

NORTH DAKOTA PARKS & RECREATION DEPARTMENT
OFF-HIGHWAY VEHICLE PROGRAM
2012 – 2016 STRATEGIC PLAN & RESEARCH STUDY

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- North Dakota Game & Fish Department
- North Dakota Forest Service
- North Dakota Off-Road Vehicle Association
- Grand Forks Police Department
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INTRODUCTION

This 2012-2016 Off-Highway Vehicle Strategic Plan highlights a number of key areas to be addressed in order to facilitate a thriving OHV riding program in North Dakota. In recent years, OHV purchases have risen dramatically, indicating a need for the OHV program to grow to meet the needs of riders across the state.

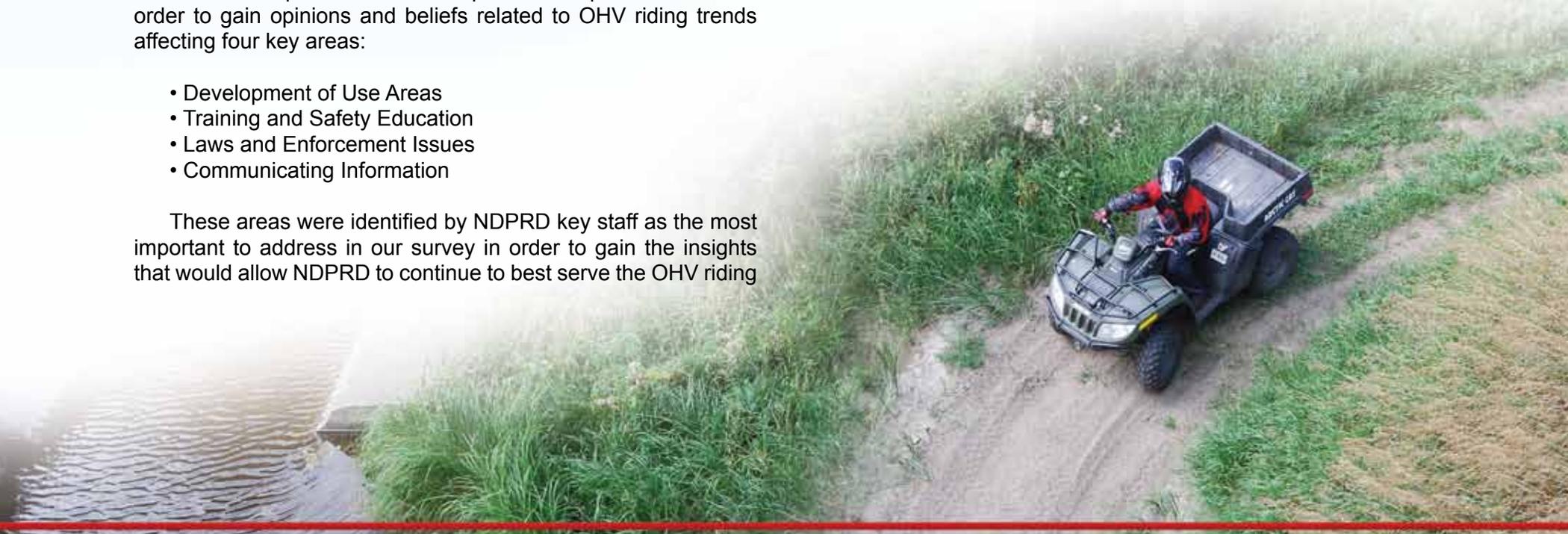
A research study was conducted in early 2012 to uncover riding trends and additional crucial information through written surveys distributed to relevant stakeholder groups. Examples of these surveys are attached as addenda to this document. These surveys were distributed to a statistically relevant sample with a margin of error of +/- 5% of OHV registered owners. A shorter survey was also sent to eleven (11) stakeholders/stakeholder groups and phone interviews were conducted with five (5) key NDPRD staff members. Survey questions for OHV owners followed a multiple choice and/or open-ended question format in order to gain opinions and beliefs related to OHV riding trends affecting four key areas:

- Development of Use Areas
- Training and Safety Education
- Laws and Enforcement Issues
- Communicating Information

These areas were identified by NDPRD key staff as the most important to address in our survey in order to gain the insights that would allow NDPRD to continue to best serve the OHV riding

public. In addition, these areas were considered the most crucial to be addressed in order to gauge whether previous and/or current efforts and programs are aligned with the goals of NDPRD and the needs of the riding public.

As is always the case with research studies, some answers were expected, some answers were unexpected and some answers were quite surprising. This report is formatted so that readers can review the results of the study, and the subsequent strategic plan, in multiple formats: research overview, future strategic planning, and interpretation and data for each survey question. In some cases, survey respondents were asked to select all answers that applied to a particular question, so there will be a larger number of total responses for these questions. The content of this 2012-2016 OHV Strategic Plan document is based upon formulating solutions that will address one area or even several areas at the same time.



EXECUTIVE SUMMARY

The following summary will report our research findings in relation to the 2012 OHV research study. Our findings indicate areas of improvement for each of the four identified key categories:

DEVELOPMENT OF USE AREAS

Development of use areas should focus on the Badlands/Dickinson (Region 8) area as indicated by survey respondent demand, with the southeastern corner of North Dakota (Region 5) being the secondary area of interest. Survey respondents and stakeholder interviews indicated virtually the same needs, although stakeholders indicated that dirt bike trails would also be valuable. The reports of demand in these areas were consistent among all interviewed and surveyed audiences. Lack of public trails was also cited as being a real reason for lack of other services and cohesiveness of the program, since riding clubs would be more likely to form if public riding trails were available. Feedback in our research review meetings indicated that there are several avenues to explore the feasibility of further trail development, including direct efforts by NDPRD or indirect

through grants with clubs and local government. Trail demand spans at least six months of the year, with others even riding in the winter and spring. Increased ridership would exist if new trails existed. Campgrounds and restrooms would make trails destinations for day trips or overnight trips for campers. This could be a big improvement for the State since public trails would then potentially be attractive to out of state travelers as well and even increase tourism demand. Stakeholders agreed with survey respondents with the exception that they believed law enforcement or staff presence was more important than campgrounds and restrooms. Out of state fees could help fund other OHV-related needs. Results Unlimited recommends the creation of out of state OHV riding permits that would be modeled after the out of state snowmobile permit. Since many out of state visitors aren't required to have a permit to ride in their home state, a permit for visiting riders is crucial in order to avoid enforcement issues that currently exist in connection with these visiting riders. We recommend that supporting legislative action is taken to address the need to create and issue out of state riding permits that follow the snowmobile model.



TRAINING AND SAFETY EDUCATION

Training and safety education seem to be quite successful, although there is a real need for more trainers and more child-sized machines for hands-on training. A hybrid curriculum consisting of classroom introduction, hands-on training, and online assessment/connection with students going forward may be a suitable solution. More volunteer trainers would allow smaller classes, leading to the ability to spend more time in the classroom than is currently possible.

An overall trend indicated by the stakeholders' survey was the noticeable increase in OHV riding in North Dakota, particularly with ATVs. They also agreed that more trails would help with safety since there are enough riders who would take advantage of trails. Survey respondents involved in law enforcement surrounding trails have indicated that there is a growing problem with trespassing on private land, including reckless riding. They believe that having more public trails available to riders would offer a more controlled, well-maintained environment that is conducive to safe recreational riding.

LAWS AND ENFORCEMENT ISSUES

Reckless riding and law enforcement issues could potentially be mitigated by better outreach. Survey respondents and stakeholders agreed that trespassing and property damage were the top issues to be addressed. Off-trail riding was a significant concern for stakeholders, with many adding comments to their

surveys about the need for public trails to help mitigate this problem.

Related to safety, the safety training reaches kids whose parents are already interested in safety. Reinforcing information about laws during safety training is important, but messaging will be necessary to reach other audiences, especially those who ride without helmets or who ride recklessly. Private property riders/owners will need more compelling reasons to wear a helmet. Safety messages need to address both enforcement and social norming given that there are so many riders on private land. Messaging with regard to wearing a helmet when riding will be very important and assessment of this compliance is recommended through future research. A new PSA campaign conducted in conjunction with law enforcement would be the best way to address safe riding and the importance of wearing a helmet every time.

Stakeholders, many of whom work with OHV riding and trails on a regular basis, indicated that many young people ride with two people on a unit on OHVs only rated for one rider, they frequently do not wear helmets, and children are commonly seen riding adult size ATVs unsupervised. Stakeholders indicated that they would like to see more emphasis on helmet use in communications and messaging, and would also like to see proper adherence to passenger requirements for both adults and children addressed.



COMMUNICATION

After reviewing all of the survey data, communication is the area that needs to be improved in order to facilitate future growth and to create a volunteer/club community. NDPRD needs a solid communications flow so that they can build a volunteer and club network to fill in the gaps where they don't have the people or funding to address key issues. Some free avenues such as Facebook would allow them to take action more immediately, and allow them to cultivate a statewide riding community as well as encourage more local clubs that take an active role in training and trail maintenance. All groups surveyed agreed on the strength of the Internet for advertising, with television and radio also very popular. Other avenues such as direct mail were not as popular, although an insert into current registration mailings would be targeted, and survey respondents might not have taken this into account.

Other communications opportunities lie in club development. A club development crossover opportunity exists with the more organized State Snowmobile Association. Clubs often help define acceptable behavior and can help educate more riders, especially the adults, on the importance of helmet use. There are also opportunities to partner with law enforcement for future campaigns, particularly those focused on encouraging riders to wear helmets and ride safely. Here also is an opportunity to take advantage of social media as a tool to create new norms. An additional opportunity in relation to clubs is new owner packets. Since survey respondents said that dealers were not giving out information as much as needed, the clubs could distribute them. Once club development begins to rise, it will be more practical to distribute new owner packets through clubs in addition to the current dealer method. It is also recommended that a "Clubs" section is added to the NDPRD website. As new and existing OHV registrations are mailed to owners, the registration form could include a link to the "Clubs" section of the website. This would be a great way to start the communications cycle, bringing users to the website and then directly them to other resources including social media sites. A link should also be provided on registration forms that directs users to safety and

enforcement information. Stakeholders believed this information was more readily available than survey respondents, but given their involvement in enforcement or another more official capacity, it is expected that they would feel that it is available.

There was a very big difference between those who belonged to a club (very few) and those that a) knew that clubs existed (fairly low number) and b) would be interested in joining a club (many – almost 50%). Improving communication flow would facilitate virtually everything else, from more trails to better training opportunities to potentially fewer safety and law enforcement issues with clubs helping fill in the gaps of what NDPRD is currently able to do with their available staff. Posters inside of DOT offices would be an opportunity to reach owners who register private party purchases. An entire OHV riding community could and should be facilitated through low-cost communication mediums.



STRATEGIC ISSUES IDENTIFIED

Upon completion of our research study, strategic issues were identified in all four of our main focus areas for the study. The following are the conclusions of the three studies combined, reflecting the attitudes and opinions of OHV registered owners, stakeholders, and key staff:

DEVELOPMENT OF USE AREAS

North Dakota Needs More Public Riding Trails

Development of use areas was identified as being tied to strides in many areas. For example, OHV owners stated that they believed there was much work to do to offer additional public riding trails in North Dakota. Respondents were asked to provide which areas they preferred for development of new trails, and while almost every region of the state was identified by at least some respondents, the area most

preferred by respondents were Dickinson/Badlands (#1) and Fargo/Southeastern North Dakota (#2). Almost 73% of survey respondents said that there weren't enough public trails in North Dakota.

New Trails Would Be Utilized

When asked about vehicle use, many respondents utilized their OHV for multiple applications. For example, when grouping hunting with recreational riding and agricultural with industrial riding, 80% utilize their OHV for recreation but 81% utilize their OHV for work. Among other indications, it is clear that at least 80% of the OHV riding community utilizes their vehicle for some sort of recreational riding. As more public riding trails are developed, the responses to this question indicated that the trails would truly be utilized. In addition, multiple use trails should be considered since 31% of respondents indicated that they also owned a snowmobile, in addition to one or more OHVs. Class two OHVs outnumbered other types of OHVs by a very large number – over 68% of respondents.

Survey respondents were also asked about their preferred riding season and offered space to comment. Because of the number of riders that indicated both commercial/agricultural and recreational use, it is not surprising to learn that summer and fall were very close. Forty one percent (41%) of owners preferred riding in the summer while 34% enjoyed riding in the fall. Many comments indicated that due to harvest it was not unusual to have more time to ride in the fall, while many respondents indicated a preference for cooler weather and changing leaves.

It is also important to note that these findings indicate that trails would be utilized for at least six to seven months out of the year, and with many owners also riding snowmobiles, it would be ideal to develop multi-use trails.



Riders Will Travel and Want Destinations

One of the most surprising findings was the responses to our question about preferred services to be provided in close proximity to trails. The following options were provided to survey respondents to consider:

- Staff or law enforcement presence
- Visitors Contact Center
- Electricity and/or hookups
- Campgrounds
- Restrooms
- Playgrounds

Interest in campgrounds (53%) and restrooms (57%) clearly outweighed other options. We can conclude that riders not only want more trails, but also see riding as a day trip (restrooms) or even a multi-day trip (campgrounds). An additional benefit to adding campgrounds and restrooms also exists with out-of-state visitors who might already be planning to travel to North Dakota to visit. Staff presence also ranked highly in our surveys, especially with the stakeholders who were surveyed. Since our stakeholders included several law enforcement professionals and other professionals familiar with the challenges encountered in relation to trails and OHV riding trends, it is clear that additional staff presence is needed.

TRAINING AND SAFETY EDUCATION

Riders Utilize Safety Education Programs

Survey respondents were also asked to indicate their attitudes and opinions about training and safety education. When asked whether respondents knew that children 12-16 years of age (without a driver's license) were required to hold a certification to ride on public lands, 78% of those surveyed indicated that they were aware of this law. It is an indication of positive training and safety education communication efforts that are also effective when nearly 80% of survey respondents are aware of this law. When asked if their children were certified, 21% indicated that their children were certified, 38% either didn't have children at

home or children were too young or old, and only 10% indicated that they either didn't know certification existed, didn't feel it was necessary, or haven't taken the time.

Riders Want a Hybrid Education Offering

Survey respondents indicated that hands-on training is the most effective (62%), but there was also interest in classroom (18%) and online (20%) offerings. Future curriculum development could address these educational preferences.

Riders Are Easily Reached With Messaging

Our study also asked respondents about their messaging preferences. Television (29%) and Internet (23%) were very close in the number of total responses. Given the broad reach of television and the greater access to the Internet in recent years, there are multiple possible effective avenues to consider for use in communicating safety messages.

Volunteer Instructors Are Available

Twenty percent of all respondents would be willing to provide support as a volunteer trainer. It was a very positive finding given that the level of commitment required was not disclosed. When deciding whether the demand for trails would be supported by more riders, which would in turn create more need for safety training, it was good to see that more volunteer trainers would be available. Since the current program is staffed only by volunteer law enforcement officers, it is recommended that the program expands to include the general public that is interested in OHV use and safety.

LAWS AND ENFORCEMENT ISSUES

Riders Aren't Wearing Helmets

Our survey showed that only 55% of riders are wearing helmets, and when considering only “yes” responses, only 38% always wore a helmet when riding. The remaining 45% of riders who indicated that they don't wear a helmet cited riding at slower speeds or an inability to see or hear among the most frequent reasons. It is recommended that any possible PSA campaigns are continued and that campaigns include both messaging and assessment. Even though riders under 18 or those riding on public lands are the only riders legally required to wear helmets, it would be better for everyone's safety to encourage helmet use at all times while riding OHVs. A combined NDPRD and law enforcement message would be beneficial to address helmet use.

Trespassing and Reckless Operation Need Attention

Trespassing and reckless operation represented 41% of all responses when survey respondents were asked to indicate their opinions about what they believed were the biggest law enforcement issues relative to OHV riding. Other issues, such as driving while intoxicated (14%), no registration or insurance (12%), property damage (11%) and noise (8%) were also cited as law enforcement concerns.

It is clear that trespassing and reckless operation, which many respondents believed were the most significant law enforcement issues, continue to be a concern among registered OHV owners, especially registered owners who were surveyed for this study. Future plans for safety education and training should address the significance of trespassing and reckless operation as key issues to avoid when engaging in OHV riding. Future communications should also include information about the importance of not trespassing on private property or engaging in reckless operation when riding an OHV.

OHV Information Is Not Readily Available

57% of all survey respondents indicated that OHV information is not readily available. The Internet and local dealers were where the vast majority of respondents who indicated that information was available had been able to find it. Stakeholders felt that it was more readily available, but they are also more likely to know where to find it since they work directly with the OHV program or have a professional association with the program.

As communication plans are developed, it is clear that while information about OHVs is actually available, there is room for improvement in communicating to new and existing OHV riders where they can find this information.

OHV Safety/Regulation Information Is Not Readily Available

57% of all survey respondents indicated that they did not know where to find the latest information on OHV regulations. Disseminating OHV regulation information is also an area to be addressed in the recommended communications plan.



COMMUNICATING INFORMATION

Riders Don't Know About Clubs

Only 20% of respondents knew that there were organized riding clubs in North Dakota. This finding indicates the need for a comprehensive communications plan so that more riders who are interested will join clubs. These clubs can then assist with trail maintenance and provide real-time feedback to NDPRD.

Many Riders Are Interested in Clubs

61% of survey respondents would be interested in receiving more information about organized clubs. This finding clearly shows that many registered OHV owners would be interested in joining an organized club, especially once they knew more about what membership entails. 44% would be interested in joining a club. Once prospective members receive more information about what club membership entails, this number could be even higher. This underscores the need to facilitate better information flow in the OHV riding community and NDPRD's role in taking the lead in this area as a central resource.

Very Few Riders Belong to a Club

Only 1% of survey respondents currently belong to a riding club. This finding shows that there is a big difference between the number of people who actually belong to a riding club and those who know that they exist.

Many Riders Would Maintain Trails

An encouraging 49% of survey respondents said that they would be interested in volunteering to maintain or clean up a trail near them. This number is very encouraging and shows how much interest there is in having public trails (and additional trails) available to OHV riders. Clearly if the clubs were to gain more members, volunteerism would increase as well.

Communication Flow Needs Improvement

43% of survey respondents said that they had visited the NDPRD website. The majority have not visited the website, indicating a need to drive more riders to the site through better communication. This finding just reinforces that the need for a strong communication plan and flow will result in better dissemination of information, as well as more interaction on the part of the OHV riding community in being a part of the maintenance and other needs for provided trails.

Only 21% of all survey respondents indicated that they had a new OHV safety and regulation booklet.

Only 42% of respondents indicated that they had received OHV regulation information or an OHV regulation booklet from their dealer when purchasing their vehicle. Only 16 respondents indicated that they purchased their OHV from a private party or from out of state. This is another area to be addressed in our communications plan.



STRATEGIC SOLUTIONS PROPOSED

The following recommendations are based upon conclusions from the research project comprised of written surveys that included OHV riders, organization stakeholders and key staff members. In most cases the conclusions were quite clear, and the recommendations reflect the majority of attitudes and opinions of all three groups combined.

The research made clear that there are enthusiastic OHV owners who love the sport and are willing to assist in making it more accessible to the OHV riding community. The research also made clear that issues including safety education and training concerns and law enforcement concerns would actually be remedied by growing the program offerings and developing more public use areas. Finally, the most important finding related to the need for a comprehensive communications plan. This plan, which begins with a recommended communications flow, will assist in the other three areas surveyed: developing use areas, safety training and education, and law enforcement issues. By creating a more vibrant and connected OHV riding community, which can be modeled after some of the best practices of the snowmobile program to a great extent, will be crucial to solving problems and meeting the needs of a very fast growing segment of the statewide community.

DEVELOPMENT OF USE AREAS

1. Develop More Public Trails

- Multi-use trails would be utilized, particularly in high demand areas indicated in the study – Region 8 (Dickinson/Badlands) and Region 5 (Fargo/Southeast Region). Currently there are grant programs that are available to organized clubs for local trail development; however, there is limited additional revenue to facilitate NDPRD-generated trail development. Additional revenue generation opportunities, such as an assignment of a portion of the gas tax, should be considered.

- Demand is high among registered owners and volunteers are willing to participate in providing trail maintenance and training. A volunteer program open to public participation should be considered and developed.

2. Add Key Services

- Campgrounds and restrooms would be appreciated by the majority of OHV riders who would visit public trails for day trips and even multi-day trips. Stakeholders and survey respondents alike also identified staff presence as an important addition to public trails.
- An additional benefit for tourism would be possible with more trails available to out-of-state riders. An out-of-state permit program should be addressed through legislative channels to increase revenue and to ensure safety for riders through increased law enforcement presence.

TRAINING AND SAFETY EDUCATION

3. Continue Helmet Use Campaigns

- Safety PSAs are still needed and should especially target riders who primarily ride on private property. These riders have a false sense of security at lower speeds and when riding on familiar ground. Safety messages should also address child safety and related issues including helmets, proper passenger guidelines and riding safety.
- Facebook page helmet use reminders and encouragement would be another positive way to communicate the importance of wearing a helmet.



4. Consider Hybrid Curriculum

- Since online access is available to most riders and their children statewide, a component to consider is an online assessment and/or review.
- Classroom instruction could potentially cover more information prior to hands-on instruction.
- Smaller classes would be possible with volunteer trainers across the state, which would allow for more hands-on time per student.

5. Continue Safety Education Outreach

- The current program and information delivery about the program are very well received.
- The program will need to grow with the implementation of more trails. Volunteers are readily available and a program will be needed to expand the safety training offering. Volunteer law enforcement officers are very appreciated, but the demand is likely to quickly exceed the number of volunteer officers available to provide safety training.



LAWS AND ENFORCEMENT ISSUES

6. Create New Social Norms

- Utilize new communications plan to increase the number of possible touch points for safety information and a plan that creates a self-sustaining flow of information. It is important to address the need for safety information because of limited law enforcement resource availability to directly impact riders' behavior.
- Utilize increased outreach through communications plan to create new social norms for a statewide riding community. The communications plan will help grow and facilitate important components of a larger program. Best practices from the snowmobile program should also be considered.

7. Continue Safety PSAs

- Work with law enforcement to create new statewide campaigns, which was identified by key staff as an important best practice in other states. Partnering with law enforcement to create messaging lends a more serious tone to the messages and helps to discourage dangerous riding behaviors.

COMMUNICATING INFORMATION

8. Develop and Implement a Consistent Communications Plan

Many of the issues uncovered during our research can be resolved with a more comprehensive communications plan. Most of our recommendations involve defining a clear communication cycle with external audiences, providing a central location, i.e. the website, as a main/central hub of information, and finally providing a communication flow that works for external audiences and NDPRD staff alike. All groups surveyed indicated that this was a crucial area to be addressed.

Issues to be addressed via the communications plan include:

- Helping clubs develop and grow members; working with clubs to apply for available grants for trail development

- Partnering with clubs to maintain new and existing trails and to provide volunteer safety trainers
- Reaching audiences to improve social norms (helmet use, responsible riding)
- Disseminating important safety and regulation information and creating a cohesive statewide riding community

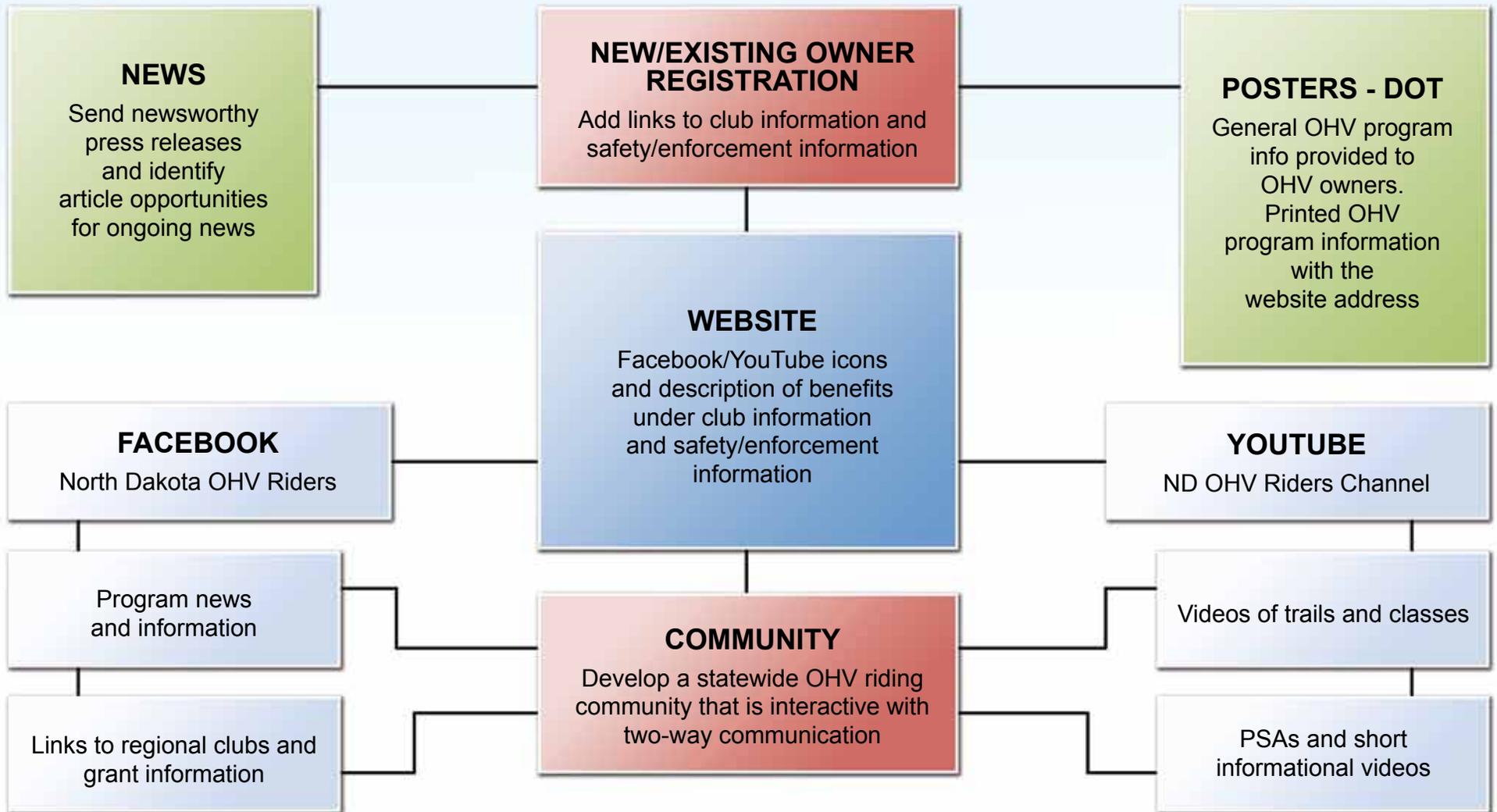
Virtually all areas of our strategic plan, including strategic issues identified and strategic solutions proposed, can be achieved through better communication, with the exception of use are development done directly by NDPRD. Improved communication will aid in the development of an engaged and active OHV riding community, which will be crucial to fulfilling demand for more trails, more services, and therefore more safety training and need for responsible riding messaging.

9. Continue Public Relations; Add Website Information and Social Media

Whenever possible, it is recommended that NDPRD takes advantage of free or low cost means of sharing information. The NDPRD website, as well as social media such as Facebook and YouTube can accomplish many of the public information tasks associated with upcoming plans. Since audiences and stakeholders clearly identified the Internet as a good source for distributing information, it is proposed that these updates and changes are carried out as quickly as possible.



RECOMMENDED COMMUNICATIONS FLOW CHART





ADDITIONAL OVERALL RECOMMENDATIONS

10. Improve Information to Riders - Training, Regulations, and Clubs

- Continue outreach to national groups such as NOHVCC to learn and utilize best practices in these areas
- Implement a more comprehensive communications plan with a natural information flow to OHV owners
 - Following the recommended communications flow will keep riders informed

11. Investigate Revenue Generation Sources and Recruit Volunteers

- Investigate the use of gas tax funds to increase funding for needed trails and programs
 - Additional revenue from gas tax funds would assist in resources needed to create new trails
- Additional revenue would also complement strong rider and club involvement in creating needed trails and programs as identified in the research study
 - More trails will actually benefit the OHV program in the areas of safety and law enforcement issues by providing more public land for riders; fewer riders would be likely to trespass on private property
 - Volunteers are available to help maintain trails and assist with safety training, indicating the willingness to help support public trails if more trails are developed
- Utilize more volunteers to assist with training needs and trail maintenance; begin development of a volunteer recruitment program
- Consider and ultimately implement a trail ambassador program
 - Clubs can and likely would become trail ambassadors

NORTH DAKOTA PARKS & RECREATION SURVEY QUESTIONS

Part I. Development of Use Areas

1. Where would you like to see Off-Highway Vehicle (OHV) trails developed in North Dakota? (OHV: Dirt bikes, 3-wheelers, 4-wheelers, side by side)
2. Do you think riding opportunities in your area are adequate?
3. Please estimate the percentage (0 to 100%) that you use your Off-Highway Vehicle for the following activities? The total use should add up to 100%.

	Percentage
a. Recreational Riding	_____
b. Hunting	_____
c. Agricultural	_____
d. Industrial	_____
e. Competitive Racing	_____
f. Transportation	_____
g. Other: _____	_____
Total	_____
	100%

4. Please circle what type of Off-Highway Vehicle you use (Select all that apply)
 - a. Dirt Bike (Class 1)
 - b. 3-wheeler (Class 2)
 - c. 4-wheeler (Class 2)
 - d. Side by side (Class 3)
 - e. Go Karts (Class 3)

5. Do you also own a snowmobile?

6. What would be your favorite season for recreational riding and briefly explain why?

- a. Spring
- b. Summer
- c. Fall
- d. Winter

Please explain why: _____

7. Circle the services below you would like to see added for an OHV area or trail?

- a. Staff/Law Enforcement Presence
- b. Visitors Center
- c. Campground
- d. Electricity/Electrical Hookups
- e. Restrooms
- f. Playground
- g. Other _____

Part II. Training and Safety Education

1. Did you know certification for children 12 to 16 years of age (without a valid driver's license) is mandatory when riding on public lands?

2. Are your children certified? (Circle one option)

a. Yes, they are certified.

b. No, they are not certified. (Please explain why your children are not certified)

i. Don't need it

ii. Don't think it's necessary

iii. Not relevant

iv. Have not taken the time

v. Did not know certification existed

vi. Operate exclusively on their private property

vii. Other _____

3. Please circle what method your children prefer when taking safety education and training classes, and briefly explain why.

a. Classroom

b. Online

c. Hands-on

Please explain why: _____

4. What do you think is the best method for advertising information about Off-Highway Vehicle safety certification courses? (Please circle all that apply)

a. Internet

b. Word of mouth

c. Direct Mail

d. Television

e. Radio

5. Would you be willing to be a volunteer trainer?

6. Are there any children in your household currently riding OHVs: Dirt bikes, 3-wheelers, 4-wheelers, side by side? If yes, at what age did you let your child or children start riding? (Please list all children's ages)

7. What size OHV does your child or children ride? Youth size or adult size model? (Please list all children)

Part III. Laws and Enforcement Issues

1. Do you wear a helmet when riding Off-Highway Vehicles? (If Yes, circle your helmet usage: Always, Most Times, Sometimes, Rarely)

a. Yes

- i. Always
- ii. Most Times
- iii. Sometimes
- iv. Rarely

b. No

i. Why not?: _____

2. Which of the following do you believe are Law Enforcement issues pertaining to OHVs in North Dakota? (Circle all that apply)

- a. Trespassing
- b. Property Damage
- c. No Registration or Insurance
- d. Noise
- e. Reckless Operation
- f. Driving While Intoxicated
- g. No Helmet Use Under the Age of 18
- h. Other _____

3. Do you feel OHV information is readily available?

a. Yes

i. Where do you most often find this information?

b. No

4. Do you know where to find the latest information on OHV regulations?

Part IV. Communicating Information

In North Dakota, there are clubs that hold OHV riding events, volunteer to participate in trail maintenance/clean up and meet to talk about new trails, equipment and gear throughout the year.

1. Did you know there are organized clubs in the state such as the North Dakota Off-Road Vehicle Association (NDORVA)?
2. Would you be interested in more information?
3. Do you belong to an OHV club? (Please include name and circle region on map)
 - a. Yes
 - b. No

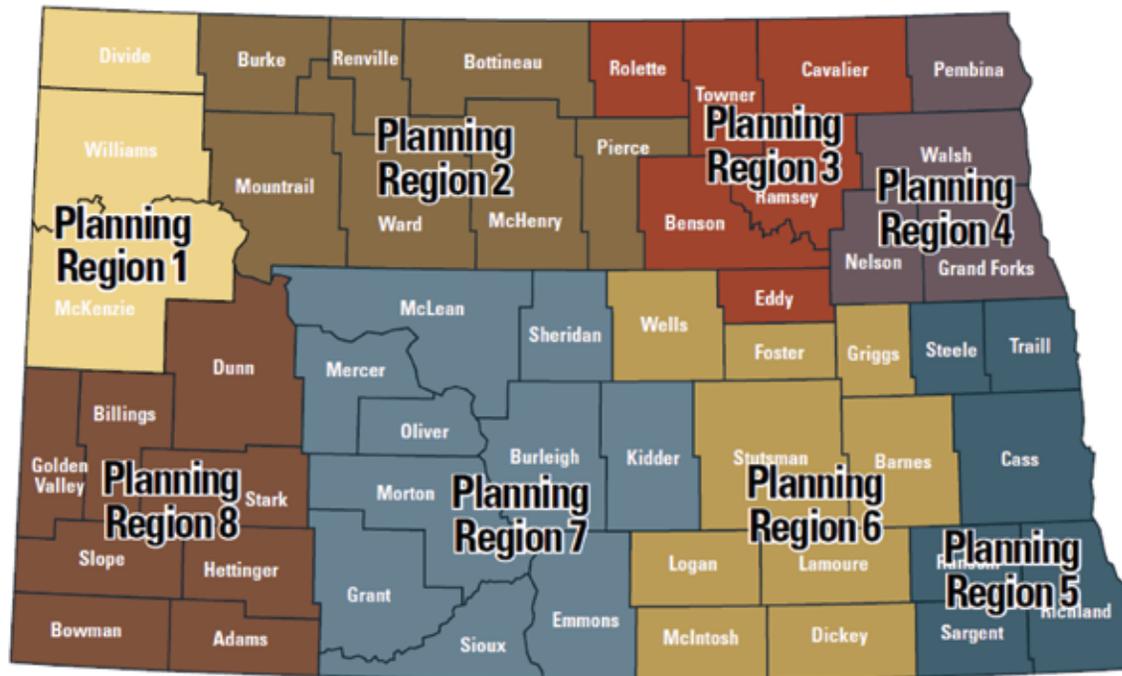


Figure 1.1 Map of North Dakota Planning Regions.

4. If you don't belong to a club, would you be interested in joining?

a. Yes

b. No

i. What factors would interest you in order to join a club? (Circle all that apply)

- 1. Food and refreshments
- 2. Social gathering
- 3. Off-Highway Vehicle riding trips
- 4. Other (Please explain) _____

5. Would you be interested in volunteering to maintain and clean up an OHV trail near you?

6. Have you visited the North Dakota Parks and Recreation Department website?

7. Do you have a new OHV safety and regulation booklet?

8. When you bought your OHV, did your dealer provide you information on North Dakota OHV regulations, or give you an OHV regulation booklet?

9. Any additional comments?

NORTH DAKOTA PARKS & RECREATION STAKEHOLDERS SURVEY QUESTIONS

1. Do you think OHV riding opportunities in your area are adequate?
 - a. Yes
 - b. No
 - i. What opportunities do you see for Off-Highway Vehicle (OHV) trails development in North Dakota? (OHV: dirt bikes, 3-wheelers, 4-wheelers, side by side)

2. What types of services are important when developing an OHV area or trail? (Please circle all that apply)
 - a. Staff/Law Enforcement Presence
 - b. Visitors Center
 - c. Campground
 - d. Electricity/Electrical Hookups
 - e. Restrooms
 - f. Playground
 - g. Other
3. Which of the following do you believe are Law Enforcement issues pertaining to OHVs in North Dakota? (Circle all that apply and briefly explain specific issues)
 - a. Trespassing
 - b. Property Damage
 - c. No Registration or Insurance
 - d. Noise
 - e. Reckless Operation
 - f. Driving While Intoxicated
 - g. No Helmet Use Under the Age of 18
 - h. Other

4. Do you feel OHV laws and safety information is readily available?
- a. Yes
 - i. Where do you most often find this information?

 - b. No
 - i. Where do you think this information should be provided?
5. What OHV related challenges do you face in your work related to OHV riding and trails?
6. What are some important changes in OHV riding trends that the North Dakota Parks and Recreation Department should be aware of?
7. What do you think is the best method for advertising information about Off-Highway Vehicle safety certification courses?
(Please circle all that apply)
- a. Internet
 - b. Word of mouth
 - c. Direct Mail
 - d. Television
 - e. Radio
 - f. Other _____
8. What do you see as safety issues related to OHV operation?

9. Any additional comments?

Please provide us with your name, occupation and best phone number to reach you at in case we need to contact you for further questions and/or clarification on your answers.

Name: _____

Occupation: _____

Phone #: _____

If you would like to see a more detailed data belonging to the 2012-2016 Off-Highway Vehicle Program surveys, visit www.parkrec.nd.gov.