2%	0.1%	0.2%	0.2%
Wyoming Subtotal	93.8%	93.9%	93.9%	46.4%	57.1%	52.5%

Montana Areas	0.9%	1.2%	1.1%	9.2%	12.7%	11.2%
Idaho Areas	0.9%	1.1%	1.0%	13.7%	6.5%	9.6%
Colorado Areas	0.3%	0.5%	0.4%	7.4%	6.7%	7.0%
South Dakota Areas	1.2%	0.3%	0.7%	5.3%	3.9%	4.5%
Utah Areas	2.1%	1.5%	1.7%	10.8%	6.3%	8.2%
Other Areas	0.9%	1.4%	1.2%	7.1%	6.8%	6.9%
Other Subtotal	6.2%	6.1%	6.1%	53.6%	42.9%	47.5%
Grand Total	100.0%	100.0%		100.0%	100.0%	100.0%
Mean	15.18	21.84	18.51	9.44	12.64	11.04
Median	10.00	13.00	11.50	4.00	7.00	5.50
Standard Error	1.24	1.83		0.90	1.11	
<u>Days</u>	(n=193)	(n=219)	(n=412)	(n=249)	(n=252)	(n=501)
Bighorn Mountains	23.1%	11.3%	16.3%	14.2%	11.9%	12.9%
Bighorn Basin	4.2%	8.2%	6.5%	2.2%	4.6%	3.6%
East of Yellowstone	1.4%	1.7%	1.6%	0.8%	1.6%	1.3%
Jackson Hole	0.7%	1.5%	1.2%	1.0%	0.7%	0.8%
Star Valley	5.1%	7.5%	6.5%	6.9%	8.2%	7.6%
Wyoming Range	3.5%	4.9%	4.3%	1.4%	1.2%	1.3%
West Side of Wind River Mtns	0.4%	3.1%	1.9%	2.1%	0.8%	1.4%
East Side of Wind River Mtns	2.9%	3.2%	3.1%	1.2%	1.0%	1.1%
Central Wyoming	15.1%	12.0%	13.3%	1.7%	0.8%	1.2%
Southwestern Wyoming	13.8%	21.3%	18.2%	3.2%	5.8%	4.7%
Uinta Mountains	2.0%	3.1%	2.7%	1.0%	3.4%	2.3%
Southeastern Wyoming	3.4%	4.3%	3.9%	2.2%	3.6%	3.0%
Snowy Range	7.3%	3.8%	5.3%	8.6%	9.0%	8.8%
Sierra Madre Mountains	0.8%	3.0%	2.1%	2.2%	0.2%	1.1%
Laramie Range	1.9%	1.5%	1.7%	1.3%	2.9%	2.2%
Laramie Peak	1.1%	1.2%	1.2%	0.2%	1.1%	0.7%
Powder River Basin	2.1%	0.5%	1.2%	0.1%	0.3%	0.2%
Black Hills	3.0%	0.5%	1.6%	2.9%	0.9%	1.8%
Other Wyoming	0.1%	0.3%	0.2%	0.3%	0.1%	0.2%
Wyoming Subtotal	92.0%	92.9%	92.5%	53.5%	58.1%	56.1%
Montana Areas	0.6%	1.4%	1.1%	6.1%	9.6%	8.1%
Idaho Areas	0.9%	1.1%	1.0%	9.4%	5.4%	7.1%
Colorado Areas	0.5%	0.6%	0.5%	7.6%	8.3%	8.0%
South Dakota Areas	2.4%	0.4%	1.2%	5.7%	3.3%	4.4%
Utah Areas	2.8%	2.2%	2.5%	9.3%	9.0%	9.2%
Other Areas	0.8%	1.3%	1.1%	8.4%	6.4%	7.2%
Other Subtotal	8.0%	7.1%	7.5%	46.5%	41.9%	43.9%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	29.56	35.46	32.51	21.72	26.91	24.32
Median	20.00	24.00	22.00	14.00	18.00	16.00
Standard Error	2.16	2.25		1.71	1.71	

11. For how many of the trips was the primary purpose to ride ORVs?

Response	Resident			Nonresident		
	Wave 1 (n=202)	Wave 2 (n=239)	Total (n=441)	Wave 1 (n=259)	Wave 2 (n=265)	Total (n=441)
ORV Riding	44.7%	49.0%	47.3%	68.3%	49.3%	55.7%
Camping	16.4%	16.9%	16.7%	11.8%	19.0%	16.6%
Fishing	12.5%	14.6%	13.7%	9.4%	11.3%	10.7%
Hunting	20.4%	15.0%	17.2%	4.9%	10.7%	8.7%
Other	6.0%	4.4%	5.1%	5.7%	9.7%	8.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

12. If you were unable to ride an ORV for recreation in Wyoming how would it affect your recreation?

Response	Resident			Nonresident		
	Wave 1 (n=185)	Wave 2 (n=211)	Total (n=396)	Wave 1 (n=243)	Wave 2 (n=248)	Total (n=491)
Increased in Wyoming	29.2%	20.4%	24.5%	7.4%	8.1%	7.7%
Increased in Other States	21.6%	30.3%	26.3%	61.7%	53.2%	57.4%
Decreased Participation	38.4%	40.8%	39.6%	26.7%	26.6%	26.7%
Other	10.8%	8.5%	9.6%	4.1%	12.1%	8.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Section 3: Information about Your Most Recent Trip in Wyoming**13a. Which ORV region was your primary destination of your most recent trip in Wyoming?**

Response	Resident			Nonresident		
	Wave 1 (n=181)	Wave 2 (n=225)	Total (n=406)	Wave 1 (n=236)	Wave 2 (n=249)	Total (n=485)
<u>Destination</u>						
Bighorn Basin	5.0%	9.3%	7.4%	5.5%	7.2%	6.4%
Bighorn Mountains	28.7%	11.6%	19.2%	38.1%	28.1%	33.0%
Black Hills	1.7%	2.2%	2.0%	2.1%	0.4%	1.2%
Central Wyoming	14.9%	15.1%	15.0%	2.5%	2.8%	2.7%
East of Yellowstone	1.1%	2.2%	1.7%	1.7%	3.2%	2.5%
East Side of Wind River Mtns	3.3%	3.1%	3.2%	2.1%	2.4%	2.3%
Jackson Hole	1.1%	0.9%	1.0%	0.0%	0.8%	0.4%
Laramie Peak	2.8%	1.8%	2.2%	0.4%	0.8%	0.6%
Laramie Range	2.2%	1.3%	1.7%	3.0%	3.6%	3.3%
Powder River Basin	3.9%	0.9%	2.2%	0.4%	1.2%	0.8%
Sierra Madre Mountains	1.1%	3.6%	2.5%	3.4%	0.8%	2.1%
Snowy Range	6.6%	3.1%	4.7%	13.1%	18.1%	15.7%
Southeastern Wyoming	2.2%	3.1%	2.7%	3.0%	5.6%	4.3%
Southwestern Wyoming	12.2%	22.7%	18.0%	5.5%	10.8%	8.2%
Star Valley	8.3%	7.1%	7.6%	14.8%	10.8%	12.8%
Uinta Mountains	0.6%	4.0%	2.5%	1.3%	0.8%	1.0%
West Side of Wind River Mtns	0.6%	2.2%	1.5%	1.3%	0.4%	0.8%
Wyoming Range	3.9%	5.8%	4.9%	1.7%	2.0%	1.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

13a. What was the date of your most recent trip in Wyoming?

Response	Resident			Nonresident		
	Wave 1 (n=172)	Wave 2 (n=209)	Total (n=381)	Wave 1 (n=228)	Wave 2 (n=235)	Total (n=463)
<u>Date</u>						

January	1.2%	6.2%	3.9%	0.4%	3.4%	1.9%
February	0.0%	5.7%	3.1%	0.4%	1.7%	1.1%
March	0.6%	3.3%	2.1%	0.4%	1.3%	0.9%
April	1.2%	0.5%	0.8%	0.9%	1.3%	1.1%
May	0.0%	0.5%	0.3%	1.8%	3.0%	2.4%
June	4.7%	3.8%	4.2%	7.9%	9.8%	8.9%
July	11.6%	5.7%	8.4%	48.7%	32.8%	40.6%
August	19.2%	7.7%	12.9%	23.7%	12.3%	17.9%
September	43.0%	20.1%	30.4%	11.0%	14.5%	12.7%
October	18.6%	29.7%	24.7%	4.8%	13.6%	9.3%
November	0.0%	11.0%	6.0%	0.0%	4.3%	2.2%
December	0.0%	5.7%	3.1%	0.0%	2.1%	1.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

14. What was the primary purpose of this most recent trip?

Response	Resident			Nonresident		
	Wave 1 (n=174)	Wave 2 (n=212)	Total (n=386)	Wave 1 (n=235)	Wave 2 (n=221)	Total (n=456)
ORV Riding	41.4%	38.7%	39.9%	67.7%	63.8%	65.8%
Camping	16.1%	11.8%	13.7%	12.3%	15.8%	14.0%
Fishing	4.6%	8.0%	6.5%	4.7%	5.0%	4.8%
Hunting	34.5%	35.4%	35.0%	6.8%	11.3%	9.0%
Other	3.4%	6.1%	4.9%	8.5%	4.1%	6.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

15. On your most recent trip, how many people, how many passenger vehicles, and how many ORVs were taken?

Response	Resident			Nonresident		
	Wave 1 (n=198)	Wave 2 (n=235)	Total (n=433)	Wave 1 (n=258)	Wave 2 (n=261)	Total (n=519)
<u>People</u>						
One	10.6%	11.5%	11.1%	3.1%	2.3%	2.7%
Two	34.8%	37.0%	36.0%	20.5%	24.5%	22.5%
Three	9.6%	11.1%	10.4%	12.0%	12.3%	12.1%
Four	15.7%	12.3%	13.9%	19.4%	12.3%	15.8%
Five	6.6%	3.8%	5.1%	6.2%	5.4%	5.8%
More than 5	22.7%	24.3%	23.6%	38.8%	43.3%	41.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	4.30	4.09	4.19	6.26	6.48	6.37
Median	3.00	3.00	3.00	4.00	4.00	4.00
Standard Error	0.29	0.23		0.34	0.42	

<u>Passenger Vehicles</u>	(n=187)	(n=214)	(n=401)	(n=242)	(n=245)	(n=487)
None	16.6%	15.4%	16.0%	7.0%	8.6%	7.8%
One	33.2%	39.3%	36.4%	38.8%	32.7%	35.7%
Two	27.3%	24.8%	25.9%	25.2%	27.8%	26.5%
Three	8.6%	9.8%	9.2%	12.0%	12.7%	12.3%
Four	8.6%	4.7%	6.5%	5.8%	10.2%	8.0%
Five	2.7%	2.8%	2.7%	4.1%	2.9%	3.5%
More than Five	3.2%	3.3%	3.2%	7.0%	5.3%	6.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	1.83	1.72	1.77	2.20	2.22	2.21
Median	2.00	1.00	1.50	2.00	2.00	2.00
Standard Error	0.11	0.10		0.12	0.12	

<u>ORVs</u>	(n=196)	(n=231)	(n=427)	(n=257)	(n=256)	(n=513)
One	29.1%	29.9%	29.5%	13.6%	17.2%	15.4%
Two	32.1%	31.2%	31.6%	24.1%	21.1%	22.6%
Three	11.2%	12.1%	11.7%	15.2%	16.0%	15.6%
Four	14.3%	11.3%	12.6%	15.6%	13.3%	14.4%
Five	3.1%	5.2%	4.2%	7.0%	8.6%	7.8%
More than 5	10.2%	10.4%	10.3%	24.5%	23.8%	24.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	2.83	2.77	2.80	4.17	4.27	4.22
Median	2.00	2.00	2.00	3.00	3.00	3.00
Standard Error	0.17	0.14		0.20	0.25	

Q16. Indicate the amount of time you spent away from home during your most recent ORV trip in Wyoming.

	Resident			Nonresident		
Response	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Total Nights</u>	(n=132)	(n=120)	(n=252)	(n=203)	(n=133)	(n=336)
None	24.2%	41.7%	32.5%	6.4%	12.8%	8.9%
1 Night	4.5%	6.7%	5.6%	1.5%	2.3%	1.8%
2 Nights	11.4%	15.0%	13.1%	12.3%	8.3%	10.7%
3 Nights	12.9%	8.3%	10.7%	10.3%	12.8%	11.3%
4 Nights	8.3%	6.7%	7.5%	11.3%	14.3%	12.5%
5 Nights	5.3%	7.5%	6.3%	7.9%	10.5%	8.9%
6 Nights	6.1%	1.7%	4.0%	9.4%	3.8%	7.1%
7 Nights	4.5%	3.3%	4.0%	9.4%	8.3%	8.9%
8 -10 Nights	9.1%	2.5%	6.0%	16.7%	18.0%	17.3%
More than 10 Nights	13.6%	6.7%	10.3%	14.8%	9.0%	12.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	5.02	2.90	4.01	6.63	5.48	6.17
Median	3.00	2.00	2.50	6.00	4.00	5.00
Standard Error	0.47	0.40		0.37	0.38	
	(<30)	(<30)	(<30)	(<30)	(<30)	(<30)

<u>Nights Outside Wyoming</u>	(n=101)	(n=120)	(n=221)	(n=150)	(n=133)	(n=283)
None	93.1%	91.7%	92.3%	49.3%	66.9%	57.6%
1 Night	1.0%	0.0%	0.5%	10.7%	7.5%	9.2%
2 Nights	0.0%	5.8%	3.2%	17.3%	13.5%	15.5%
3 Nights	0.0%	0.8%	0.5%	4.7%	2.3%	3.5%
4 Nights	3.0%	0.0%	1.4%	4.0%	3.0%	3.5%
5 Nights	0.0%	0.8%	0.5%	1.3%	3.0%	2.1%
6 Nights	1.0%	0.0%	0.5%	1.3%	0.8%	1.1%
7 Nights	0.0%	0.0%	0.0%	2.7%	1.5%	2.1%
8 - 10 Nights	1.0%	0.0%	0.5%	2.0%	0.0%	1.1%
More than 10 Nights	1.0%	0.8%	0.9%	6.7%	1.5%	4.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	0.47	0.31	0.38	2.37	1.03	1.74
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Median	0.00	0.00	0.00	1.00	0.00	0.50
Standard Error	0.23	0.14		0.35	0.19	

<u>Days in Wyoming</u>	(n=132)	(n=120)	(n=252)	(n=203)	(n=133)	(n=336)
1 Day	18.9%	27.5%	23.0%	4.9%	14.3%	8.6%
2 Days	9.8%	16.7%	13.1%	8.9%	6.0%	7.7%
3 Days	17.4%	10.8%	14.3%	16.7%	11.3%	14.6%
4 Days	9.8%	5.8%	7.9%	13.3%	18.8%	15.5%
5 Days	5.3%	9.2%	7.1%	12.3%	12.0%	12.2%
6 Days	3.8%	4.2%	4.0%	7.9%	9.0%	8.3%
7 Days	7.6%	4.2%	6.0%	11.3%	10.5%	11.0%
8 -10 Days	9.1%	4.2%	6.7%	14.8%	12.0%	13.7%
More than 10 Days	18.2%	17.5%	17.9%	9.9%	6.0%	8.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	6.28	4.14	5.26	5.97	5.29	5.70
Median	4.00	2.00	3.00	5.00	4.00	4.50
Standard Error	0.52	0.45		0.29	0.34	

<u>Days in WY ORV Riding</u>	(n=132)	(n=120)	(n=252)	(n=203)	(n=133)	(n=336)
1 Day	18.9%	36.7%	27.4%	8.9%	15.0%	11.3%
2 Days	13.6%	23.3%	18.3%	15.3%	9.8%	13.1%
3 Days	19.7%	9.2%	14.7%	17.2%	14.3%	16.1%
4 Days	8.3%	2.5%	5.6%	16.3%	21.8%	18.5%
5 Days	6.1%	9.2%	7.5%	9.4%	9.8%	9.5%
6 Days	3.0%	3.3%	3.2%	12.3%	9.0%	11.0%
7 Days	4.5%	2.5%	3.6%	6.9%	9.0%	7.7%
8 - 10 Days	10.6%	4.2%	7.5%	8.4%	7.5%	8.0%
More than 10 Days	15.2%	9.2%	12.3%	5.4%	3.8%	4.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	5.77	3.94	4.90	4.83	4.66	4.76
Median	3.00	2.00	2.50	4.00	4.00	4.00
Standard Error	0.50	0.46		0.25	0.32	

17. Travel time and distance you traveled from your home to the unloading site.

Response	Resident			Nonresident		
	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Travel Time (One-Way)</u>	(n=172)	(n=186)	(n=358)	(n=248)	(n=254)	(n=502)
1 Hour or less	45.3%	53.2%	49.4%	7.3%	11.8%	9.6%
2 Hours	26.7%	23.7%	25.1%	14.1%	18.9%	16.5%
3 Hours	18.0%	12.4%	15.1%	12.1%	17.3%	14.7%
4 Hours	2.9%	5.9%	4.5%	7.7%	10.6%	9.2%
5 Hours	1.7%	2.2%	2.0%	6.9%	5.5%	6.2%
More than 5 Hours	5.2%	2.7%	3.9%	52.0%	35.8%	43.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	2.05	1.80	1.92	8.84	6.26	7.53
Median	2.00	1.00	1.50	6.00	4.00	5.00
Standard Error	0.14	0.11		0.57	0.38	

<u>Distance (One-Way)</u>	(n=192)	(n=220)	(n=412)	(n=244)	(n=252)	(n=496)
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0 to 20 Miles	17.7%	20.9%	19.4%	1.2%	1.2%	1.2%
21 to 40 Miles	14.1%	19.1%	16.7%	1.6%	1.6%	1.6%
41 to 60 Miles	18.8%	17.7%	18.2%	0.8%	2.0%	1.4%
61 to 80 Miles	9.4%	8.2%	8.7%	5.3%	5.6%	5.4%
81 to 100 Miles	9.4%	12.3%	10.9%	3.7%	6.3%	5.0%
101 to 120 Miles	4.7%	4.5%	4.6%	3.3%	5.6%	4.4%
121 to 140 Miles	6.3%	4.1%	5.1%	3.7%	7.9%	5.8%
141 to 160 Miles	5.7%	3.6%	4.6%	8.2%	10.3%	9.3%
161 to 180 Miles	3.6%	1.4%	2.4%	4.1%	3.6%	3.8%
More than 180 Miles	10.4%	8.2%	9.2%	68.0%	56.0%	61.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	87.58	74.62	80.66	475.61	368.04	420.96
Median	60.00	51.00	55.50	311.00	200.00	255.50
Standard Error	5.64	4.89		24.42	23.10	

18. Average miles traveled on and number of hours spent on ORV per day during your most recent trip in WY.

Response	Resident			Nonresident		
	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Miles Traveled</u>	(n=196)	(n=226)	(n=422)	(n=252)	(n=258)	(n=510)
10 Miles or Less	20.9%	25.7%	23.5%	11.9%	13.6%	12.7%
11 to 20 Miles	26.0%	21.2%	23.5%	15.1%	16.7%	15.9%
21 to 30 Miles	18.4%	19.5%	19.0%	17.9%	18.2%	18.0%
31 to 40 Miles	13.8%	9.3%	11.4%	13.9%	17.1%	15.5%
41 to 50 Miles	12.2%	12.8%	12.6%	18.3%	14.3%	16.3%
More than 50 Miles	8.7%	11.5%	10.2%	23.0%	20.2%	21.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	28.03	29.39	28.71	39.72	37.16	38.42
Median	25.00	25.00	25.00	40.00	35.00	37.50
Standard Error	1.34	1.53		1.54	1.39	
<u>Hours Spent</u>	(n=193)	(n=222)	(n=415)	(n=250)	(n=259)	(n=509)
1 Hour or Less	12.4%	8.1%	10.1%	7.6%	3.9%	5.7%
2 Hours	13.5%	10.8%	12.0%	3.2%	8.1%	5.7%
3 Hours	13.5%	14.0%	13.7%	6.0%	10.0%	8.1%
4 Hours	20.7%	17.6%	19.0%	13.6%	10.4%	12.0%
5 Hours	9.8%	14.9%	12.5%	16.4%	14.7%	15.5%
6 Hours	15.0%	18.5%	16.9%	21.6%	21.6%	21.6%
7 Hours	5.2%	5.0%	5.1%	6.0%	7.3%	6.7%
8 Hours	8.3%	5.4%	6.7%	17.6%	14.3%	15.9%
More than 8 Hours	1.6%	5.9%	3.9%	8.0%	9.7%	8.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	4.17	4.77	4.49	5.85	5.73	5.79
Median	4.00	4.00	4.00	6.00	6.00	6.00
Standard Error	0.16	0.20		0.23	0.21	

19. Total number of gallons of gasoline purchased for your ORV during your most recent trip in Wyoming.

Response	Resident			Nonresident		
	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
	(n=190)	(n=223)	(n=413)	(n=254)	(n=255)	(n=509)

5 or Less Gallons	50.0%	52.0%	51.1%	36.2%	32.2%	34.2%
6 to 10 Gallons	25.3%	24.7%	24.9%	21.7%	31.0%	26.3%
11 to 15 Gallons	9.5%	9.0%	9.2%	15.4%	12.9%	14.1%
16 to 20 Gallons	6.3%	7.2%	6.8%	10.6%	9.0%	9.8%
More than 20 Gallons	8.9%	7.2%	8.0%	16.1%	14.9%	15.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	9.98	10.38	10.20	14.01	13.07	13.54
Median	5.50	5.00	5.25	10.00	10.00	10.00
Standard Error	0.98	1.07		0.98	0.80	

20a. Most recent trip expenditures:

Response	Resident			Nonresident		
	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Total Trip</u>						
Gas for ORVs	12.0%	13.7%	13.0%	8.0%	7.4%	7.7%
Fuel for Passenger Vehicle	32.2%	31.1%	31.6%	33.5%	36.3%	34.9%
Food & Beverages	12.4%	10.9%	11.5%	14.3%	15.7%	15.0%
Groceries & Liquor	24.6%	26.8%	25.9%	12.5%	15.3%	13.9%
Overnight Lodging	6.3%	4.0%	5.0%	19.1%	13.8%	16.5%
Guide ORV Tours	0.0%	0.1%	0.0%	0.3%	0.1%	0.2%
ORV Rentals	0.0%	0.1%	0.0%	0.5%	0.8%	0.7%
Oil, Repairs, & Maintenance	5.3%	7.3%	6.5%	3.0%	1.5%	2.2%
Retail Items	1.9%	1.2%	1.5%	3.5%	3.6%	3.5%
Other Recreation	1.5%	1.9%	1.7%	2.0%	2.4%	2.2%
Other Expenditures	3.7%	3.0%	3.3%	3.4%	3.2%	3.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Spent in Wyoming

Gas for ORVs	12.1%	13.7%	13.0%	9.2%	9.1%	9.2%
Fuel for Passenger Vehicle	33.5%	31.1%	32.1%	22.7%	24.9%	23.9%
Food & Beverages	12.9%	10.9%	11.7%	16.2%	19.9%	18.1%
Groceries & Liquor	25.5%	26.8%	26.3%	12.3%	13.3%	12.8%
Overnight Lodging	3.8%	4.0%	3.9%	24.7%	17.0%	20.7%
Guide ORV Tours	0.0%	0.1%	0.0%	0.5%	0.1%	0.3%
ORV Rentals	0.0%	0.1%	0.0%	0.8%	1.1%	0.9%
Oil, Repairs, & Maintenance	5.2%	7.3%	6.4%	3.2%	1.6%	2.4%
Retail Items	1.8%	1.2%	1.4%	5.2%	5.8%	5.5%
Other Recreation	1.5%	1.9%	1.7%	3.0%	3.4%	3.2%
Other Expenditures	3.9%	3.0%	3.3%	2.3%	3.9%	3.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Average Expenditure Per Person Per Day in WY

Mean	\$37.30	\$43.77	\$40.54	\$67.44	\$53.78	\$60.61
Median	\$28.12	\$24.73	\$26.43	\$46.00	\$40.00	\$43.00
Standard Error	\$3.624	\$5.769		\$5.620	\$3.759	
	(<30)	(<30)	(<30)	(<30)	(<30)	(<30)

Average Number of People

Mean	2.50	2.76	\$2.63	3.14	3.23	3.19
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Median	2.00	2.00	\$2.00	2.00	2.00	\$2.00
Standard Error	0.121	0.181		0.167	0.229	
	(<30)	(<30)	(<30)	(<30)	(<30)	(<30)
Gas for ORVs	\$4.50	\$5.99	\$5.28	\$6.22	\$4.90	\$5.55
Fuel for Passenger Vehicle	\$12.48	\$13.60	\$12.99	\$15.34	\$13.37	\$14.46
Food & Beverages	\$4.81	\$4.75	\$4.74	\$10.92	\$10.69	\$10.98
Groceries & Liquor	\$9.49	\$11.74	\$10.64	\$8.29	\$7.15	\$7.77
Overnight Lodging	\$1.42	\$1.77	\$1.60	\$16.64	\$9.14	\$12.52
Guide ORV Tours	\$0.00	\$0.04	\$0.02	\$0.32	\$0.04	\$0.16
ORV Rentals	\$0.00	\$0.03	\$0.02	\$0.53	\$0.59	\$0.57
Oil, Repairs, & Maintenance	\$1.94	\$3.20	\$2.61	\$2.16	\$0.88	\$1.45
Retail Items	\$0.66	\$0.51	\$0.57	\$3.48	\$3.14	\$3.34
Other Recreation	\$0.55	\$0.84	\$0.70	\$2.00	\$1.80	\$1.92
Other Expenditures	\$1.44	\$1.30	\$1.35	\$1.53	\$2.08	\$1.88
Total	\$37.30	\$43.77	\$40.54	\$67.44	\$53.78	\$60.61

Section 4: Overall Expenditure Information

21. Annual Expenditures

Response	Resident			Nonresident		
	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Total Expenditures</u>						
New/Used ORVs	74.8%	75.9%	75.4%	75.9%	71.8%	73.8%
ORV Trailers	7.0%	6.4%	6.7%	11.2%	14.6%	13.0%
Safety Equipment	1.5%	2.0%	1.8%	1.3%	1.8%	1.6%
ORV Clothing	1.0%	1.5%	1.3%	1.1%	1.3%	1.2%
ORV Accessories	4.1%	4.5%	4.3%	3.2%	4.1%	3.6%
Annual Repairs & Parts	6.0%	5.2%	5.5%	4.4%	3.8%	4.1%
Registrations & Fees	5.1%	3.5%	4.2%	2.3%	1.8%	2.0%
Club Dues & Expenses	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%
ORV Storage Costs	0.2%	0.3%	0.3%	0.3%	0.3%	0.3%
Other	0.1%	0.5%	0.4%	0.4%	0.4%	0.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Spent In Wyoming

New/Used ORVs	75.5%	76.3%	75.9%	71.6%	75.7%	74.1%
ORV Trailers	6.8%	5.9%	6.4%	2.9%	3.7%	3.4%
Safety Equipment	1.4%	1.9%	1.6%	0.8%	2.7%	1.9%
ORV Clothing	1.0%	1.5%	1.2%	1.5%	1.3%	1.4%
ORV Accessories	3.6%	4.1%	3.9%	8.4%	2.9%	5.1%
Annual Repairs & Parts	6.1%	5.2%	5.6%	6.6%	4.1%	5.1%
Registrations & Fees	5.2%	4.3%	4.8%	6.6%	6.3%	6.4%
Club Dues & Expenses	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
ORV Storage Costs	0.2%	0.4%	0.3%	0.8%	0.3%	0.5%
Other	0.1%	0.3%	0.2%	0.7%	2.8%	2.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Average Annual Expenditure Per Person in WY

Mean	\$1,699.48	\$1,877.89	\$1,788.69	\$219.58	\$242.84	\$231.21
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Median	\$157.50	\$197.50	\$177.50	\$15.00	\$15.00	\$15.00
Standard Error	269.39	265.72		77.36	70.25	

Average Number of People

Mean	2.12	2.30	2.21	2.44	2.68	2.56
Median	2.00	2.00	2.00	2.00	2.00	2.00
Standard Error	0.09	0.13		0.15	0.14	

New/Used ORVs	\$1,283.13	\$1,432.61	\$1,357.79	\$157.18	\$183.93	\$171.25
ORV Trailers	\$115.76	\$111.69	\$113.81	\$6.42	\$8.92	\$7.79
Safety Equipment	\$23.45	\$34.92	\$29.14	\$1.66	\$6.61	\$4.46
ORV Clothing	\$16.74	\$27.75	\$22.19	\$3.31	\$3.20	\$3.22
ORV Accessories	\$60.81	\$77.26	\$68.98	\$18.40	\$7.15	\$11.87
Annual Repairs & Parts	\$102.98	\$98.44	\$100.79	\$14.46	\$9.86	\$11.74
Registrations & Fees	\$89.03	\$80.94	\$85.08	\$14.56	\$15.31	\$14.88
Club Dues & Expenses	\$1.37	\$1.30	\$1.34	\$0.19	\$0.25	\$0.22
ORV Storage Costs	\$3.90	\$7.04	\$5.46	\$1.84	\$0.71	\$1.18
Other	\$2.31	\$5.94	\$4.11	\$1.57	\$6.90	\$4.59
Total	\$1,699.48	\$1,877.89	\$1,788.69	\$219.58	\$242.84	\$231.21

Section 5: Opinions about Wyoming ORV Management Issues

22. Importance of the following uses of your Wyoming ORV registration/user fees?

Response	Resident			Nonresident		
	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Parking Area Construction</u>	(n=183)	(n=210)	(n=393)	(n=243)	(n=237)	(n=480)
Very Important	5.5%	8.1%	6.9%	7.0%	12.2%	9.6%
Important	32.2%	25.7%	28.8%	35.4%	29.5%	32.5%
Neutral	36.1%	39.5%	37.9%	38.3%	35.0%	36.7%
Not Important	16.9%	15.2%	16.0%	14.0%	13.1%	13.5%
Not Important at All	9.3%	11.4%	10.4%	5.3%	10.1%	7.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.08	3.04	3.06	3.25	3.21	3.23
<u>New Trail Construction</u>	(n=184)	(n=214)	(n=398)	(n=243)	(n=252)	(n=495)
Very Important	35.3%	49.5%	43.0%	42.0%	49.6%	45.9%
Important	36.4%	28.0%	31.9%	41.2%	32.1%	36.6%
Neutral	17.4%	14.5%	15.8%	13.2%	13.5%	13.3%
Not Important	5.4%	4.7%	5.0%	2.1%	2.0%	2.0%
Not Important at All	5.4%	3.3%	4.3%	1.6%	2.8%	2.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.91	4.16	4.04	4.20	4.24	4.22
<u>Trail Maintenance</u>	(n=185)	(n=213)	(n=398)	(n=245)	(n=253)	(n=498)
Very Important	32.4%	32.9%	32.7%	37.6%	39.5%	38.6%
Important	40.5%	38.0%	39.2%	41.6%	39.9%	40.8%
Neutral	17.3%	22.1%	19.8%	15.5%	13.8%	14.7%

Not Important	4.3%	4.7%	4.5%	4.1%	3.6%	3.8%
Not Important at All	5.4%	2.3%	3.8%	1.2%	3.2%	2.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.90	3.94	3.92	4.10	4.09	4.10
<u>Trail Signage</u>	(n=183)	(n=218)	(n=401)	(n=242)	(n=253)	(n=495)
Very Important	33.9%	28.0%	30.7%	44.6%	44.3%	44.4%
Important	41.5%	43.6%	42.6%	42.6%	39.5%	41.0%
Neutral	13.1%	21.1%	17.5%	9.9%	11.5%	10.7%
Not Important	6.6%	5.0%	5.7%	2.1%	2.4%	2.2%
Not Important at All	4.9%	2.3%	3.5%	0.8%	2.4%	1.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.93	3.90	3.91	4.28	4.21	4.24
<u>Trail Maps</u>	(n=186)	(n=221)	(n=407)	(n=243)	(n=254)	(n=497)
Very Important	35.5%	31.2%	33.2%	47.3%	50.4%	48.9%
Important	47.8%	45.7%	46.7%	40.7%	37.0%	38.8%
Neutral	9.1%	18.6%	14.3%	9.9%	9.1%	9.5%
Not Important	4.3%	2.3%	3.2%	1.2%	1.2%	1.2%
Not Important at All	3.2%	2.3%	2.7%	0.8%	2.4%	1.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	4.08	4.01	4.04	4.33	4.32	4.32
<u>Law Enforcement</u>	(n=186)	(n=216)	(n=402)	(n=243)	(n=251)	(n=494)
Very Important	14.5%	15.3%	14.9%	7.4%	9.2%	8.3%
Important	24.2%	23.1%	23.6%	33.7%	29.9%	31.8%
Neutral	40.9%	39.8%	40.3%	40.7%	35.9%	38.3%
Not Important	8.6%	9.7%	9.2%	10.7%	12.7%	11.7%
Not Important at All	11.8%	12.0%	11.9%	7.4%	12.4%	9.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.21	3.20	3.20	3.23	3.11	3.17
<u>Safety/User Ethics Education</u>	(n=183)	(n=213)	(n=396)	(n=244)	(n=248)	(n=492)
Very Important	14.8%	16.4%	15.7%	7.0%	14.9%	11.0%
Important	35.5%	34.7%	35.1%	34.0%	35.1%	34.6%
Neutral	35.0%	36.6%	35.9%	45.5%	36.7%	41.1%
Not Important	6.0%	5.6%	5.8%	9.0%	6.5%	7.7%
Not Important at All	8.7%	6.6%	7.6%	4.5%	6.9%	5.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.42	3.49	3.45	3.30	3.45	3.37
<u>Planning for New Trails</u>	(n=183)	(n=213)	(n=396)	(n=245)	(n=252)	(n=497)
Very Important	26.8%	37.6%	32.6%	31.8%	36.5%	34.2%
Important	39.9%	35.2%	37.4%	40.4%	37.7%	39.0%
Neutral	21.3%	19.7%	20.5%	24.1%	19.0%	21.5%
Not Important	4.9%	3.3%	4.0%	2.9%	3.2%	3.0%
Not Important at All	7.1%	4.2%	5.6%	0.8%	3.6%	2.2%

Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.74	3.99	3.87	4.00	4.00	4.00
<u>Providing Toilet Facilities</u>	(n=189)	(n=213)	(n=402)	(n=241)	(n=250)	(n=491)
Very Important	11.6%	12.2%	11.9%	10.8%	14.0%	12.4%
Important	24.3%	28.2%	26.4%	27.4%	29.2%	28.3%
Neutral	43.4%	39.0%	41.0%	44.0%	36.4%	40.1%
Not Important	10.1%	10.8%	10.4%	12.9%	9.6%	11.2%
Not Important at All	10.6%	9.9%	10.2%	5.0%	10.8%	7.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.16	3.22	3.19	3.26	3.26	3.26
<u>Providing Safety Shelters</u>	(n=184)	(n=217)	(n=401)	(n=243)	(n=252)	(n=495)
Very Important	7.6%	6.9%	7.2%	5.3%	8.7%	7.1%
Important	16.3%	19.8%	18.2%	20.6%	22.2%	21.4%
Neutral	47.8%	41.0%	44.1%	47.3%	41.7%	44.4%
Not Important	14.1%	18.4%	16.5%	16.5%	15.9%	16.2%
Not Important at All	14.1%	13.8%	14.0%	10.3%	11.5%	10.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	2.89	2.88	2.88	2.94	3.01	2.98
<u>Top Priority</u>	(n=177)	(n=212)	(n=389)	(n=240)	(n=243)	(n=483)
Parking Area Construction	1.7%	2.8%	2.3%	2.9%	4.1%	3.5%
New Trail Construction	33.9%	45.8%	40.4%	35.4%	35.8%	35.6%
Trail Maintenance	24.3%	18.4%	21.1%	25.0%	21.8%	23.4%
Trail Signage	12.4%	7.5%	9.8%	17.5%	14.4%	15.9%
Trail Maps	9.0%	6.6%	7.7%	10.8%	12.3%	11.6%
Law Enforcement	5.6%	6.6%	6.2%	1.3%	2.1%	1.7%
Safety/User Ethics Education	4.5%	4.7%	4.6%	2.1%	2.9%	2.5%
Planning for New Trails	2.8%	5.2%	4.1%	2.9%	4.1%	3.5%
Providing Toilet Facilities	4.0%	1.4%	2.6%	1.7%	0.8%	1.2%
Providing Safety Shelters	1.7%	0.9%	1.3%	0.4%	1.6%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<u>Second Priority</u>	(n=176)	(n=208)	(n=384)	(n=236)	(n=239)	(n=475)
Parking Area Construction	2.8%	2.9%	2.9%	1.3%	5.9%	3.6%
New Trail Construction	15.9%	12.5%	14.1%	17.4%	13.4%	15.4%
Trail Maintenance	23.9%	23.1%	23.4%	21.6%	20.5%	21.1%
Trail Signage	15.3%	13.0%	14.1%	23.3%	23.0%	23.2%
Trail Maps	19.3%	17.3%	18.2%	17.4%	18.8%	18.1%
Law Enforcement	4.5%	5.3%	4.9%	2.5%	3.3%	2.9%
Safety/User Ethics Education	4.5%	4.8%	4.7%	3.4%	1.7%	2.5%
Planning for New Trails	11.4%	16.3%	14.1%	11.4%	10.0%	10.7%
Providing Toilet Facilities	1.7%	3.4%	2.6%	1.3%	2.9%	2.1%
Providing Safety Shelters	0.6%	1.4%	1.0%	0.4%	0.4%	0.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<u>Third Priority</u>	(n=171)	(n=205)	(n=376)	(n=235)	(n=235)	(n=470)
Parking Area Construction	3.5%	4.9%	4.3%	7.7%	5.5%	6.6%

New Trail Construction	10.5%	6.3%	8.2%	9.4%	10.2%	9.8%
Trail Maintenance	15.2%	13.7%	14.4%	15.7%	19.1%	17.4%
Trail Signage	14.6%	14.6%	14.6%	17.4%	14.0%	15.7%
Trail Maps	17.0%	18.0%	17.6%	23.0%	17.9%	20.4%
Law Enforcement	5.8%	6.8%	6.4%	3.4%	3.4%	3.4%
Safety/User Ethics Education	5.3%	6.3%	5.9%	2.6%	4.7%	3.6%
Planning for New Trails	18.1%	19.5%	18.9%	12.3%	15.3%	13.8%
Providing Toilet Facilities	5.8%	4.9%	5.3%	6.8%	6.4%	6.6%
Providing Safety Shelters	4.1%	4.9%	4.5%	1.7%	3.4%	2.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

23. Would you support changing the manual registration/user fee sales process to a more automated electronic or on-line permit sales method?

Response	Resident			Nonresident		
	Wave 1 (n=191)	Wave 2 (n=221)	Total (n=412)	Wave 1 (n=249)	Wave 2 (n=257)	Total (n=506)
Yes	66.5%	53.8%	59.7%	68.7%	68.9%	68.8%
No	33.5%	46.2%	40.3%	31.3%	31.1%	31.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

24. Would you support or oppose paying a separate trailhead parking fee if it were used to build more/better parking and toilets at parking areas?

Response	Resident			Nonresident		
	Wave 1 (n=194)	Wave 2 (n=220)	Total (n=414)	Wave 1 (n=250)	Wave 2 (n=257)	Total (n=507)
Yes	27.8%	28.6%	28.3%	31.2%	37.4%	34.3%
No	72.2%	71.4%	71.7%	68.8%	62.6%	65.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

25. Would you support or oppose allowing wheeled ATV's to use groomed snowmobile trails during the winter season if your ORV fee is used to help pay for snowmobile grooming?

Response	Resident			Nonresident		
	Wave 1 (n=194)	Wave 2 (n=224)	Total (n=418)	Wave 1 (n=246)	Wave 2 (n=254)	Total (n=500)
Strongly Support	24.7%	21.9%	23.2%	22.0%	18.9%	20.4%
Somewhat Support	21.6%	17.4%	19.4%	24.0%	18.1%	21.0%
Neither	29.9%	29.0%	29.4%	34.6%	40.2%	37.4%
Somewhat Oppose	7.7%	12.5%	10.3%	6.5%	9.4%	8.0%
Strongly Oppose	16.0%	19.2%	17.7%	13.0%	13.4%	13.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

26. Indicate your level of satisfaction or dissatisfaction regarding the ORV services and facilities.

Response	Resident			Nonresident		
	Wave 1 (n=185)	Wave 2 (n=227)	Total (n=412)	Wave 1 (n=248)	Wave 2 (n=255)	Total (n=503)
<u>Riding Opportunities on Roads</u>						
Extremely Satisfied	12.4%	12.8%	12.6%	18.5%	22.4%	20.5%
Satisfied	60.5%	54.6%	57.3%	58.5%	51.8%	55.1%
Neither	20.0%	20.3%	20.1%	16.5%	18.4%	17.5%
Dissatisfied	5.4%	9.3%	7.5%	6.0%	5.5%	5.8%
Extremely Dissatisfied	1.6%	3.1%	2.4%	0.4%	2.0%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean Rating	3.77	3.65	3.70	3.89	3.87	3.88
<u>Riding Opportunities on Trails</u>	(n=185)	(n=225)	(n=413)	(n=242)	(n=255)	(n=497)
Extremely Satisfied	13.3%	11.1%	12.1%	32.6%	30.6%	31.6%
Satisfied	54.8%	46.7%	50.4%	49.2%	49.4%	49.3%
Neither	16.5%	19.6%	18.2%	9.9%	12.5%	11.3%
Dissatisfied	9.6%	15.1%	12.6%	6.6%	5.5%	6.0%
Extremely Dissatisfied	5.9%	7.6%	6.8%	1.7%	2.0%	1.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.60	3.39	3.48	4.05	4.01	4.03
<u>Off-Trail Opportunities</u>	(n=187)	(n=227)	(n=414)	(n=249)	(n=251)	(n=500)
Extremely Satisfied	8.0%	7.9%	8.0%	13.3%	17.1%	15.2%
Satisfied	38.0%	33.0%	35.3%	35.7%	37.1%	36.4%
Neither	29.9%	28.6%	29.2%	35.7%	29.5%	32.6%
Dissatisfied	19.3%	21.1%	20.3%	12.0%	11.6%	11.8%
Extremely Dissatisfied	4.8%	9.3%	7.2%	3.2%	4.8%	4.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.25	3.09	3.16	3.44	3.50	3.47
<u>Law Enforcement</u>	(n=186)	(n=219)	(n=405)	(n=243)	(n=250)	(n=493)
Extremely Satisfied	2.7%	4.6%	3.7%	7.0%	8.0%	7.5%
Satisfied	30.1%	25.1%	27.4%	32.9%	36.4%	34.7%
Neither	52.7%	51.6%	52.1%	56.4%	48.0%	52.1%
Dissatisfied	7.5%	11.4%	9.6%	2.9%	4.8%	3.9%
Extremely Dissatisfied	7.0%	7.3%	7.2%	0.8%	2.8%	1.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.14	3.08	3.11	3.42	3.42	3.42
<u>Safety and User Ethics</u>	(n=188)	(n=217)	(n=405)	(n=245)	(n=251)	(n=496)
Extremely Satisfied	2.7%	3.7%	3.2%	4.1%	7.2%	5.6%
Satisfied	29.3%	24.0%	26.4%	30.6%	28.3%	29.4%
Neither	62.2%	64.1%	63.2%	63.7%	60.6%	62.1%
Dissatisfied	4.3%	6.5%	5.4%	1.6%	3.6%	2.6%
Extremely Dissatisfied	1.6%	1.8%	1.7%	0.0%	0.4%	0.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.27	3.21	3.24	3.37	3.38	3.38
<u>Trail Maintenance</u>	(n=187)	(n=218)	(n=405)	(n=247)	(n=251)	(n=498)
Extremely Satisfied	2.7%	2.8%	2.7%	10.9%	10.8%	10.8%
Satisfied	43.9%	33.9%	38.5%	54.3%	56.6%	55.4%
Neither	32.6%	43.6%	38.5%	25.9%	23.1%	24.5%
Dissatisfied	17.1%	17.0%	17.0%	7.3%	8.8%	8.0%
Extremely Dissatisfied	3.7%	2.8%	3.2%	1.6%	0.8%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.25	3.17	3.20	3.66	3.68	3.67

<u>Trail Signing</u>	(n=186)	(n=219)	(n=405)	(n=248)	(n=254)	(n=502)
Extremely Satisfied	3.2%	3.7%	3.5%	10.9%	7.1%	9.0%
Satisfied	39.2%	31.1%	34.8%	39.1%	51.2%	45.2%
Neither	32.8%	41.1%	37.3%	29.4%	24.0%	26.7%
Dissatisfied	21.5%	21.0%	21.2%	19.0%	14.2%	16.5%
Extremely Dissatisfied	3.2%	3.2%	3.2%	1.6%	3.5%	2.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.18	3.11	3.14	3.39	3.44	3.41
<u>Trail Map Quality</u>	(n=187)	(n=220)	(n=407)	(n=241)	(n=250)	(n=491)
Extremely Satisfied	4.3%	5.9%	5.2%	12.9%	11.6%	12.2%
Satisfied	41.2%	35.9%	38.3%	44.8%	44.4%	44.6%
Neither	35.8%	39.1%	37.6%	27.8%	30.8%	29.3%
Dissatisfied	16.0%	15.9%	16.0%	12.9%	10.0%	11.4%
Extremely Dissatisfied	2.7%	3.2%	2.9%	1.7%	3.2%	2.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.28	3.25	3.27	3.54		3.53
<u>Trail Map Availability</u>	(n=188)	(n=218)	(n=406)	(n=246)	(n=247)	(n=493)
Extremely Satisfied	6.4%	6.9%	6.7%	15.9%	12.6%	14.2%
Satisfied	38.8%	35.8%	37.2%	42.7%	43.3%	43.0%
Neither	31.9%	35.8%	34.0%	24.8%	25.9%	25.4%
Dissatisfied	20.2%	18.3%	19.2%	14.6%	14.6%	14.6%
Extremely Dissatisfied	2.7%	3.2%	3.0%	2.0%	3.6%	2.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.26	3.25	3.25	3.56	3.47	3.51
<u>Parking Availability</u>	(n=181)	(n=220)	(n=401)	(n=244)	(n=250)	(n=494)
Extremely Satisfied	4.4%	5.0%	4.7%	8.6%	10.4%	9.5%
Satisfied	43.6%	34.1%	38.4%	45.9%	50.0%	48.0%
Neither	48.1%	54.1%	51.4%	42.2%	36.4%	39.3%
Dissatisfied	3.3%	5.5%	4.5%	3.3%	3.2%	3.2%
Extremely Dissatisfied	0.6%	1.4%	1.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.48	3.36	3.41	3.60	3.68	3.64
<u>Website/On-line Information</u>	(n=182)	(n=209)	(n=391)	(n=239)	(n=238)	(n=477)
Extremely Satisfied	2.7%	2.4%	2.6%	5.4%	5.0%	5.2%
Satisfied	25.3%	14.8%	19.7%	31.8%	28.2%	30.0%
Neither	63.2%	65.6%	64.5%	50.6%	57.1%	53.9%
Dissatisfied	7.1%	12.9%	10.2%	9.6%	9.2%	9.4%
Extremely Dissatisfied	1.6%	4.3%	3.1%	2.5%	0.4%	1.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.20	2.98	3.08	3.28	3.28	3.28
<u>ORV Permits</u>	(n=187)	(n=222)	(n=409)	(n=244)	(n=249)	(n=493)
Extremely Satisfied	11.8%	14.0%	13.0%	11.1%	21.3%	16.2%

Satisfied	55.1%	51.8%	53.3%	55.3%	50.6%	52.9%
Neither	19.8%	20.3%	20.0%	20.9%	18.9%	19.9%
Dissatisfied	11.8%	9.9%	10.8%	10.7%	7.2%	8.9%
Extremely Dissatisfied	1.6%	4.1%	2.9%	2.0%	2.0%	2.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean Rating	3.64	3.62	3.63	3.63		3.72
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<u>Other</u>	(n=34)	(n=36)	(n=70)	(n=37)	(n=47)	(n=84)
Extremely Satisfied	8.8%	2.8%	5.7%	2.7%	6.4%	4.8%
Satisfied	20.6%	5.6%	12.9%	16.2%	19.1%	17.9%
Neither	44.1%	33.3%	38.6%	37.8%	42.6%	40.5%
Dissatisfied	5.9%	8.3%	7.1%	8.1%	8.5%	8.3%
Extremely Dissatisfied	20.6%	50.0%	35.7%	35.1%	23.4%	28.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean Rating	2.91	2.03	2.46	2.43	2.77	2.62
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27. Importance of trail characteristics to your riding experience.

	Resident			Nonresident		
Response	Wave 1	Wave 2	Total	Wave 1	Wave 2	Total
<u>Longer Length of Trails</u>	(n=193)	(n=218)	(n=411)	(n=252)	(n=253)	(n=505)
Very Important	23.3%	28.9%	26.3%	25.8%	35.6%	30.7%
Important	39.4%	34.4%	36.7%	45.6%	36.4%	41.0%
Neutral	29.0%	31.7%	30.4%	26.2%	25.7%	25.9%
Not Important	4.1%	1.8%	2.9%	1.2%	1.6%	1.4%
Not Important at All	4.1%	3.2%	3.6%	1.2%	0.8%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean Rating	3.74	3.84	3.79	3.94	4.04	3.99
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<u>Trails That are Challenging</u>	(n=192)	(n=220)	(n=412)	(n=249)	(n=248)	(n=497)
Very Important	15.1%	20.0%	17.7%	28.1%	30.2%	29.2%
Important	31.8%	26.8%	29.1%	34.5%	33.5%	34.0%
Neutral	40.1%	40.9%	40.5%	33.3%	30.2%	31.8%
Not Important	9.4%	9.1%	9.2%	2.8%	5.2%	4.0%
Not Important at All	3.6%	3.2%	3.4%	1.2%	0.8%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean Rating	3.45	3.51	3.49	3.86	3.87	3.86
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<u>Trails That are Easy to Ride</u>	(n=189)	(n=216)	(n=405)	(n=248)	(n=252)	(n=500)
Very Important	8.5%	8.3%	8.4%	9.7%	12.3%	11.0%
Important	43.4%	39.4%	41.2%	41.9%	35.3%	38.6%
Neutral	38.6%	44.4%	41.7%	38.7%	42.5%	40.6%
Not Important	6.9%	4.2%	5.4%	7.7%	7.5%	7.6%
Not Important at All	2.6%	3.7%	3.2%	2.0%	2.4%	2.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean Rating	3.48	3.44	3.46	3.50	3.48	3.49
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<u>Services Available Along Trails</u>	(n=190)	(n=214)	(n=404)	(n=248)	(n=248)	(n=497)
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Very Important	2.6%	0.0%	1.2%	2.8%	7.6%	5.2%
Important	12.1%	11.2%	11.6%	13.7%	18.1%	15.9%
Neutral	51.1%	56.1%	53.7%	53.6%	47.8%	50.7%
Not Important	22.6%	19.6%	21.0%	21.8%	19.7%	20.7%
Not Important at All	11.6%	13.1%	12.4%	8.1%	6.8%	7.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	2.72	2.65	2.68	2.81	3.00	2.91
<u>Loop Trails</u>	(n=187)	(n=217)	(n=404)	(n=253)	(n=255)	(n=508)
Very Important	11.8%	16.6%	14.4%	19.4%	25.1%	22.2%
Important	39.6%	41.0%	40.3%	48.2%	38.4%	43.3%
Neutral	36.9%	32.7%	34.7%	27.3%	28.2%	27.8%
Not Important	7.0%	6.0%	6.4%	3.6%	5.9%	4.7%
Not Important at All	4.8%	3.7%	4.2%	1.6%	2.4%	2.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.47	3.61	3.54	3.80	3.78	3.79
<u>More Designated ORV Trails</u>	(n=183)	(n=214)	(n=397)	(n=244)	(n=252)	(n=496)
Very Important	35.5%	45.3%	40.8%	42.6%	44.4%	43.5%
Important	42.1%	29.4%	35.3%	43.0%	36.1%	39.5%
Neutral	12.6%	19.2%	16.1%	13.1%	14.7%	13.9%
Not Important	3.8%	2.8%	3.3%	0.4%	3.2%	1.8%
Not Important at All	6.0%	3.3%	4.5%	0.8%	1.6%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.97	4.11	4.05	4.26	4.19	4.22
<u>More Trails for Youth</u>	(n=189)	(n=218)	(n=407)	(n=246)	(n=249)	(n=495)
Very Important	16.4%	17.9%	17.2%	12.6%	18.1%	15.4%
Important	21.7%	26.6%	24.3%	33.7%	28.1%	30.9%
Neutral	45.5%	45.0%	45.2%	45.9%	44.2%	45.1%
Not Important	9.0%	6.0%	7.4%	5.7%	7.2%	6.5%
Not Important at All	7.4%	4.6%	5.9%	2.0%	2.4%	2.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.31	3.47	3.40	3.49	3.52	3.51
<u>More Roads Open for ORVs</u>	(n=192)	(n=218)	(n=410)	(n=254)	(n=255)	(n=509)
Very Important	35.4%	45.4%	40.7%	36.6%	44.3%	40.5%
Important	39.1%	30.7%	34.6%	43.3%	36.1%	39.7%
Neutral	19.3%	17.9%	18.5%	17.7%	16.9%	17.3%
Not Important	1.0%	4.1%	2.7%	1.6%	2.0%	1.8%
Not Important at All	5.2%	1.8%	3.4%	0.8%	0.8%	0.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.98	4.14	4.07	4.13	4.21	4.17
<u>More Open Riding Areas</u>	(n=188)	(n=217)	(n=405)	(n=246)	(n=250)	(n=496)
Very Important	28.7%	42.4%	36.0%	28.5%	41.6%	35.1%
Important	39.9%	29.0%	34.1%	45.1%	32.4%	38.7%

Neutral	19.7%	21.7%	20.7%	23.2%	21.2%	22.2%
Not Important	5.3%	3.2%	4.2%	2.4%	3.2%	2.8%
Not Important at All	6.4%	3.7%	4.9%	0.8%	1.6%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.79	4.03	3.92	3.98	4.09	4.04
<u>Signage on Trails</u>	(n=183)	(n=215)	(n=398)	(n=247)	(n=252)	(n=499)
Very Important	20.8%	19.1%	19.8%	27.9%	37.3%	32.7%
Important	47.5%	42.8%	45.0%	53.4%	44.0%	48.7%
Neutral	25.1%	33.5%	29.6%	15.8%	15.9%	15.8%
Not Important	2.2%	3.3%	2.8%	1.6%	1.6%	1.6%
Not Important at All	4.4%	1.4%	2.8%	1.2%	1.2%	1.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.78	3.75	3.76	4.05	4.15	4.10
<u>Accurate & Easy to Read Maps</u>	(n=183)	(n=217)	(n=400)	(n=246)	(n=255)	(n=501)
Very Important	28.4%	27.6%	28.0%	34.6%	43.1%	38.9%
Important	50.8%	47.5%	49.0%	52.8%	40.0%	46.3%
Neutral	14.8%	22.1%	18.8%	11.0%	15.3%	13.2%
Not Important	2.7%	0.9%	1.8%	0.8%	0.8%	0.8%
Not Important at All	3.3%	1.8%	2.5%	0.8%	0.8%	0.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.98	3.98	3.98	4.20	4.24	4.22
<u>Law Enforcement</u>	(n=191)	(n=213)	(n=404)	(n=246)	(n=248)	(n=494)
Very Important	7.9%	8.0%	7.9%	2.4%	4.4%	3.4%
Important	19.9%	20.7%	20.3%	22.0%	23.8%	22.9%
Neutral	49.7%	48.8%	49.3%	52.8%	46.8%	49.8%
Not Important	11.5%	11.7%	11.6%	15.0%	17.3%	16.2%
Not Important at All	11.0%	10.8%	10.9%	7.7%	7.7%	7.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean Rating	3.02	3.03	3.03	2.96	3.00	2.98

Section 6: Demographics

28. How many people live in your household?

Response	Resident			Nonresident		
	Wave 1 (n=230)	Wave 2 (n=266)	Total (n=496)	Wave 1 (n=261)	Wave 2 (n=281)	Total (n=542)
One	10.9%	12.8%	11.9%	6.9%	7.5%	7.2%
Two	58.7%	55.3%	56.9%	48.3%	55.2%	51.8%
Three	11.3%	11.3%	11.3%	19.5%	11.7%	15.5%
Four	13.9%	12.4%	13.1%	16.1%	13.9%	14.9%
Five	3.5%	5.3%	4.4%	5.7%	6.8%	6.3%
More than Five	1.7%	3.0%	2.4%	3.4%	5.0%	4.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Mean	2.47	2.74	2.61	2.78	2.79	2.79
Median	2.00	2.00	2.00	2.00	2.00	2.00
Standard Error	0.08	0.24		0.08	0.09	

29. How many days did during the past 12 months did your household ride ORVs in Wyoming?

Response	Resident			Nonresident		
	Wave 1 (n=212)	Wave 2 (n=253)	Total (n=465)	Wave 1 (n=249)	Wave 2 (n=273)	Total (n=522)
None	75.5%	75.1%	75.3%	77.9%	79.5%	78.7%
1 to 10 Days	12.7%	15.0%	14.0%	13.7%	11.7%	12.6%
11 to 20 Days	4.2%	4.7%	4.5%	3.6%	5.9%	4.8%
21 to 30 Days	3.8%	2.8%	3.2%	2.8%	1.1%	1.9%
More than 30 Days	3.8%	2.4%	3.0%	2.0%	1.8%	1.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	5.42	3.98	4.64	2.93	2.81	2.87
Median	0.00	0.00	0.00	0.00	0.00	0.00
Standard Error	1.29	0.85		0.55	0.60	

30. How many snowmobiles did your family own during the past 12 months?

Response	Resident		Nonresident		Total
	Wave 2 (n=264)	Wave 1 (n=226)	Wave 1 (n=256)	Wave 2 (n=277)	
None	75.4%	75.2%	71.1%	70.4%	70.7%
One	8.7%	8.0%	7.4%	9.4%	8.4%
Two	11.4%	9.3%	14.5%	10.5%	12.4%
Three	1.9%	3.5%	3.1%	4.0%	3.6%
Four	1.9%	0.9%	1.2%	2.9%	2.1%
Five	0.4%	2.2%	1.6%	1.8%	1.7%
More than Five	0.4%	0.9%	1.2%	1.1%	1.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	0.49	0.58	0.67	0.69	0.68
Median	0.00	0.00	0.00	0.00	0.00
Standard Error	0.06	0.08	0.08	0.08	

31. County/State where you live.

Response	Resident			Nonresident		
	Wave 1 (n=228)	Wave 2 (n=267)	Total (n=495)	Wave 1	Wave 2	Total
Albany	1.3%	0.4%	0.8%			
Big Horn	0.9%	7.9%	4.6%			
Campbell	14.9%	2.2%	8.1%			
Carbon	3.9%	1.5%	2.6%			
Converse	2.6%	2.2%	2.4%			
Crook	1.8%	1.5%	1.6%			
Fremont	8.8%	11.2%	10.1%			
Goshen	0.4%	0.7%	0.6%			
Hot Springs	0.4%	1.5%	1.0%			
Johnston	3.1%	1.1%	2.0%			
Laramie	7.0%	5.6%	6.3%			
Lincoln	8.3%	11.2%	9.9%			

Natrona	14.5%	6.4%	10.1%
Niobrara	0.0%	0.0%	0.0%
Park	4.4%	4.1%	4.2%
Platte	1.3%	1.5%	1.4%
Sheridan	9.6%	6.0%	7.7%
Sublette	1.8%	1.1%	1.4%
Sweetwater	8.8%	24.0%	17.0%
Teton	0.4%	0.4%	0.4%
Uinta	3.9%	7.9%	6.1%
Washakie	1.3%	1.5%	1.4%
Weston	0.4%	0.0%	0.2%
Total	100.0%	100.0%	100.0%

	NR-1 (n=263)	NR-2 (n=283)	NR-ALL (n=546)
AZ	1.9%	1.8%	0.9%
CA	1.9%	21.2%	1.8%
CO	14.4%	3.5%	17.9%
IA	8.7%	6.4%	6.0%
ID	4.9%	4.2%	5.7%
MN	6.1%	19.8%	5.1%
MO	2.7%		1.3%
MT	15.2%	1.8%	17.6%
ND	3.8%	7.4%	2.7%
NE	7.2%	4.9%	7.3%
SD	6.8%	15.9%	5.9%
UT	13.7%	1.8%	14.8%
		2.1%	0.9%
WI	3.0%	9.2%	2.6%
Other	9.5%		9.3%
	100.0%	100.0%	100.0%

32. Please indicate your gender.

Response	Resident			Nonresident		
	Wave 1 (n=218)	Wave 2 (n=254)	Total (n=472)	Wave 1 (n=253)	Wave 2 (n=269)	Total (n=522)
Male	89.4%	90.94%	90.3%	90.5%	90.33%	90.4%
Female	10.6%	9.06%	9.7%	9.5%	9.67%	9.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

33. What is your age?

Response	Resident			Nonresident		
	Wave 1 (n=227)	Wave 2 (n=265)	Total (n=492)	Wave 1 (n=263)	Wave 2 (n=280)	Total (n=543)
Less than 20	1.8%	1.1%	1.4%	0.4%	0.0%	0.2%
21 to 30	5.3%	4.9%	5.1%	4.2%	6.4%	5.3%
31 to 40	10.6%	14.0%	12.4%	14.8%	13.2%	14.0%
41 to 50	13.2%	14.7%	14.0%	23.2%	21.8%	22.5%
51 to 60	28.6%	30.9%	29.9%	25.9%	30.4%	28.2%
61 to 70	26.9%	25.7%	26.2%	24.0%	22.1%	23.0%
71 to 80	12.8%	7.5%	10.0%	7.6%	5.7%	6.6%

More than 80	0.9%	1.1%	1.0%	0.0%	0.4%	0.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mean	55.35	54.20	54.73	52.55	52.53	52.54
Median	57.00	56.00	56.50	53.00	53.00	53.00
Standard Error	0.975	0.852		0.789	0.770	

34. What is the highest level of formal education you have completed?

Response	Resident			Nonresident		
	Wave 1 (n=221)	Wave 2 (n=248)	Total (n=469)	Wave 1 (n=253)	Wave 2 (n=275)	Total (n=528)
Grades 1 to 8	0.5%	0.8%	0.6%	0.8%	0.0%	0.4%
Some High School	3.6%	1.2%	2.3%	3.2%	1.8%	2.5%
Finished High School/GED	22.6%	29.8%	26.4%	20.2%	23.3%	21.8%
Some College or Technical School	33.9%	26.2%	29.9%	26.9%	29.8%	28.4%
College or Technical Degree	25.3%	27.4%	26.4%	35.6%	32.7%	34.1%
Some Postgraduate Work	5.4%	2.8%	4.1%	4.0%	3.3%	3.6%
Obtained Graduate Degree	8.6%	11.7%	10.2%	9.5%	9.1%	9.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

35. Which of following choices most accurately describes your employment during the last 12 months?

Response	Resident			Nonresident		
	Wave 1 (n=221)	Wave 2 (n=257)	Total (n=478)	Wave 1 (n=250)	Wave 2 (n=274)	Total (n=524)
Employed Full Time	61.5%	59.9%	60.7%	69.6%	70.4%	70.0%
Employed Part Time	5.0%	3.1%	4.0%	3.6%	4.7%	4.2%
Retired	30.3%	33.5%	32.0%	21.6%	19.7%	20.6%
Homemaker	0.0%	0.4%	0.2%	0.8%	0.7%	0.8%
Unemployed	1.4%	0.8%	1.0%	0.4%	0.0%	0.2%
Other	1.8%	2.3%	2.1%	4.0%	4.4%	4.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

36. Which of the following ranges most accurately describes your household's income, before taxes, last year?

Response	Resident			Nonresident		
	Wave 1 (n=211)	Wave 2 (n=247)	Total (n=458)	Wave 1 (n=237)	Wave 2 (n=267)	Total (n=504)
Under \$10,000	0.9%	0.8%	0.9%	0.8%	0.0%	0.4%
\$10,000 to \$24,999	5.2%	6.5%	5.9%	3.4%	2.6%	3.0%
\$25,000 to \$49,999	18.0%	19.4%	18.8%	13.5%	14.2%	13.9%
\$50,000 to \$99,999	48.3%	45.3%	46.7%	44.3%	44.6%	44.4%
\$100,000 to \$199,999	21.8%	26.3%	24.2%	27.4%	31.8%	29.8%
\$200,000 or More	5.7%	1.6%	3.5%	10.5%	6.7%	8.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

APPENDIX C: Responses to Open Ended Questions and Volunteered Comments

Question 7: Recreational Activities on Most Recent Trip

Q7. Did you engage in any of the following recreational activities (in addition to riding an ORV) during the days indicated in Question 6?

Other activities (specify)

Mode	Comment
Web	4-wheeling.
Mail	Access to trail heads.
Mail	Adventuring.
Mail	ATV club highway clean-up.
Mail	ATV riding.
Web	Back country exploring, geology observations, wild land fire area observations
Web	Backpacking
Mail	Backpacking and hiking.
Web	Boating
Mail	Boating.
Mail	Boating.
Mail	Boating.
Mail	Boating.
Mail	Boating.
Mail	Boating.
Mail	Building a house and ranch.
Mail	Building fence.
Mail	Cabin use.
Mail	Canoe.
Mail	Checking my steers everyday April through September.
Mail	Club rides.
Mail	Commuting.
Mail	Daytrip.
Mail	Destination, exploring, and sightseeing.
Mail	Drinking beer.
Web	Dutch oven cooking.
Web	enjoying big beautiful Wyoming outdoors, wildlife watching, exploring, just to clear my head, fun
Web	exploring
Mail	Exploring and rock hunting.
Mail	Exploring new trails.
Mail	Exploring.
Mail	Exploring.
Mail	Exploring.
Mail	Exploring.
Mail	Exploring.
Web	Exploring.
Mail	Family outings and picnics.
Mail	Family picnics.
Mail	Family riding near home.
Web	Firewood cutting
Web	Float tube, canoe, motor boat, wood gathering, pine cone gathering, swimming
Mail	For the fun of it.
Mail	Fun.

Web	Gathering Christmas trees
Mail	General recreational riding.
Mail	Geo cashing.
Mail	Geo cashing.
Mail	Gold mining.
Mail	Gold prospecting/mining.
Mail	Group leader at church camp.
Mail	Group riding, 4-6 machines.
Mail	Hike and scouting.
Mail	Hiking
Web	Hiking
Web	Hiking
Web	Hiking
Mail	Hiking and shooting.
Web	Hiking and snow machining.
Mail	Hiking and snowmobiling.
Web	Hiking, Rock Climbing, Swimming, Wildlife Viewing,
Web	Hiking, skiing, and snowboarding.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Hiking.
Web	Hiking.
Web	Hiking.
Web	Hiking.
Web	Hiking.
Web	hiking20
Mail	Historical locations.
Mail	Horn and gem hunting.
Mail	Horn hunting.
Mail	Horn hunting.
Mail	Horn hunting.
Web	Horn hunting.
Mail	Horse riding at dude ranch.

Mail	Horse shoes.
Mail	Horseback riding and thistle spraying.
Web	Horseback riding with our own horses.
Mail	Horseback riding.
Mail	Hunting.
Web	Ice fishing
Mail	Ice fishing.
Mail	Ice fishing.
Web	Joy Ride
Mail	Joy rides.
Mail	Joy riding.
Mail	Just day riding.
Mail	Just day riding.
Mail	Just ride forest service trails.
Mail	Just riding in the countryside.
Mail	Just riding.
Mail	Just riding.
Mail	Just riding.
Mail	Just riding.
Mail	Just riding.
Mail	Just riding.
Mail	Just to ride.
Web	Just to see the country.
Mail	Just trail riding.
Mail	Just vacationing and sightseeing.
Web	Leisure
Mail	Leisure time at our cabin.
Mail	Leisure.
Mail	Long range rifle shooting with bench area in Oregon Basin.
Mail	Look at new places (recreational).
Web	Lots of trail riding.
Web	mostly ice fishing
Web	Motorcycle riding
Web	Mountain biking and windsurfing.
Web	Mountain biking.
Web	NO
Web	no
Web	On a tour of the bighorns
Mail	One day outings.
Mail	Panning for gold and photography.
Mail	Photo taking.
Web	photography
Mail	Photography and sightseeing.
Web	Photography, wildlife viewing, scouting, exploring
Mail	Photography.
Mail	Photography/sightseeing.
Mail	Photos.
Mail	Picnics.
Mail	Placing salt blocks, checking ponds.
Web	play
Mail	Pleasure
Web	Pleasure - trail riding, scouting, photography

Mail	Pleasure rides.
Mail	Pleasure.
Mail	Pleasure.
Mail	Plowing snow.
Mail	Poker runs (Superior, Wyoming).
Mail	Poker runs and pleasure rides.
Mail	Poker runs.
Mail	Prairie dogs.
Web	prospecting
Mail	Prospecting, didn't find anything.
Web	Racing Events and scheduled Group Rides
Mail	Racing.
Web	RAFTING
Mail	Ranch work.
Mail	Ranching.
Mail	Recreation.
Web	Recreation.
Mail	Recreational dunes.
Mail	Recreational riding.
Mail	Recreational.
Mail	Rented a cabin.
Mail	Research on mining claim, etc.
Mail	Ride for the scenery and outing.
Mail	Riding in the Big Horn Mountains.
Mail	Riding in town.
Mail	Riding trails.
Mail	Riding.
Mail	Riding.
Mail	Riding.
Web	Riding.
Web	Riding.
Web	Riding.
Web	road on forest roads & BLM roads
Mail	Rock hounding.
Web	Rock hunting
Web	rock hunting , exploring
Mail	Rock hunting and sightseeing.
Web	Rock hunting, exploring, archeological activities,
Mail	Rock hunting, shooting, and targets.
Mail	Rock hunting.
Mail	Rock hunting.
Web	Rubber rafting Snake River below Jackson and canoes.
Web	Scenic outing. Just riding.
Web	Scouting and exploring.
Mail	Scouting for hunting.
Mail	Shooting and gold panning.
Mail	Shooting.
Mail	Shooting.
Mail	Shooting.
Mail	Shopping
Web	sight seeing
Web	sightseeing

Mail	Sightseeing and relaxation.
Web	Sightseeing and touring.
Mail	Sightseeing and work.
Mail	Sightseeing old roads.
Mail	Sightseeing, photographs, and scouting.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing/exploring.
Mail	site-seeing and photo opportunities
Mail	Snow machines.
Mail	Snow plow driveway and haul firewood.
Mail	Snow plow.
Mail	SNOWMOBILING
Mail	Snowmobiling.
Mail	Snowmobiling.
Mail	Snowmobiling.
Mail	Snowmobiling.
Mail	Snowplowing.
Mail	Social activities in Glendo area during summer.
Mail	Stay at our cabin.
Mail	Stayed at 10 Mile Inn Cabins.
Mail	Stayed at cabin.
Mail	Stayed at Rustic Motel.
Mail	Target shooting.
Mail	Time at our cabin.
Mail	Touring & wildlife watching
Mail	Touring and sightseeing.
Mail	Touring.
Mail	Trail clean and repair.
Mail	Trail ride.
Mail	Trail Rides
Mail	Trail rides and sightseeing.

Mail	Trail riding and cabin work.
Mail	Trail riding only.
Mail	Trail riding.
Mail	Trail riding.
Mail	Trail riding.
Mail	Trail riding.
Mail	Trail riding.
Web	Trail riding.
Web	Trail riding.
Mail	Trapping.
Mail	Trip into Jackson.
Mail	Used ATV to plow snow only.
Mail	Visiting friend's ranch.
Mail	Walking.
Mail	We did a lot of drinking.
Mail	We have a cabin.
Mail	Went to car show, ate out, and went to bars.
Mail	White water rafting.
Web	WINTER RIDING
Web	wood gathering
Mail	Wood.
Mail	Work on farm.
Mail	Work on trails.
Mail	Work-related.

Question 11: Primary Purpose of Recreational Trips to Wyoming

Q11. For how many of your recreational trips in Wyoming listed in the previous question was the primary purpose of the trip to ride ORVs and how many trips was ORV riding mainly a means of transportation to participate in other recreational activities such as camping, fishing, or hunting?

Trips primarily for other recreational activities (specify):

Mode	Comment
Mail	Boating.
Mail	Boating.
Mail	Bought license so I could ride from cabin in Wyoming to Utah. It was not worth it. Will trailer from now on.
Mail	Building house.
Mail	Cabin living.
Mail	Cabin on Bear Creek.
Mail	Camping and riding.
Mail	Combination.
Mail	Day riding, just to get out.
Mail	Dune riding.
Mail	Enjoyment of scenery.
Mail	Exploring.
Mail	Family gathering.
Mail	Family reunions.
Mail	Geo caching.
Mail	Go see my land following the Arapaho fire in July.
Mail	Golf.
Mail	Highway clean-up.

Mail	Backpacking.
Mail	Hiking.
Mail	Hiking.
Web	Hiking.
Mail	Hiking.
Mail	Hiking.
Mail	Horn and gem hunting.
Mail	Horn hunting and hiking.
Mail	Horn hunting.
Mail	Hunting asparagus.
Mail	Joy riding.
Mail	Just riding.
Mail	Mainly used to get around near our property and to visit neighbors.
Mail	Photography.
Mail	Photography.
Mail	Recreational dunes.
Mail	Gold exploration.
Mail	Gold prospecting/mining.
Web	Rock hunting & prospecting
Mail	Rock hunting.
Mail	Rock hunting.
Mail	Scouting for hunting.
Mail	Scouting.
Mail	See my son.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Web	SCENERY, LOOK FOR ELK
Web	scouting, photography, exploring, wildlife watching, general outdoor recreation
Web	See the country and take pictures.
Web	Sightseeing in Yellowstone and Teton National Forest.
Web	Sightseeing.
Mail	Snowmobile.
Mail	Stayed at cabin.
Mail	Take youth to church camp.
Mail	Time at our cabin in Fox Park.
Mail	Time at our cabin.
Mail	To explore Wyoming wonders.
Mail	Trail heads.
Mail	Transportation to property.
Mail	Trapping.
Mail	Visit friends.
Mail	Visiting ranch.
Mail	We have a cabin and ride from there.
Mail	We have a cabin in Snowy Range.
Mail	We have a cabin in the Snowy Range
Mail	Weekend getaway at our cabin.
Mail	When we camp we always take the ATVs. We don't always ride, but have them there to ride whenever.
Mail	Wood.
Mail	Wyoming Prospector's Association.
Mail	Youth camp, Camp Bethel.

Web Back country exploration, geology observations, wild land fire area observations, Forest Service Activities

Web Boating/water sports.

Web Cabin.

Web exploring

Web Exploring, scouting for game hunting, rock, fossil, bone hunting, archeological interest.

Web Firewood cutting

Web General vacation activities at our summer home.

Web Jeeping

Web Joy Ride

Web Motorcycle riding

Web Plinking.

Web prospecting

Web Riding at our cabin on Casper Mountain.

Web Snowmobile.

Web Snowmobiling.

Web Swimming, site seeing, snow removal, hauling garbage, hauling of weeds, wood and etc. getting Christmas trees

Web Trail riding.

Web Windsurfing.

Question 12: Alternate Activities to ORV Recreation in Wyoming

Q12. If you were, for some reason, unable to ride an ORV for recreation in Wyoming, in which of the following ways would this affect your outdoor recreation?

Other (please specify)

Mode	Comment
Web	Buy my firewood
Mail	Camping and fishing.
Web	Camping.
Mail	Decrease my Wyoming activities.
Web	Decrease overall participation in outdoor activities
Web	Don't use the ATV's for recreation that much. Would find an area to drive to to fish.
Mail	Easy to see where this is going. Government shut down more trails.
Web	First, it's public land and as long as the state is a free state I can't see losing my rights. I haven't seen any hikers with stickers that they bought to support their hiking trail, but we pay and don't really get any specific benefit. Second, if it came to that, I would take my money to another state or country.
Mail	Go to a state that I could ride.
Web	Golf.
Mail	Horseback.
Mail	I enjoy using the ORV when I need/want to.
Web	i only rode one day on ice on Fontenelle and i didn't think i should have to buy a license's already had to buy a fishing license
Mail	I ride my ORV to hunt prairie dogs. I am handicapped and if I couldn't ride I couldn't hunt.
Mail	I will stop coming to Wyoming if anymore limits are put on ORVs.
Mail	I would be pissed and vote you out.
Mail	I would be pissed off.
Mail	I would be very unhappy. I am not happy with all trails being closed.
Web	I would continue my recreational activity but my range would be limited due to bad knee. ORV helps me get to more distant trailheads and access points without tearing up my truck on bad roads. I ride where allowed, then walk, but these days with quite a imp.
Web	I would decrease my participation in ALL other rec activities.

Mail I would decrease my rec use in Wyoming.

Mail I would do what I did with ORVs.

Mail I would have no reason to stay in Wyoming, just go on to Utah.

Mail I would increase the use of my Jeep.

Mail I would like more.

Web I would likely do the same things. It would be harder to get there.

Web I would move to another state.

Mail I would not come at all.

Mail I would not come to Wyoming.

Mail I would not do anything in Wyoming.

Mail I would not participate in other outdoor activities.

Mail I would not want to camp or fish in Wyoming without being able to ride my ORV. I most likely wouldn't go back to Wyoming at all.

Mail I would probably not hunt and fish as much.

Web I would quit recreating in Wyoming.

Mail I would ride in Montana.

Web I would ride ORVs in other states.

Web i would ride them anyway because i have never seen the benefit of the ORV especially when i am made to put an ORV sticker on a licensed ORV!!

Mail I would sell my cabin and not pay Wyoming taxes.

Mail I would still camp in the Bighorns.

Mail I would still come to Wyoming to camp ORV or not.

Web I would still go camping but not near as much in Wyoming

Mail I would still ride the trails that have been there for 100 years.

Mail I would sue my state for taking this sport from me. We the people, class action suit.

Mail I wouldn't come to Wyoming at all.

Mail I'm 69 years old and don't walk very far.

Mail Ice fishing is my main use but it would not affect the amount of fishing I would do.

Mail If we lost ORV riding we just as well hang it up!

Mail In the case of senseless closures like the wilderness study area by Dubois or old dirt bike trails closed for no reason; ignore closures and ride anyways. Especially since the study ended yea4rs ago and is complete (Expletive Removed)!

Mail It would decrease the amount of time spent outdoors.

Mail It would not affect my outdoor recreation.

Web It's one of the main reasons I live in Wyoming.

Web keep the same no. of trips but other areas

Mail Less sightseeing.

Mail Main use for bear baiting and hunting.

Web Move to a state which would allow better access.

Web My participation in all recreation types would not change.

Mail None of the above. I ride ORVs to visit my land in Esterbrook and Hubbard's Cupboard and camp while there.

Web None. It would make some activity less accessible but would still continue.

Mail None. Will trailer the three miles to Utah.

Mail Not sure it would affect either way.

Web ORV riding was the only reason we were in Wyoming.

Mail Our group of 12-15 people looks for ORV trails we can ride each year.

Mail Quit riding only.

Mail Raised here walking before riding.

Mail Ranching purposes.

Web Same. Would fish closer to roads and not go as far into back country.

Web This question has made me angry enough that i will not finish this survey.

Mail	We are not very active riders.
Mail	We would lose property value and consider selling out in order to go elsewhere.
Mail	We would not come to Wyoming.
Mail	We would not go to Wyoming at all. We would go camping here in Montana.
Mail	While in Wyoming for vacation, went with family.
Web	Would continue to camp and fish in Wyoming
Mail	Would decrease my desire to remain in Wyoming.
Web	would go elsewhere to ride ORV
Mail	Would have to find more truck dirt roads to access areas.
Mail	Would move where I can.
Mail	Would not affect.
Mail	Would not change.
Web	would not go to many of the places we visit including restaurants and bars.
Web	would only change the areas i go to participate in activities
Mail	Would ride more in Eastern Montana.
Mail	Wouldn't affect me.
Mail	Wouldn't affect me.
Web	Wouldn't affect me.
Mail	Wyoming increasingly is closing many trails. I would ride elsewhere. I find Utah very friendly to ATVs.

Question 14: Primary Purpose of Most Recent Trip

Q 14. What was the primary purpose of this most recent trip?
Other recreation (please specify)

Mode	Comment
Mail	Animal watching and hiking.
Mail	Around my house and area.
Mail	ATV.
Mail	Backpacking and hiking.
Mail	Boating.
Mail	Cabin
Mail	Cabin (camping).
Mail	Cabin use.
Mail	Cabin.
Mail	Cabin.
Web	Cabin.
Web	Cabin.
Mail	Camping and riding.
Mail	Check on cabin and winterize.
Mail	Check out forest fire aftermath.
Mail	Church camp.
Mail	Drinking.
Mail	Enjoy our cabin.
Mail	Family.
Web	Firewood
Web	General vacation activities at our summer home.
Mail	Go visit my land near Esterbrook and Hubbard's Cupboard.
Mail	Going to my cabin.
Mail	Golf.
Mail	Hiking.
Mail	Hiking.

Mail	Hiking.
Mail	Hiking/swimming, Granite Hot Springs.
Mail	I own property there.
Mail	Ice fishing.
Web	looking for artifacts and signs of historic occupation near my home.
Mail	More snow machine trails.
Mail	Motorcycle riding.
Mail	No specific trip, we just visit our cabin.
Mail	Photography.
Mail	Photos.
Mail	Pleasure
Mail	Poker runs.
Mail	Prairie dog hunting.
Web	RAFTING
Mail	Ranch use.
Web	ranch work
Mail	Ranching purposes.
Mail	Recon or scout hunting area.
Mail	Relaxing.
Mail	Rock hunting.
Mail	Sand dunes.
Web	SCENERY, LOOK FOR ELK
Web	scouting
Mail	Scouting.
Mail	Shed hunting.
Mail	Shooting with my old buddies.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Sightseeing.
Mail	Snowmobiling.
Web	Spending time at our Star Valley Ranch cabin.
Web	The area we rode was above Beaver Creek.
Mail	Time at our cabin in Fox Park.
Mail	Time at our cabin.
Mail	To cabin.
Mail	To get to property.
Mail	To look at the fall colors.
Mail	To ride wheelies!
Mail	To see areas we wouldn't hike into (too far).
Web	Trail riding.
Web	Use my cabin.
Mail	Visit cabin and ride a little.
Mail	Visit family in Rock Springs.
Web	Visit family.
Web	Visit Yellowstone National Park.
Web	Watching the wild horse babies play in the sage brush/riding of course
	We take the ATVs to hunting camp. Mostly to have them there to pull out an elk if needed. We do ride
Mail	for a couple miles to keep my Cat battery charged.
Web	WILDLIFE VIEWING
Mail	Winterize cabin.
Mail	Working on cabin.

Question 20A: Expenditure on Most Recent Trip

Q20A. List the total amounts spent by you and your household on the following items during your most recent ORV trip in Wyoming.

Other purchases/expenses: (specify)

Mode	Comment
Web	ammunition, clay pigeons, etc.
Mail	ATV.
Mail	Bear spray.
Mail	Building materials.
Mail	Camping food.
Mail	Camping supplies.
Mail	Clothes and equipment.
Mail	Doughnuts, coffee, and milk.
Mail	Fishing gear.
Web	fishing license
Web	Fishing License
Mail	Fishing license and conservation stamp.
Mail	Fishing license.
Web	Fishing license.
Web	fishing licenses
Web	fishing licenses
Mail	Fishing licenses.
Mail	Fuel pump for pickup.
Mail	Hunting license.
Mail	Hunting license.
Mail	Hunting license.
Web	Hunting licenses.
Mail	Hunting tags in Wyoming.
Web	Ice fishing derby entry
Web	Ice fishing stuff
Web	Licenses
Mail	Licenses and permits.
Mail	Licenses and permits.
Mail	Licenses.
Web	licensing and ORV stickers, state park stickers, and insurance
Web	live bait, propane and fishing supplies
Mail	No idea, don't keep track.
Mail	ORV car wash.
Web	ORV License.
Web	ORV permits & park passes
Mail	ORV permit.
Mail	ORV permits.
Mail	ORV permits.
Mail	ORV permits.
Mail	ORV permits.
Mail	ORV permits.
Mail	ORV permits.
Mail	ORV registration.
Web	ORV regulation stickers.
Mail	ORV stickers and fishing licenses.
Mail	ORV stickers.

Web	ORV Stickers.
Mail	Permit to drive.
Mail	Permits.
Mail	Propane.
Mail	Propane.
Mail	Registration sticker.
Web	Repairs; ORV and support vehicles.
Mail	RV expenses.
Mail	Stain and paint.
Mail	Sticker.
Mail	Stickers.
Web	tags, ammo, tackle, photo accessories
Mail	Three day fishing license.
Web	Tickets to win an ATV.
Mail	Trailer space rental.
Web	Truck repairs.
Mail	Two Wyoming ORV stickers.
Mail	Worms.
Mail	Yearly fishing.

Question 21A: Annual Expenditure

Q21. Estimate the total amounts spent by you and members of your household on the following items for ORVs during the LAST 12 MONTHS.

Other purchases/expenses (please specify)

Mode	Comment
Web	Built pole barn to store ATV.
Mail	Cabin property taxes.
Web	Fuel
Web	I am not going to go through all my trip costs.
Web	Insolvent insurance.
Web	Insurance
Web	Insurance
Web	insurance
Mail	Insurance.
Web	Insurance.
Web	Maintenance on trailer.
Web	New ATV this year-yikes!
Web	New battery.
Web	Replace Front End
Web	Tie Downs, Misc Equipment

Question 26: Satisfaction with Services and Facilities

Q26. Indicate your level of satisfaction or dissatisfaction regarding the ORV services and facilities you have experienced in Wyoming.

Other: (please specify)

Mode	Comment
Web	Amount of open areas still available to open, off trail riding.
Mail	Amount of rideable trails.

Mail	Amount of single track motorcycle trails.
Web	Availability of new trails
Web	Available out of state license tags for use while visiting Wyoming.
Mail	Big Horn Mountains the greatest. Some really nice Forest Service people.
Web	BLM Mapping of Existing Routes, Trails, and Play Areas
Mail	BLM.
Web	Camp grounds.
Mail	Clean-up of beetle kill.
Mail	Closed too many old trails.
Mail	Closed too many roads.
Mail	Closing existing roads/trails.
Web	closing of trails
Mail	Closing of trails.
Mail	Closing too many trails.
Mail	Closure of trails that were already existing.
Web	Connect trails crossing highways or allow short runs on highways.
Web	Connecting existing trails together. There are too many dead end trails in area 1. Connecting these trails would make the ORV experience safer and better.
Mail	Dust control.
Web	Ease of access from lodgings
Mail	Excellent at promoting ORV use in Wyoming. We will keep coming!
Mail	Forest Service employees.
Web	Forest Service ORV Policy
Mail	Free parking availability.
Web	Friendly law enforcement
Web	have to purchase license plates and ORV stickers
Web	How much it costs to license an ATV in Wyoming! More than my car!? Why
Mail	I don't like all the trail and road closure and white arrow only roads, too few.
Mail	If the law was there to help you instead of ticket you that would be nice.
Web	Levels of difficulty.
Mail	License/permit driver. Not vehicle, I can only ride one at a time.
Mail	Make more loop trails.
Web	making ORV permit mandatory
Web	Management of funds
Mail	Money spent on trail maintenance.
Mail	More camping places.
Mail	More counties should allow travel on roads like Carbon County.
Web	More riding trails please.
Mail	More trails, very limiting.
Mail	More trails.
Web	motorcycle only trails extremely rough. very competent rider, and too rough for almost anyone else. need more single track rideable by all skill levels.
Mail	Motorized single track area 4.
Web	N/A
Mail	Need more law enforcement.
Mail	Need more or better trails.
Web	Need to allow more single-track motorcycle trails. Not enough emphasis on single track trails for motorcycles and bicycles. Too much emphasis on turning everything into an ATV trail for 4-wheelers.
Mail	Need to extend old trails.
Mail	Need to stop closing trails.
Mail	No restroom at Bad Lands.
Mail	No trails in Kemmerer area.

Mail	Number of trails have been reduced or blocked off the last few years which lead to dissatisfied.
Web	Numbering on maps to match trail signage is helpful.
Mail	Opening of trails.
Web	Overall.
Mail	Reasons for needing.
Mail	Recently closed trails.
Mail	Reciprocal with Utah.
Mail	Re-open trails closed for no reason.
Mail	Road/trail closure.
Mail	Roads shut off from use.
Web	Rubber side down.
Mail	RV dump stations.
Web	Separation of jeep and ATV trails.
Mail	Signage was horrible.
Mail	Stop killing horses and buffalos.
Mail	Terrain and photo ops.
Web	The lack of trails and areas to ride compared to Utah
Web	There is a huge amount of illegal, blatant off road travel by scofflaws in National Forest, some BLM too. Need more enforcement to prevent that. I bust my tail to limp into these places only to find tracks everywhere. Very upsetting and disheartening.
Web	Total miles of trails available
Mail	Trail closures in Laramie Peak area.
Mail	Trail closures.
Mail	Trails being taken away.
Web	Type 2 trails becoming type 1.
Web	Unhappy with the closure of trails early in the season
Mail	Very limited possibilities in Cody, Wyoming.
Web	Very upsetting when trails are closed either by the state or the feds especially when done for reasons unknown or undisclosed
Mail	Way too many closed roads that are already established. If USFS can use them, why can't I?
Web	We just need more places to go.
Mail	Where I hunt the US Forest Service closes many of the roads during hunting season.
Mail	Wyoming has plenty of roads; just get Forest Service to quit closing them.

Question 35: Employment

Q35. Which of the following choices most accurately describes your employment during the last 12 months?
Other (specify)

Mode	Comment
Mail	Business owner.
Mail	Business owner.
Mail	Business owner.
Web	Business owner.
Web	disabled, self-employed
Mail	Disabled.
Mail	Disabled.
Mail	Farmer.
Mail	Full time college student, employed part time.
Mail	Full-time farmer.
Mail	Landlord.
Mail	Law enforcement.

[illegible]

Volunteer Comments

Volunteered comments to specific questions.

Mode	Question	Comment
Mail	2	Long before you had to have an ORV sticker.
Mail	9	Not happy with road closures.
Mail	9	Always being harassed by BLM and the Forest Service.
Mail	9	If it doesn't change with more closures.
Mail	9	Motorcycle trails are un-rideable except by expert.
Mail	9	Not happy with all the trails closed in last five years.
Mail	9	Park rangers in Glendo; nonstop harassment of all riders for no lawful reason. We comply with all rules and laws.
Web	13	Afton
Web	13	Dunoir
Mail	16	No idea but all spent in Wyoming about twice a month or more.
Mail	17	Didn't watch, Casper to Douglas.

Mail	17	None rode RV to trails. Due to two flats per day, for two consecutive days. Crushed rock on FS roads punctured tires.
Mail	18	Had ridden 22n miles on NM roads with no problems.
Mail	19	Brought five gallons with me. Brought high octane, unleaded, and alcohol free gasoline with me from Alabama. Not
Mail	19	available in Wyoming, which sucks. All our riding is done near our home. We haven't traveled for several years. The reason we
Mail	20A	use these is for recreation close to home so we don't have to spend money.
Mail	20A	Took our lunches and were home by evening.
Mail	23	I'm old. Really don't like a lot of changes.
Mail	24	Just another way to know whose going where and doing what. I do not oppose using the fees for snowmobile grooming but ATV's do not need to be there in
Mail	25	winter that are wheeled.
Mail	25	ATVs should buy snowmobile permit. Money spent on USFS LEO's is a waste of money as it has been spent in South Dakota and
Mail	27	used for big LEO parties.
Mail	27	We run into closed trails all the time.
Mail	27	Stop the harassment. Someone has forgotten that government "bird dogging" is not the way things were originally
Mail	31	intended.