

AuSable Pilot Off-Road Vehicle Project Evaluation



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EXECUTIVE SUMMARY

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INTRODUCTION

The AuSable State Forest Pilot Off-Road Vehicle (ORV) Project is a cooperative effort among the Michigan Department of Natural Resources (DNR), sheriffs and ORV grant sponsors begun in 1999 to increase compliance with ORV rules in Gladwin, Roscommon, Ogemaw and Clare Counties in north central Michigan. It uses improved trail signing and additional law enforcement to better educate riders and deter illegal behavior. The authors, through Michigan State University, were contracted to evaluate the program by the DNR. The evaluation had three dimensions: a survey of licensed ORV riders about the project, interviews with key stakeholders about project management and assessment of the signage survival on designated ORV trails in the Pilot Project Area. The focus was to determine if knowledge of and compliance with ORV rules had improved in the Pilot Project Area and suggest additional ways to improve compliance.

RIDER SURVEY

A sample of 3,000 Michigan ORV licensees was systematically selected from the electronic licensing system to receive a mail questionnaire during winter 2001. This included 206 from the Pilot Project Area (PPA), 1,294 from the rest of the northern Lower Peninsula (NLP) and 1,500 from the southern Lower Peninsula and out-of-state (SLP/OS). Of the 2,618 who had valid addresses, 43% responded to a total of 3 survey mailings.

Of the respondents, 100% from the PPA, 26% from the NLP and 43% from the SLP/OS had ridden in the PPA prior to the project's initiation in 1999. Since then, 71% from the PPA, 18% from the NLP and 34% from the SLP/OS have ridden in the four counties. When asked about their future riding plans in the PPA as influenced by the Pilot Project, 19% of PPA respondents reported they would ride more in the Project Area and 20% would ride less, with the rest similar to now. For NLP riders the proportions were similar, with 22% more and 18% less. However, for SLP/OS riders, 20% reported more future riding and only 8% less.

Overall, riders were supportive of the Pilot Project, with those from SLP/OS most supportive and those from the PPA and NLP somewhat less supportive. For all groups, the strongest support was for the improved signage, especially the yellow backed confidence markers. Increased law enforcement received moderate support from SLP/OS residents and a more neutral response from NLP and PPA residents. One key concern was that only one in five respondents knew it was illegal to ride an ORV that was not registered by the Secretary of State as street legal on a NLP trail on state or national forest land designated **only** with orange diamonds (a snowmobile trail not open to ORV use). Slightly better, one in two, knew it was legal to ride on a forest trail if it was marked with orange triangles (a designated ORV trail).

Another key riding issue in the PPA is the Michigan Cross Country Cycle Trail (MCCCT). Most riders supported proposed management options that would maintain that opportunity and make it legal for riders of non-street licensed ORVs to connect with the various loops of ORV trail by replacing current road connectors with designated ORV trails or gaining permission for non-street licensed ORVs to use designated segments of county road right-of-way where no feasible public trail alternative exists. There was strong opposition to eliminating the MCCCT.

STAKEHOLDER INTERVIEWS

DNR trail managers and law enforcement personnel, county sheriffs and ORV grant sponsors all felt that the Project had improved compliance with ORV rules in the Project Area. DNR Law Enforcement Division data that showed the number of contacts per ticket issued within District 7 (four Project counties plus Crawford, Iosco and Oscoda) increased 30% from 1998 (year prior to the Project) through 2000, with a citation written once for every 3 contacts in 2000 versus one for every 2.3 contacts in 1998. That improvement in District 7 came from the PPA counties.

All stakeholders felt that use of the designated trail system had increased in the Project Area as a result of more visible signage and increased law enforcement. Trail managers suggested that this may be negatively impacting the designated system and the surrounding environment, increasing the need for maintenance, improved drainage and design changes to route the trail away from sensitive areas or harden key locations to withstand added use.

Development/maintenance grant sponsors were strongly supportive of maintaining the MCCCT. They viewed it as Michigan's first major ORV trail and a system that promoted long distance, multi-day riding. They also expressed concern that ORV license agents did not uniformly distribute ORV rules when selling licenses, resulting in lack of knowledge by many riders.

SIGNAGE SURVIVAL

Of the three major types of signs, yellow backed orange triangle confidence markers, closed to motorized use signs and "you are here" maps, closed to motorized use signs were the least likely survive. Some riders view these signs as a loss of trail mileage. They may reason if a sign is gone, they can legally ride again. However, as the law clearly states, DNR licensed ORVs may only be ridden on public trails in the Lower Peninsula that are clearly designated open to ORV use. Yellow backed confidence markers had very high survival rates. The few losses appeared more likely to occur through accident such as a falling tree than vandalism. "You are here" maps had great support among riders and few losses were noted, except near trailheads. It appears that riders may be removing the maps for their personal use on trail. ORV grant sponsors were supportive of providing a map box at trailheads to give each rider who sought a map one to use during his/her ride.

CONCLUSION

The Pilot Project appears successful in increasing compliance with mandates for Lower Peninsula public land ORV use only on the designated trail system. Most riders, especially those from the SLP/OS who make up the majority of Michigan ORV licensees, support the program. However, there is room for significant improvement in educating riders about signage and rules. This suggests that current ORV education efforts should be substantially increased at all points of contact with riders including ORV safety education classes, ORV dealers, ORV license agents, support businesses that serve ORV riders and at DNR venues such as offices, parks, campgrounds and trailheads. Further improvements in signage may also be warranted, especially those that more clearly distinguish designated snowmobile only trails from those trails open to ORV use.

INTRODUCTION

The AuSable State Forest Pilot Off-Road Vehicle (ORV) Project is a cooperative effort among the Michigan Department of Natural Resources (DNR), local law enforcement and ORV grant sponsors to increase compliance with ORV rules in four counties: Gladwin, Roscommon, Ogemaw and Clare (Figure 1). Key DNR divisions involved include Forest Management (now Forestry, Minerals and Fire Management), Law Enforcement and Parks and Recreation. The program's primary tools are improved trail signing and additional law enforcement. The improved signing includes more regular, visible signing, with confidence markers highlighted with larger yellow backers (Figure 2 & 3). Other signing and information techniques are to provide clear identification of where a vehicle must be street legal (be licensed by the Secretary of State to ride on state or county highways) (Figure 4), what areas are closed to motorized use (Figure 5 & 6) use, 'you are here' type maps along trails to clearly show rider location (Figure 7), and provide more complete information about trail layout at staging areas and maintain current information on the DNR's ORV website. Law enforcement is targeted at problem locations including sites of trespass, erosion of sensitive off-trail sites and use of non-street licensed ORVs on state or county highways or forest roads which have not been designated open to ORV use.

Field implementation began with ORV grant sponsors and DNR personnel improving signs, informational displays, etc. in spring 1999. From that spring on DNR Law Enforcement Division officers targeted the four county area with additional ORV patrols focused on problem locations. This was in addition to the work of two county sheriff departments that sought and received ORV grants for law enforcement, Clare and Ogemaw. All of these efforts were accompanied by regular press releases.

In 2000, the Department of Park, Recreation and Tourism Resources at Michigan State University was contracted by the DNR to evaluate the effectiveness of the AuSable Pilot Project. Because the proposal for evaluation was requested a year after the program was designed and implemented, researchers were unable to conduct a true pre and post test evaluation of the program. However, managers, ORV grant sponsors and enforcement personnel did gather valuable secondary data and the availability of ORV licensee names and addresses from the DNR did allow researchers to ask ORV riders how they perceived and responded to the program. The Michigan Agricultural Experiment Station also provided funding for this research project.

The evaluation had three dimensions. First, riders of Michigan licensed ORVs were asked about their knowledge of ORV rules, the influence of the Pilot Project on their use of the four-county area, their preferences for trail management within the Project Area, encounters with law enforcement personnel while riding, and general ORV use and demographic questions. Second, interviews were conducted with DNR and local law enforcement personnel, trail managers and ORV grant maintenance sponsors to gather insight into the project and access secondary data. Third, the physical survival of the improved signage was examined by reviewing DNR sign logs and by field investigation of selected ORV trails.



Figure 2. Confidence marker.



Figure 3. Confidence marker along trail.

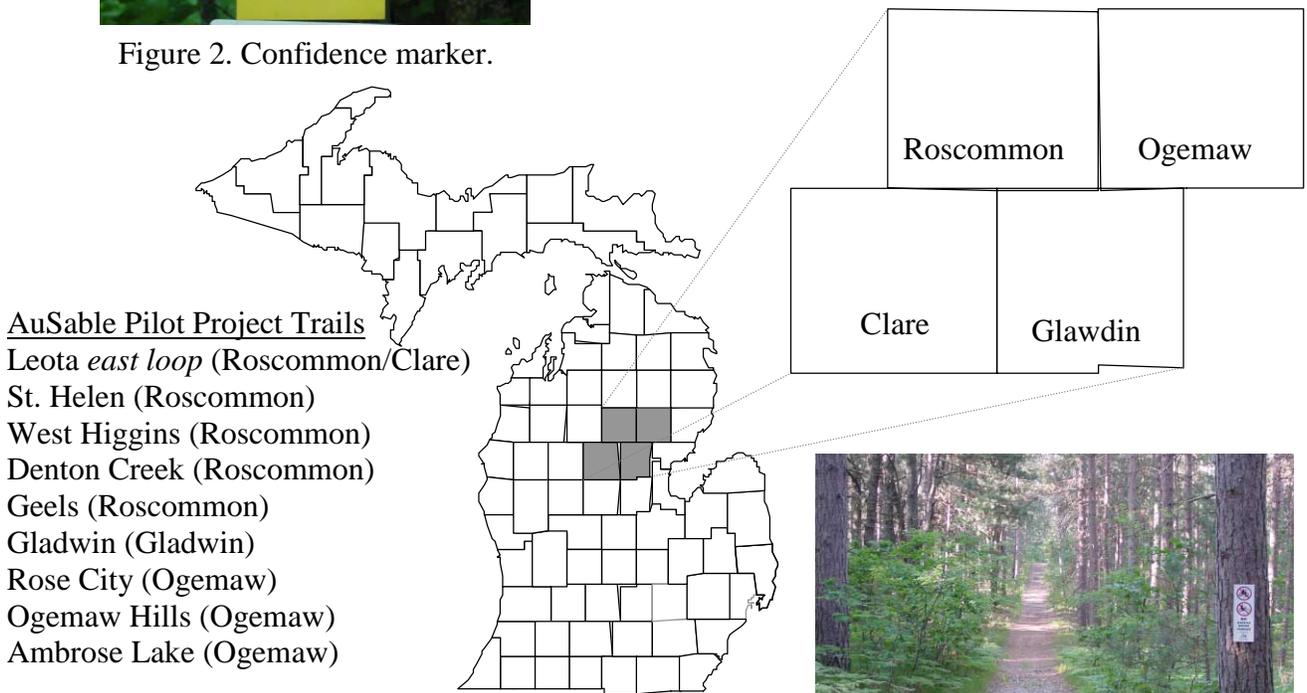


Figure 1. Four County AuSable Pilot Project



Figure 6. Posted closed to motorized use sign.



Figure 7. 'You are here' map.



Figure 4. Closed to non-SOS licensed vehicles sign.



Figure 5. Closed to motorized use sign.

METHODS

Rider Survey

A systematically selected sample of 3,000 Michigan ORV licensees received a mail questionnaire concerning the AuSable Pilot Project between January and March 2001. The sample was stratified based on ORV use patterns shown in the 1999-2000 Michigan statewide ORV study (Nelson et al. 2000). This study showed that licensees from the Upper Peninsula (UP) did not ride in the northern Lower Peninsula (NLP) during 1998-99, while licensees from other origins did. Hence the authors hoped to select three equal size sub-samples of ORV licensees: 1,000 from the AuSable Pilot Project counties, 1,000 from the rest of the NLP and 1,000 from the SLP/Out-of-State. Unfortunately, there were not enough ORV licensees in the electronic licensing system that resided in the Pilot Project counties. Hence the actual sample selected was: 206 from the AuSable Pilot Project counties (hereafter Project Area); 1,294 from the rest of the NLP(hereafter NLP); and 1,500 from the southern Lower Peninsula (SLP) and out-of-state (OS). The samples are not proportionally representative. Because of this, results are displayed by sample region and are not combined. For those interested in a statewide picture of ORV use and users, please refer to Nelson et al. (2000).

The mail questionnaire was designed by the authors, reviewed by the DNR State Trail Coordinator and ORV Program Managers, and approved by the Michigan State University Committee on Research Involving Human Subjects (see Appendix A). Sections related to the number and type of ORVs owned, type and location of ORV use over a year, encounters with enforcement personnel, and demographic questions were based on the recent Michigan statewide ORV study questionnaire (Nelson et al. 2000). Additional sections were constructed to focus on AuSable Pilot Project issues such as knowledge of legal riding situations, opinions of selected trail management options for the Michigan Cross Country Cycle Trail (MCCCT), opinions of the Pilot Project, and use of the Pilot Project Area and visibility of management changes.

The initial mailing of the questionnaire, including a cover letter and business reply envelope was sent on January 5, 2001. A second mailing of the questionnaire to non-respondents was sent on February 7, 2001. A third and final mailing of the questionnaire to non-respondents using certified mail was sent March 26, 2001.

Manager Interviews

The authors conducted manager interviews during Summer 2000 and Summer 2001. The interviews were conducted in the AuSable Pilot Project Area. Those interviewed included DNR Law Enforcement Division supervisors and sergeants in the Pilot Study Area, Forest Managers and ORV Technicians, ORV grant sponsor representatives and representatives of the four county sheriff departments.

Physical Survival of Signage

ORV sign logs kept by cooperators and reviewed by FMD ORV technicians and field managers were obtained from the ORV Trail Coordinator and reviewed in 2001. A site visit in Summer 2001 was also conducted to better understand sign placement and survival issues.

RESULTS OF LICENSEE SURVEY

Response Rate

Of the 3,000 licensees sampled with the mail survey, a total of 382 (12.7%) had invalid addresses, leaving a total of 2,618 with valid addresses. Of those with valid addresses, 1,137 (43.4%) responded. Of those responding, 80 no longer owned an ORV, lived in Michigan, were deceased or were not able to ride due to health reasons. Another 40 only wrote that they did not use the designated trail system and had their ORV strictly for supporting other activities such as deer hunting or used it for work purposes on their farm. This left a total of 1,107 who completed the questionnaire and had one or more Michigan licensed ORVs.

ORV Ownership and Use of the Designated ORV Trail/Route/Area System

Of the ORVs owned by licensees, the proportion of cycles is highest in SLP/Out-of-state, while ATVs is greatest for NLP and SUVs for the Pilot Project Area (Table 1). Cycles are the ORVs that are ridden the greatest percentage of riding days on the designated trail system (Tables 2 – 4). Those from the SLP/Out-of-state also spend the highest proportion of their riding days, regardless of vehicle type, on the designated trail system. One area of concern is that from 12-20% of ATV respondents by region consider their ATV street licensed. According to the ORV Program Manager, ATVs are very difficult to street license, as balloon tires that are used on these machines do not meet US Department of Transportation tire specifications for road use. This suggests that many do not understand street licensing and may incorrectly equate it with a Michigan ORV license. Regionally and by vehicle type, these results are consistent with the 1998-1999 statewide ORV study (Nelson et al. 2000).

Table 1. Proportion of Michigan licensed ORVs by type within each sample region.

Machine type	Project Area (a)	NLP (b)	SLP/OS (c)
Cycle	18.7	19.4	36.1
ATV	54.2	63.2	45.2
SUV	27.1	17.4	18.7
Total Percent	100.0	100.0	100.0

(a) Includes Roscommon, Ogemaw, Clare, and Gladwin Counties only.

(b) All Lower Peninsula counties north of Bay City to Muskegon line except for the four study counties.

(c) Includes out of state visitors.

Table 2. Michigan use of NLP (residing outside the Project Area) licensed ORVs during 10/99 – 9/00.

Machine Type	Percentage	Mean			
	Licensed by Secretary of State	Number of ORVs owned	Miles driven off road	Days driven off road	Days (%) used on designated trails
Cycle	38.3	0.32	440	29.5	14.1 (47.8)
ATV	20.6	1.06	291	45.2	5.5 (12.2)
SUV	89.0	0.30	470	31.3	2.0 (6.4)
All ORVs	36.0	1.68	353	39.8	7.2 (18.1)

Table 3. Michigan use of Project Area licensed ORVs during 10/99 – 9/00.

Machine types	Percentage	Mean			
	Licensed by Secretary of State	Number of ORVs owned	Miles driven off road	Days driven off road	Days (%) used on designated trails
Cycle	15.0	0.31	437	29.1	9.8 (33.7)
ATV	12.1	0.88	256	57.9	5.8 (10.0)
SUV	89.7	0.46	528	27.6	6.1 (22.1)
All ORVs	33.6	1.65	366	44.2	6.7 (15.2)

Table 4. Michigan use of SLP/Out-of-State licensed ORVs during 10/99 – 9/00.

Machine types	Percentage	Mean			
	Licensed by Secretary of State	Number of ORVs owned	Miles driven off road	Days driven off road	Days (%) used on designated trails
Cycle	29.7	0.69	502	19.9	11.8 (59.3)
ATV	18.5	0.86	308	35.5	8.4 (23.7)
SUV	84.4	0.37	241	15.8	6.5 (41.1)
All ORVs	35.0	1.92	368	26.2	9.3 (35.5)

Knowledge of NLP Regulations for Riding Non-Street Legal ORVs

Licensees from all regions were most knowledgeable about their ORV riding opportunities on private lands with landowner permission (Tables 5 – 7). The majority also understood it was not legal to ride on public forestland without a trail or road. However, concerning the regulations about the use of trails marked with orange diamonds (snowmobile trails) or orange triangles (ORV trails) less than half could correctly identify legal riding situations. Some of this can be attributed to those who checked “do not know” and who do not use the designated ORV system.

Table 5. NLP (residing outside the Project Area) ORV licensee understanding of the legality of selected NLP riding situations.

NLP Riding situations for non-street legal ORVs	Percentage		
	Legal	Not legal	Do not know
On a public forest trail/road marked only with orange diamonds	35.7	23.4	41.0
On a public forest trail/road not marked with orange triangles or diamonds	17.1	42.2	40.7
On a public forest trail/road marked only with orange triangles	48.0	9.4	42.7
On a public forest trail/road marked with orange triangles & orange diamonds	48.4	8.4	43.1
On a county/state road right-of-way marked only with orange diamonds	19.3	34.5	46.3
On a county/state road right-of-way marked only with orange triangles	30.4	22.9	46.7
On a county/state road right-of-way not marked with orange triangles or diamonds	12.3	49.6	38.1
On private land with landowner permission	87.2	1.9	10.8
On public forest land without a trail/road	5.8	76.4	17.8

Table 6. Project Area ORV licensee understanding of the legality of selected NLP riding situations.

NLP Riding situations for non-street legal ORVs	Percentage		
	Legal	Not legal	Do not know
On a public forest trail/road marked only with orange diamonds	39.4	21.2	39.4
On a public forest trail/road not marked with orange triangles or diamonds	10.6	53.0	36.4
On a public forest trail/road marked only with orange triangles	42.4	15.2	42.4
On a public forest trail/road marked with orange triangles & orange diamonds	48.5	10.6	40.9
On a county/state road right-of-way marked only with orange diamonds	19.7	43.9	36.4
On a county/state road right-of-way marked only with orange triangles	28.8	36.4	34.8
On a county/state road right-of-way not marked with orange triangles or diamonds	6.1	60.6	33.3
On private land with landowner permission	89.4	0.0	10.6
On public forest land without a trail/road	9.1	66.7	24.2

Table 7. SLP/Out-of-State ORV licensee understanding of the legality of selected NLP riding situations.

NLP Riding situations for non-street legal ORVs	Percentage		
	Legal	Not legal	Do not know
On a public forest trail/road marked only with orange diamonds	38.2	22.2	39.6
On a public forest trail/road not marked with orange triangles or diamonds	17.5	47.3	35.3
On a public forest trail/road marked only with orange triangles	51.2	6.9	42.0
On a public forest trail/road marked with orange triangles & orange diamonds	51.2	7.6	41.2
On a county/state road right-of-way marked only with orange diamonds	21.0	34.1	44.9
On a county/state road right-of-way marked only with orange triangles	36.7	21.6	41.8
On a county/state road right-of-way not marked with orange triangles or diamonds	9.2	57.3	33.5
On private land with landowner permission	90.2	1.6	8.2
On public forest land without a trail/road	5.5	76.3	18.2

Considering the ratio of those who were correct to those who were incorrect provides another gauge of knowledge. For the use of a forest road/trail marked **only** with orange diamonds, by a 3:2 margin, those who expressed an opinion were incorrect in believing it is legal to ride an ORV on these snowmobile trails. Another area where respondents were often incorrect was on the legality of using a county/state road right of way marked with orange triangles. Here a majority expressing an opinion from the NLP and the Pilot Project Area incorrectly believed it was illegal to use such rights of way marked as ORV trails. However, by a 3:2 margin those from the SLP/Out-of-state knew that it was legal to ride a non-street licensed ORV at these locations. By a 3:1 ratio, licensees were more knowledgeable that it was legal to use a forest road/trail marked only with orange triangles and that it was illegal to use a forest road/trail not marked with either orange diamonds or triangles. These results suggest that the absence of any confidence markers are a clear signal riding is not legal, but that the meaning of orange diamonds and triangles is not clear to many riders.

There are regional differences among licensees. Riders from the SLP/Out-of-state were most likely to be knowledgeable about the markers and their implications, while those within the Pilot Project Area were least likely to understand. This may be related to the smaller proportion of licensees who use the designated trail system and live in the Pilot Study Area and NLP compared to SLP/Out-of-state. Those who travel farther and have a greater time and money investment, may also be more likely to conduct pre-trip research about rules, trail availability, etc.

Opinions concerning MCCCT Management Options

The MCCCT dates back to the 1960s, when members of the Michigan Cycle Conservation Club and others designed a trail that would allow a weeklong loop ride across northern Michigan. The MCCCT includes loops of designated ORV trail as well as connectors between those loops comprised of county and state roads that are not part of the designated ORV system. According to the ORV Program Manager, the trail was initially designed for street legal motorcycles.

Today, this creates a challenge for ORVs not licensed by the Secretary of State, such as motocross bikes and ATVs. They can legally ride the loops with an ORV license, but cannot use the connectors in between. Other motorcycles, dual-purpose bikes, are able to be street licensed without after-market modifications and can ride the MCCCT and the loops, as they are both street licensed and ORV licensed. ORVs lacking street licensing riding the MCCCT connectors are one of the significant law enforcement/safety problems the AuSable Pilot Project was designed to help solve.

Through consultation with the DNR ORV Program Manager, three possible courses of action to alleviate this problem were presented for ORV licensee input. Licensees from all three regions supported two of the three alternatives (Tables 8-10). "Gaining permission for non-street legal ORVs to use county road rights-of-way where no public trail alternatives are available for MCCCT re-routes" had the most support. The option to "re-route the MCCCT connections onto existing or newly purchased state/national forest trails/roads designated open to all DNR licensed

Table 8. Preferences of NLP ORV licensees (residing outside the Project Area) about selected management options for the Michigan Cross Country Cycle Trail (MCCCT).

Alternatives	Mean	Percentage				
	Rating (a)	Strongly support	Support	Oppose	Strongly oppose	No knowledge
Reroute the MCCCT connections onto existing or newly purchased state/national forest trails/roads designated open to all DNR licensed ORVs	2.5	36.9	30.4	3.6	3.4	25.8
Gain permission for non-street legal ORVs to use county road rights-of-way where no public trail alternatives are available for MCCCT re-routes	2.6	42.2	22.2	8.2	4.8	22.7
Eliminate the MCCCT connections that are now illegal for non-street legal ORVs	1.4	14.0	10.8	18.1	18.8	38.3

(a) Rating scale: 4= strongly support; 3= support; 2= oppose; 1= strongly oppose. Those with no knowledge not included in mean rating.

ORVs" had only slightly less support. While from 13% - 27% did not express an opinion about these options (depending on sample group) of those who did express an opinion, supporters in each sample group outnumbered opponents by at least 5:1. The third option "eliminate the MCCCT connections that are now illegal for non-street legal ORVs" had more opponents than supporters and from 27% - 39% expressed no opinion.

Table 9. Preferences of Project Area ORV licensees about selected management options for the Michigan Cross Country Cycle Trail (MCCCT).

Alternatives	Mean	Percentage				
	Rating (a)	Strongly support	Support	Oppose	Strongly oppose	No knowledge
Reroute the MCCCT connections onto existing or newly purchased state/national forest trails/roads designated open to all DNR licensed ORVs	2.4	36.4	25.8	3.0	7.6	27.3
Gain permission for non-street legal ORVs to use county road rights-of-way where no public trail alternatives are available for MCCCT re-routes	2.7	47.0	21.2	6.1	7.6	18.2
Eliminate the MCCCT connections that are now illegal for non-street legal ORVs	1.5	16.7	12.1	15.2	18.2	37.9

(a) Rating scale: 4= strongly support; 3= support; 2= oppose; 1= strongly oppose. Those with no knowledge not included in mean rating.

Table 10. Preferences of SLP/Out-of-State ORV licensees about selected management options for the Michigan Cross Country Cycle Trail (MCCCT).

Alternatives	Mean	Percentage				
	Rating (a)	Strongly support	Support	Oppose	Strongly oppose	No knowledge
Reroute the MCCCT connections onto existing or newly purchased state/national forest trails/roads designated open to all DNR licensed ORVs	2.9	47.1	30.8	4.5	1.4	16.3
Gain permission for non-street legal ORVs to use county road rights-of-way where no public trail alternatives are available for MCCCT re-routes	3.0	52.5	27.8	4.1	2.7	12.7
Eliminate the MCCCT connections that are now illegal for non-street legal ORVs	1.6	15.7	10.0	19.8	27.6	26.9

(a) Rating scale: 4= strongly support; 3= support; 2= oppose; 1= strongly oppose. Those with no knowledge not included in mean rating.

Rationale for support of re-routing the MCCCT onto state forest roads/trails open to all DNR licensed ORVs was primarily based on providing more riding opportunities and reducing the incidence of tickets for licensed ORVs. Of those few opposed, key concerns were to take better care of the existing ORV system without expanding it, to avoid additional expenses that might increase licensing costs and to not make it easy for ATVs to access the cycle oriented loops (Table 11). Support for gaining permission for non-street licensed ORVs to use county road rights-of-way revolved around reducing the need to trailer non-street licensed vehicles and providing riding opportunity without the threat of a ticket. Opponents primarily cited safety concerns related to car/truck traffic mixing with ORVs (Table 12). Those in favor of eliminating MCCCT connections that are not legal for non-street licensed ORVs primarily noted that it would increase rider safety by reducing car/truck interaction, that they had a Secretary of State licensed vehicle anyway or that they would only favor this alternative if other trail mileage or connections to existing ORV designated loops was made available. Opponents of eliminating MCCCT connections were most likely to not want to lose any trail mileage. Many others noted that the MCCCT with its current connectors was a unique and important part of Michigan ORV riding history and should not be removed (Table 13).

Table 11. ORV licensee rational regarding preferences on rerouting the MCCCT on to trails designated open to all DNR licensed ORVs.

Alternative	Percentage		
	NLP	Project Area	SLP/OS
<u>Supports rerouting the MCCCT (a)</u>			
Opens up more riding opportunities, especially connecting to trails	44.4	42.0	38.1
Gives non-SOS licensed ORVs more opportunities without the threat of a ticket	26.7	25.9	29.0
Safety, especially keeping ORVs away from vehicle traffic on roads	12.9	13.6	14.2
Prefer trail over road	6.9	7.4	8.0
Keeps riders away from residential areas and private property	1.7	1.3	3.4
If you have the funds without raising fees	6.0	7.4	4.5
Others	1.4	2.4	2.8
Total percent	100.0	100.0	100.0
<u>Opposes rerouting the MCCCT (b)</u>			
Don't want to see anymore damage, we need better trail management before creating more	50.0	40.0	29.4
Don't want to see an increase in fees	40.0	40.0	23.5
Don't want ATVs to have access	0.0	0.0	35.8
Others	10.0	20.0	11.3
Total percent	100.0	100.0	100.0

(a) Includes strongly support and support

(b) Includes oppose and strongly oppose

Table 12. ORV licensee rationale regarding preferences for gaining permission for non-street licensed ORVs to use county road right-of-ways for MCCCT connections.

Alternative	Percentage		
	NLP	Project Area	SLP/OS
<u>Supports gaining permission for non-street licensed ORVs (a)</u>			
Keeps trail connected so one does not have to trailer ORVs between trails	28.7	25.7	33.3
Gives non-SOS licensed ORVs more opportunities without the threat of a ticket	23.8	21.6	26.3
Mixed trails work, but will need enforcement	12.3	14.9	10.8
Get same benefits as snowmobilers	12.3	10.8	9.7
Best option of the three	10.7	14.9	6.5
Quickest and most cost effective option	8.2	5.4	10.2
Others	4.0	6.7	3.2
Total percent	100.0	100.0	100.0
<u>Opposes gaining permission for non-street licensed ORVs (b)</u>			
Safety reasons, especially related to vehicle traffic	72.7	85.8	80.0
Riders too close to residential areas and private property	9.1	7.1	4.0
If all other options are exhausted	9.1	7.1	16.0
Other	9.1	0.0	0.0
Total percent	100.0	100.0	100.0

(a) Includes strongly support and support

(b) Includes oppose and strongly oppose

Table 13. ORV licensee rationale regarding preferences for eliminating MCCCT connections.

Alternative	Percentage		
	NLP	Project Area	SLP/OS
<u>Supports eliminating MCCCT connections (a)</u>			
Better than riding on roads, especially for safety reasons	33.3	33.3	27.5
Will help to avoid getting a ticket	20.8	16.7	10.0
Only if other connections can be made to trails	16.7	16.7	12.5
Only if other trails are built	16.7	11.1	17.5
Don't care I have SOS licensed ORV anyway	8.3	11.1	15.0
Most cost effective option	4.2	11.1	12.5
Others	0.0	0.0	5.0
Total percent	100.0	100.0	100.0
<u>Opposes eliminating MCCCT connections (b)</u>			
Don't want to lose any trails, trail connections, or trail mileage	49.6	51.5	51.9
MCCCT is too unique and a part of the riding history of Michigan	19.5	19.4	18.4
Trails should be connected and open	13.0	13.6	15.3
Don't care I have SOS licensed ORV anyway	4.9	4.9	3.8
People will still use them	4.1	3.9	3.0
I like riding roads	3.3	3.9	4.5
Others	5.6	2.8	3.1
Total percent	100.0	100.0	100.0

(a) Includes strongly support and support

(b) Includes oppose and strongly oppose

Northern Michigan ORV Riding and Designated Scramble Area Use Oct 1999 – Sept. 2000

As in the recent statewide ORV study (Nelson et al. 2000), motorcycles have the highest proportion of their use for public land riding (61%), while ATVs have the lowest (26%) (Tables 14 - 16). For all riding in the northern 2/3 of Michigan for each vehicle type during October 1999 - September 2000, the Pilot Project Area accounted respectively for 27% of public land motorcycle riding, 24% of public land ATV riding and 27% of public land SUV riding. In the Pilot Project Area the designated ORV trail/route/area system has one large scramble area (St. Helen's Motorsports Area), one small scramble area (Gladwin) and 276 miles of trail and route. This is 9% of the state total of 3,107 miles of trail/route and one of the five major scramble areas. The proportion of use of the Pilot Project Area by each type of vehicle far exceeds its proportion of statewide trail/route mileage, indicating this is a heavily used portion of the trail system.

Table 14. 10/99 – 9/00 Northern Michigan off-road motorcycle use days for all respondents.

Type of use	Mean days (%of total days)			
	UP	Project Area	Rest of NLP	Northern 2/3 of MI
Public land riding days (a)	1.5 (4.4)	5.5 (16.1)	13.9 (40.6)	20.9 (61.1)
Private land riding days (b)	1.6 (4.7)	2.4 (7.0)	8.0 (23.4)	12.0 (35.1)
Hunting/ice fishing days (c)	0.7 (2.0)	0.1 (0.3)	0.5 (1.5)	1.3 (3.8)
Total days	3.8 (11.1)	8.0 (23.4)	22.4 (65.5)	34.2 (100.0)

(a) Riding public forest roads, designated ORV trails/routes & scramble areas not in support of hunting or ice fishing.

(b) Riding on private property not in support of hunting or ice fishing.

(c) Riding to support hunting on public or private land including scouting, baiting, & riding to/from hunting site or to support ice fishing including on ice travel.

Table 15. 10/99 – 9/00 Northern Michigan ATV off-road use days for all respondents.

Type of use	Mean days (%of total days)			
	UP	Project Area	Rest of NLP	Northern 2/3 of MI
Public land riding days (a)	3.1 (6.4)	3.1 (6.4)	6.7 (13.8)	12.9 (26.5)
Private land riding days (b)	3.7 (7.6)	3.2 (6.6)	17.3 (35.5)	24.2 (49.7)
Hunting/ice fishing days (c)	3.4 (7.0)	1.7 (3.5)	6.5 (13.3)	11.6 (23.8)
Total days	10.2 (20.9)	8.0 (16.4)	30.5 (62.2)	48.7 (100.0)

(a) Riding public forest roads, designated ORV trails/routes & scramble areas not in support of hunting or ice fishing.

(b) Riding on private property not in support of hunting or ice fishing.

(c) Riding to support hunting on public or private land including scouting, baiting, & riding to/from hunting site or to support ice fishing including on ice travel.

Table 16. 10/99 – 9/00 Northern Michigan SUV off-road use days for all respondents.

Type of use	Mean days (%of total days)			
	UP	Project Area	Rest of NLP	Northern 2/3 of MI
Public land riding days (a)	2.3 (7.7)	4.1 (13.8)	8.9 (30.0)	15.3 (51.5)
Private land riding days (b)	1.6 (5.4)	1.1 (3.7)	5.0 (16.8)	7.7 (25.9)
Hunting/ice fishing days (c)	1.6 (5.4)	0.9 (3.0)	4.2 (14.1)	6.7 (22.6)
Total days	5.5 (18.5)	6.1 (20.5)	18.1 (61.0)	29.7 (100.0)

(a) Riding public forest roads, designated ORV trails/routes & scramble areas not in support of hunting or ice fishing.

(b) Riding on private property not in support of hunting or ice fishing.

(c) Riding to support hunting on public or private land including scouting, baiting, & riding to/from hunting site or to support ice fishing including on ice travel.

Proportionally, use of major designated scramble areas was highest by SLP/Out-of-state licensees and lowest by NLP licensees (Table 17). Within each sample group, Bull Gap and Silver Lake were most likely to be used by NLP and SLP/Out-of-state licensees and St. Helen’s and Bull Gap by Pilot Project Area licensees. The only significant use of the Mounds in Genessee County was by SLP/Out-of-state licensees.

Table. 17 Percent licensees using a designated ORV scramble area during 10/99 – 9/00.

ORV areas	Percentage		
	NLP	Project Area	SLP/OS
Bull Gap	11.3	18.2	21.2
Silver Lake State Park	11.1	9.1	21.4
St. Helens Motorsports Area	4.6	21.2	13.6
The Mounds	1.4	0.0	11.0
Black Mountain Motorsports Area	8.7	4.5	7.8
Using one or more scramble areas	25.1	30.3	43.8

Use of the Pilot Project Area and Rating of the Pilot Project

Project Area residents were proportionally more likely to have ridden in the Project Area at some time than those from the rest of the NLP or the SLP/Out-of-state segments (Table 18). However, those from the SLP/Out-of-state segment were more likely to have ridden there than those from the rest of the NLP. Of those who had ridden in the Pilot Project Area at some time, more than 2/3 from each sample group had ridden one or more times since the inception of the AuSable Pilot Project in June 1999.

Table 18. Characteristics of ORV use in the Study Area by region of licensee.

	NLP	Project Area	SLP/OS
Percent who have ridden an ORV in study area	26.0	100.0	43.1
Average year first an ORV was rode in study area	1988	1984	1988
Percent riding ORV in study area during 6/99-9/00	18.3	71.2	34.1

Members of each sample group provided the highest mean ratings for the yellow backed confidence marker aspect of the AuSable Pilot Project and the lowest mean rating for law enforcement (Tables 19 - 21). On the whole, each sample group provided a positive mean rating for the AuSable Pilot Project as a whole, with the highest rating from those in the SLP/Out-of-State group and the lowest rating from those living in the Pilot Project Area. The greatest difference in rating of a program aspect among sample groups concerned law enforcement. Those from the Pilot Project Area had a slightly negative mean rating, from the NLP a neutral mean rating and those from the SLP/Out-of-State a positive mean rating.

Table 19. Rating of AuSable Pilot Project initiatives by NLP (residing outside of Study Area) ORV licensees.

ORV program aspect	Mean	Percentage					
	Rating (a)	Very good	Good	OK	Poor	Very poor	No knowledge
Yellow backed confidence markers	3.8	17.1	19.7	18.4	6.6	0.0	38.2
“You are here” maps	3.6	22.4	21.1	18.4	5.3	7.9	25.0
MCCCT signs	3.5	7.9	22.4	27.6	1.3	3.9	36.8
“Closed to motorized use” signs	3.5	11.8	30.3	17.1	2.6	9.2	28.9
Law enforcement	3.0	6.6	9.2	38.2	10.5	6.6	28.9
AuSable pilot project as a whole	3.6	17.1	25.0	28.9	3.9	2.6	22.4

(a) Rating scale: 5= very good; 4= good; 3= OK; 2= poor; 1= very poor. Those with no knowledge not included in mean rating.

Table 20. Rating of AuSable Pilot Project initiatives by Project Area ORV licensees.

ORV program aspect	Mean	Percentage					
	Rating (a)	Very good	Good	OK	Poor	Very poor	No knowledge
Yellow backed confidence markers	3.9	21.7	8.7	17.4	2.2	2.2	47.8
“You are here” maps	3.8	21.7	19.6	10.9	8.7	2.2	37.0
MCCCT signs	3.4	6.5	21.7	8.7	4.3	6.5	52.2
Law enforcement	2.9	8.7	8.7	15.2	6.5	13.0	47.8
“Closed to motorized use” signs	2.9	8.7	15.2	13.0	10.9	13.0	39.1
AuSable pilot project as a whole	3.3	15.2	17.4	19.6	8.7	8.7	30.4

(a) Rating scale: 5= very good; 4= good; 3= OK; 2= poor; 1= very poor. Those with no knowledge not included in mean rating.

Table 21. Rating of AuSable Pilot Project initiatives by SLP/Out-of-State ORV licensees.

ORV program aspect	Mean	Percentage					
	Rating (a)	Very good	Good	OK	Poor	Very poor	No knowledge
Yellow backed confidence markers	3.9	21.6	25.7	17.0	3.5	1.2	31.0
MCCCT signs	3.9	19.3	31.6	19.9	4.1	0.6	24.6
“You are here” maps	3.8	34.5	18.7	18.7	11.1	5.3	11.7
“Closed to motorized use” signs	3.6	19.9	29.8	19.9	6.4	5.8	18.1
Law enforcement	3.4	14.6	22.8	28.1	7.6	7.6	19.3
AuSable pilot project as a whole	3.8	20.5	33.3	25.7	4.1	2.3	14.0

(a) Rating scale: 5= very good; 4= good; 3= OK; 2= poor; 1= very poor. Those with no knowledge not included in mean rating.

Rationale for rating selected program aspects was fairly similar across sample groups (Table 22). The yellow backed confidence markers created an easier to follow, more visible trail. The "you are here" maps were generally seen as very helpful, although some wanted to see more maps. "Closed to motorized use" signs provided a clear definition where it was not legal to ride, but for some this was negative as it reminded them of where they could not go. The MCCCT signs made the MCCCT connectors more visible. The rationale for law enforcement ratings was more challenging to interpret. For some who were stopped by or saw officers, it was viewed as a good experience as it proved they were on the job. For others, it was viewed as harassment and officers were sometimes seen as overzealous.

Table 22. Rationale for rating selected aspects of the AuSable Pilot Project.

ORV program aspect	Percentage		
	NLP	Project Area	SLP/OS
<u>Yellow backed confidence markers</u>			
Makes confidence marker more visible and easier to follow	76.9	33.3	68.2
Need more yellow backed confidence markers	7.7	33.3	18.2
Hard to see	7.7	22.3	4.6
Not everyone knows what they mean	7.7	0.0	0.0
Do not see value in using them	0.0	11.1	9.0
Total percent	100.0	100.0	100.0
<u>“You are here” maps</u>			
Very helpful	72.7	50.0	66.7
Need more along the trail	18.2	50.0	20.6
Hard to read	9.1	0.0	4.8
Need more detail in maps	0.0	0.0	7.9
Total percent	100.0	100.0	100.0
<u>“Closed to motorized use” signs</u>			
Clearly defines where it is legal and not legal to ride	90.0	30.0	63.6
Do not like them as they limit where I can ride	10.0	40.0	27.3
Need more and improve their location for visibility	0.0	30.0	9.1
Total percent	100.0	100.0	100.0
<u>MCCCT signs</u>			
More visible	80.0	50.0	72.7
Need more signs, spaced too far apart	20.0	25.0	18.2
People confuse them with designated ORV trail signs	0.0	25.0	9.1
Total percent	100.0	100.0	100.0
<u>Law enforcement</u>			
Officers are overzealous	50.0	30.0	19.9
I liked having their presence on the trail	30.0	10.0	21.5
Saw officers and was stopped	10.0	30.0	35.4
Never or rarely saw officers, need more and better enforcement	10.0	30.0	23.2
Total percent	100.0	100.0	100.0
<u>AuSable pilot project as a whole</u>			
It is a start would like more trails and better maintenance	64.3	53.8	33.8
Better overall trail system, especially keeping people on the trails	35.7	38.5	61.6
Do not see much effect of changes	0.0	7.7	4.6
Total percent	100.0	100.0	100.0

Of those who had ridden in the Pilot Project Area during June 1999 - September 2000, the majority in each sample group had seen examples of all signage improvements except for the MCCCT signs and "you are here" maps for Project Area respondents (Tables 23 - 25). When asked if they supported the new signage (MCCCT signs not included), of those expressing an opinion, there was strong support expressed for the yellow backed ORV confidence markers and the "you are here" maps by all sample groups. "Closed to motorized use" signs also received strong support of those expressing an opinion from the rest of the NLP and SLP/Out-of-state groups. However, the Project Area group had more respondents that opposed "closed to motorized use" signs than supported them.

Table 23. Visibility of and support for AuSable Pilot Project signage by NLP (residing outside of Study Area) ORV licensees.

New signage	Percentage			
	Seen	Support	Do not support	Don't know
ORV Confidence markers with yellow backers	51.3	64.5	3.9	31.6
“You are here” maps	57.9	77.6	5.3	17.1
“Closed to motorized use” signs	57.9	60.5	14.5	25.0
MCCCT signs noting open to street legal vehicle only	43.4	NA	NA	NA

Table 24. Visibility of and support for AuSable Pilot Project signage by Project Area ORV licensees.

New signage	Percentage			
	Seen	Support	Do not support	Don't know
ORV Confidence markers with yellow backers	58.7	60.9	4.3	34.8
“You are here” maps	47.8	60.9	4.3	34.8
“Closed to motorized use” signs	52.2	41.3	47.8	10.9
MCCCT signs noting open to street legal vehicle only	30.4	NA	NA	NA

Table 25. Visibility of and support for AuSable Pilot Project signage by SLP/Out-of-State ORV licensees.

New signage	Percentage			
	Seen	Support	Do not support	Don't know
ORV Confidence markers with yellow backers	62.6	66.3	5.8	27.9
“You are here” maps	64.3	87.8	1.8	10.5
“Closed to motorized use” signs	67.3	64.5	12.8	22.7
MCCCT signs noting open to street legal vehicle only	55.6	NA	NA	NA

Law Enforcement Experiences

Law enforcement was highly visible in the Pilot Project Area as over 1/3 of the members from each sample group who rode in the Pilot Project Area saw, but were not stopped by law enforcement personnel and over 1/4 were stopped and checked (Table 26). Considering being stopped or just seeing law enforcement personnel, 59.5% of NLP, 57.8% of Pilot Study Area and 70.4% of SLP/Out-of-State who rode in the Pilot Study Area during June 1999 – September 2000 had some law enforcement contact. For those who rode outside of the Pilot Study Area, reported contact levels with law enforcement were lower (Table 27). Considering being stopped or just seeing law enforcement personnel, 43.2% of NLP, 45.2% of Pilot Study Area and 46.3% of SLP/Out-of-State who rode outside of the Pilot Study Area during June 1999 – September 2000 had some law enforcement contact.

Table 26. Michigan ORV law enforcement experiences in the AuSable Pilot Project Area during 10/99 – 9/00 (a).

	NLP	Project Area	SLP/OS
Percent of households who saw or were checked by law enforcement	59.5	57.8	70.4
Percent of households who saw, but were not checked by law enforcement	48.6	37.8	56.4
Percent of households who were checked by law enforcement	28.9	44.4	41.2
Mean number of times checked law enforcement per household	1.0	1.3	0.9

(a) Only includes those who rode one or more times within the Study Area during October 1999 – September 2000.

Table 27. Michigan ORV law enforcement experiences outside the AuSable Pilot Project Area during 10/99 - 9/00 (a).

	NLP	Project area	SLP/OS
Percent of households who saw or were checked by law enf.	43.2	45.2	46.3
Percent of households who saw law enforcement	37.0	33.9	38.7
Percent of households who were checked by law enforcement	22.0	28.1	21.4
Mean number of times checked law enforcement per household	0.5	0.7	0.5

(a) Only includes those who rode one or more times in Michigan outside the Study Area during October 1999 – September 2000.

Future Use of Pilot Study Area Riding Opportunities

When asked whether the Pilot Project would influence their future riding in the four counties, as many licensees in the Project Area and the rest of the NLP said it would reduce their riding as felt would increase it (Table 28). For SLP/Out-of-state licensees however, more than twice as many said the project would increase their riding in the four-county area as decrease it. Those living in the Project Area were most likely to say they would no longer ride in the four-county area, while those from SLP/Out-of-state were least likely to report an intention to stop riding in the four counties.

Table 28. Future riding plans in the AuSable Pilot Project Area.

Plan to ride in Pilot Project Area ...	Percentage		
	NLP	Project Area	SLP/OS
More	19.2	21.7	20.1
A similar amount	60.3	58.7	71.6
Less	12.3	6.5	4.7
Not at all	8.2	13.0	3.6

Perception of Crowding on the Designated ORV System

The majority of licensees from the NLP and Project Area had no perception of crowding on the designated system, as they don't ride there (Table 29). Of those who use the designated system, most don't perceive it as crowded. For those that do sense crowding, decreasing trail mileage, unskilled or aggressive riders and too many riders are the main concerns. Conversely, the majority of SLP/Out-of-state licensees do use the designated system and only one in four considers it overcrowded. Those who perceive overcrowding primarily cite too many riders and decreasing trail mileage putting more pressure on remaining trails. For all sample groups, those who use the designated system and who do not perceive crowding attribute it to their selection of riding times and locations.

Table 29. Perceptions of crowding on the designated ORV trail/route/area system by ORV licensees.

ORV program aspect	Percentage		
	NLP	Project Area	SLP/OS
<u>Don't use designated ORV system/No perception of crowding</u>	<u>56.1</u>	<u>55.4</u>	<u>37.9</u>
<u>Considers the designated ORV system over-crowded</u>	<u>12.9</u>	<u>16.9</u>	<u>16.7</u>
Just see too many riders, especially on weekends/holidays	30.4	28.6	50.8
Decreasing trail and trail mileage has put more pressure on current trails	30.4	42.8	39.0
Considered too dangerous, especially with kids and aggressive riders	30.4	28.6	3.4
Trails are damaged from over use	8.8	0.0	6.8
Total percent	100.0	100.0	100.0
<u>Does not consider the designated ORV system over-crowded</u>	<u>31.0</u>	<u>27.7</u>	<u>45.4</u>
Depends, but generally not crowded, especially when and where we go	100.0	100.0	100.0

Licensee Demographics

Licensees in the SLP/Out-of-state are likely to be younger, better educated and have a higher annual median household income range than those from the NLP and the Project Area (Table 30). Respondents from all regions are overwhelmingly likely to be male. Non-residents comprise less than 4% of the SLP/Out-of-state sample group. Licensees from SLP/Out-of-state are more likely to be members of ORV related organizations than other licensees although much of their membership is in the Michigan United Conservation Clubs, a wide-ranging conservation group (Table 31). The Michigan Cycle Conservation Club has the highest percentage of membership across the three sample groups.

Table 30. Selected demographic characteristics of Michigan ORV licensees.

Demographic characteristics	NLP	Project Area	SLP/OS
Mean age	46.9 years	51.5 years	42.2 years
Percent male	92.6	97.0	95.4
Percent with ≥1 years of college education	47.6	40.0	56.7
Percent resident of Michigan	100.0	100.0	96.5
Median household income range for 1999	\$40-59K	\$40-59K	\$60-79K

Table 31. Membership of ORV licensees in selected ORV related organizations.

Organization	Percentage		
	NLP	Project Area	SLP/OS
Michigan United Conservation Clubs (MUCC)	6.7	3.0	15.5
Michigan Cycle Conservation Club (MCCC)	11.6	13.6	12.2
American Motorcyclist Association (AMA)	6.0	6.1	11.4
Michigan Snowmobile Association (MSA)	7.2	10.6	7.3
Local ORV organization	3.1	4.5	4.5
Great Lakes 4-Wheel Drive Association (GLFWD)	1.9	6.1	0.6
Michigan Sport Buggy Association (MSBA)	1.0	3.0	1.0
Member of one or more ORV related association	27.7	30.3	36.7

Survey Comments

Fifty percent of the respondents (511) provided additional written comments after completing the survey. They have been provided verbatim, except for spell checking and removal of profanity, in Appendix B.

In summary, the comments reflect the diversity of the ORV community and its response to increasing management. Some suggest even more management, with calls for more designated trails, speed limits, noise reduction, further improved signage and additional law enforcement. Others advocate the opposite including fewer restrictions on use by legalizing riding road shoulders, opening snowmobile trails to ORV use, opening forest roads in the Lower Peninsula and limiting law enforcement.

Riders are also observant of other activities on the state and national forests. Many found it ironic that their activities were restricted when they felt clear cutting, oil and gas extraction and trash dumping were more serious environmental threats. Others criticized non-motorized trail users who do not pay fees and try to further restrict ORV use. Still others noted that the designated trail system in the Lower Peninsula is suffering from intensive use, as riding has concentrated there after the implementation of the "closed unless posted open" policy backed by aggressive law enforcement.

Finally, some friction among rider segments is evident. Motorcyclists resist the widening of single-track trails to accommodate ATVs, while ATV riders seek access to more trail mileage through wider trails. Many SUV enthusiasts note the pivotal importance of Silver Lake State Park in their activities and the lack of similar venues. In total, the number and thoughtfulness of the comments suggest a high level of interest, and some sincere differences regarding ORV management.

Survey Discussion

Gladwin, Roscommon, Ogemaw and Clare counties receive use by ORV licensees from across the state and beyond. More than 40% of licensees in the SLP/Out-of-state and 26% of those from the NLP outside the four counties have ridden there, along with 100% of licensees residing in the four counties. During the Pilot Project evaluation period (June 1999 – September 2000), over 1/3 of SLP/Out-of-state licensees, almost 20% of NLP riders outside the four counties and over 70% of those living in the four counties rode there.

Of those who rode in the Pilot Project Area from June 1999 - September 2000, there was much more support than opposition to the Pilot Project. However, there were different levels of support for various elements of the Project. Information/signage elements were generally more highly supported than enforcement. In particular, the yellow backed confidence markers and "you are here" maps were especially appreciated. The most controversial information was "closed to motorized use" signs. Some, especially those living in the Pilot Project Area, viewed this as taking away what had been legal riding sites.

Law enforcement efforts clearly resulted in higher rates of enforcement contact and sightings for riders in the Pilot Project Area than outside of it. Support for this increased contact was mixed however. The greatest support was from those who live in the SLP/Out-of-state, while the greatest resentment was from those who live in the Pilot Project Area. The mixed reaction to increased law enforcement may be exacerbated by a lack of knowledge about legal riding situations. The majority of respondents from all sample regions who expressed an opinion, erroneously believed that it was legal to ride a DNR licensed ORV (not licensed by the Secretary of State) on a forest road/trail marked with only orange diamond confidence markers (a snowmobile trail). Over 1/3 expressing an opinion also wrongly felt it was legal to ride on the right-of-way of a county/state road marked only with orange diamonds (a snowmobile trail). Hence, many believe their illegal behavior is legal and are incensed when stopped and warned or ticketed for a behavior they consider legal.

One of the thorniest issues in the Pilot Project Area is the MCCCT trail. When asked about three options the DNR is considering for future management, most were supportive of either gaining permission for all DNR licensed ORVs to use certain designated county road rights-of-way as connectors between loops or for the DNR/Forest Service to re-route the trail onto existing or newly purchased forest roads/trails designated open to all DNR licensed ORVs. There was significant opposition to closing the MCCCT trail.

When asked how the Pilot Project may affect future riding intentions, the majority from each sample group responded that it would not change the amount they rode in the Pilot Project Area. However, more than twice as many from the SLP/Out-of-state felt it would increase their riding in the Pilot Study Area than decrease or eliminate it. Those from the Pilot Project Area and the rest of the NLP were different, as they almost evenly split on whether the Pilot Project would increase or decrease/eliminate the amount they rode in the Pilot Project Area.

This survey portion of the evaluation suggests that the Pilot Project has been effective in better identifying the designated trail/route system in the four counties. It also suggests that riders are aware of a greater law enforcement presence. Visitors from outside the region have generally rated this additional signage and law enforcement presence favorably, especially the SLP/Out-of-state segment. Based on licensees' stated intentions of future riding behavior, the Pilot Project is likely to maintain or actually increase riding in the four county area. Unfortunately, a considerable proportion of riders do not have sufficient knowledge of ORV rules to obey the law and ride only on the designated ORV trail/route system. This is likely to lead to future enforcement conflicts unless snowmobile and ORV trails can be more clearly distinguished on the ground and in the minds of ORV riders. Since this was a gap in knowledge for riders from all sample regions, it suggests that this problem is not confined to the Pilot Project Area, but is likely to be prevalent across the Lower Peninsula.

MANAGER/GRANT SPONSOR INTERVIEWS

The authors interviewed a number of managers and maintenance and development grant sponsors regarding the Pilot Program in summer 2000 and 2001. Interviews were conducted with: trail managers including staff from the Recreation and Trails Section of the then Forest Management Division and field personnel from the Gladwin and Roscommon Field Units of Forest Management Division; with law enforcement representatives including DNR District 7 field command officers from the Law Enforcement Division (LED) and representatives of the four county sheriffs; and with grant sponsors involved in developing and maintaining the ORV trail mileage within the Pilot Project Area.

Law Enforcement

One set of interviews concerned DNR field Law Enforcement Division (LED) personnel in an October 2000 meeting and a follow up July 2001 phone conversation. Personnel involved included District 7 Supervisor Lt. Walt Mikula, Sgt. Mike Moll and Sgt. Brad Smith. Along with participating county sheriff departments, they are the primary force to police ORV riding. LED perceptions of project effectiveness were that the Pilot Project had increased the visibility of the designated ORV trail/route system and had begun to curb illegal riding behavior. They also suggested that trail use in the Pilot Project Area had increased after the program went into effect.

LED personnel voiced a number of concerns. One was that with few personnel and many other responsibilities, it was difficult to maintain a highly visible presence. Another was that even though signage improvements had been made, there were a number of situations that continued to cause rider confusion and generate significant enforcement effort. The first was the use of similar color confidence markers for designated snowmobile trails and designated ORV trails. They suggested using a totally different color for each type of trail. A second was that ORV trail confidence markers need to be closer together, one every 1/20 of a mile instead of the current 1/10 of a mile. Perhaps their greatest concern involved the MCCCT trail. They viewed this trail, with its designated ORV cycle trail loops and its use of state and county roads requiring Secretary of State licensing as connectors, as the single largest enforcement problem. They suggested that the MCCCT designated ORV loops should either be linked together by designated ORV trail or the connectors eliminated on maps and signs.

Another concern they cited was enforcement efforts by county sheriff departments. From their point of view they did not see themselves as full partners with the counties in ORV enforcement. They expressed concerns that sheriff personnel often limited their activities to trailheads, mainly performing safety checks and providing a visible initial presence, rather than being on the trail or at problem locations on or off the trail system writing citations for offenders not using the designated trail system.

They also noted that it was challenging to calculate a contact rate per patrol hour and hence citation rate, since LED personnel have a broad range of natural resource law enforcement activities. For example, an afternoon patrol may include checking anglers, investigating trash dumping, patrolling campgrounds and enforcing ORV regulations. However, LED personnel from District 7, who have responsibility for the Pilot Project Area and four other counties, did maintain records of ORV enforcement data from 1998 - 2000 shown below (Table 32).

Table 32. Selected DNR Law Enforcement Division (LED) data for contacts, warnings, citations and complaints during May – September 1998 – 2000 for DNR LED District 7 (a).

	1998 (b)	1999	2000
AuSable Pilot Project Counties			
Contacts	NA	1,821	1,781
Warnings	NA	672	778
Citations	NA	794	616
Contacts/citations	NA	2.3	2.9
Contacts/citations & warnings	NA	1.2	1.3
Complaints	NA	65	114
Non-AuSable Pilot Project Counties			
Contacts	NA	2,156	650
Warnings	NA	668	64
Citations	NA	503	207
Contacts/citations	NA	4.3	3.1
Contacts/citations & warnings	NA	1.8	2.4
Complaints	NA	64	20
District 7 total			
Contacts	3,512	3,977	2,431
Warnings	1,443	1,340	842
Citations	1,537	1,297	823
Contacts/citations	2.3	3.1	3.0
Contacts/citations & warnings	1.2	1.5	1.5
Complaints	197	129	134

(a) District 7 includes Clare, Gladwin, Roscommon and Ogemaw counties (AuSable Pilot Project Study Area) plus Crawford, Iosco and Oscoda counties.

(b) Breakdown within District 7 totals for 1998 between Pilot Project counties and other counties was not available.

Over the three years (1998 - 2000) across the district, the rate of contacts per citation + warning increased from 1.2 to 1.5. Considering just contacts per citation, the rate has increased from 2.3 to 3.0. These increases suggest that the compliance rate has increased by 25% for citations + warnings and 30% for citations alone. In the Pilot Project Area counties, there was an increase in contacts per warning + citation and contacts per citation from 1999 to 2000 (first and second years of the Pilot Project). Contacts per warning + citation increased from 1.2 to 1.3 (8%) and contacts per citation increased from 2.3 to 2.9 (26%). Outside of the AuSable Pilot Project Area, but inside District 7, the trend was more negative. While contacts per warning + citation increased from 1.8 to 2.4 (33%) over the 1999 to 2000 period, contacts per citation actually decreased from 4.3 to 3.1 (28%). This suggests that some who sensed increased enforcement presence in the Pilot Project Area may have reduced or quit riding in there and moved their illegal behavior to these other nearby counties.

Complaints are another area to track the effectiveness of the Pilot Project. On a district-wide basis complaints have decreased from 197 to 134 (32%) over 1998 to 2000. However, in the Pilot Study Area, from 1999 to 2000, complaints have increased from 65 to 114 (91%). This may be due to public awareness of the increased enforcement effort, the availability of more officers for response or just more problems perceived by citizens.

The offenses and number of citations written in District 7 for 1998 and 1999 show the two key ORV enforcement problems are riding in prohibited areas such as designated snowmobile trails, wetlands and forest roads and ORVs lacking Secretary of State licensing riding on roads (Table 33). These comprised 79% of the violations in 1998 and 73% in 1999.

Table 33. DNR LED District 7 ORV citations issued during 1998 and 1999 (a).

Citation type	Number (% of total)	
	1998	1999
Operate where prohibited (State Lands, non-ORV trails, wetlands, etc.)	1,187 (61.9)	1,031 (56.9)
Operate on federal/state/county roadway	325 (16.9)	299 (16.5)
Unlicensed ORV	120 (6.3)	156 (8.6)
No Helmet/eye protection	83 (4.3)	101 (5.6)
No approved muffler/spark arrestor	87 (4.5)	70 (3.9)
Youth operating without adult supervision	47 (2.5)	66 (3.6)
All other citations	69 (3.6)	89 (4.9)
Total	1,918 (100.0)	1,812 (100.0)

(a) District 7 includes Clare, Gladwin, Roscommon and Ogemaw counties (AuSable Pilot Project Study Area) plus Crawford, Iosco and Oscoda counties.

County Sheriff Departments

Interviews were conducted in Fall 2000 with law enforcement personnel from the four AuSable Pilot Project counties. Those interviewed about the program were: Fran Staley, Roscommon County; Mark Surbrook, Ogemaw County; Kerry Posey, Gladwin County; Roger Zelinski, Clare County.

Of the four county sheriff departments in the AuSable Pilot Project area, Clare and Ogemaw sought and received ORV enforcement grants in 1999 and 2000 while Roscommon and Gladwin did not. However, all four counties participate to some extent in recreation enforcement grant programs of the DNR. The other programs are marine safety and snowmobile trail enforcement. The four counties have from one to three of these programs, with all having marine safety.

Each of these grant programs has some feature that sheriffs prefer. In the marine safety program, sheriffs like is the ability to employ officers with a lesser training requirement (40 hours vs. the MCOLES 600 + hours), which lowers personnel costs. The other two programs require a certified police officer. The ORV enforcement grants provide 100% reimbursement for approved ORV enforcement expenses, while the other two provide a 3:1 match for approved expenses. The snowmobile enforcement grant program has received a substantial financial boost with the recent increase in snowmobile registrations targeted toward county and other local unit enforcement of snowmobile regulations. Thus the amount of approved expenses can rise.

Some counties, such as Clare, have made the commitment to employ a full-time recreation enforcement officer who works snowmobile, ORV and marine. They believe this allows for more professional enforcement, better in-house training for part-timers that provide additional manpower, and more continuity with grant applications, relationships with DNR grant managers

and reporting results. Others, such as Roscommon, have targeted the greatest concerns of their citizens, with the focus on marine safety and snowmobile. They suggest that their very limited resources, which must be matched with state dollars, must be targeted to the highest priority problems.

Directly concerning ORV enforcement, different counties encounter different types of violations that are likely to cause citizen complaints. In Roscommon County, ORV use sparks relatively few complaints, but the number is an increasing that focuses on road riding. In Ogemaw County, riding on state forest non-motorized trails, characterized as pathways, is most controversial. This is closely followed by road riding. In Gladwin County riding on forest roads and seasonal county roads is the biggest enforcement problem. According to the counties, most of the road riding is done by ATVs. One area that had been of concern in the past, trespass, appears to have subsided. In none of the counties was trespass noted to be the overriding issue.

In terms of experience with and impressions of the AuSable Pilot Project, the two counties involved in ORV enforcement grants feel the program has been helpful. They noted that improved signage has removed the ability to plead ignorance on the part of riders. They also noted the improved maps have gotten people to the right place to start riding on the trails. In Ogemaw County in particular, Sheriff Surbrook favorably compared the current situation to the 1980s when environmental damage was widespread and highly visible and there was more open social conflict among riders and non-riders. He believes today the trail system is better designed and designated, and that improved enforcement and the "closed unless posted open rule" has significantly improved the situation.

The two counties not in the ORV enforcement grant program both noted that the DNR has been increasingly responsive to ORV concerns since the program's inception. Gladwin County noted that Sgt. Brad Smith had done an outstanding job. In Roscommon County, they send ORV complaints to the DNR through their central dispatch system. Both Gladwin and Roscommon expressed interest in involvement with the ORV enforcement grant program in the future.

Concerns that the sheriff departments participating in the ORV enforcement grant program noted were that early springs in 1999 and especially 2000 resulted in intense trail use prior to proper trail preparation for spring use. They also noted that such preparation is variable, depending on the cooperator doing the on-site work. Paul Mulder, who works on Leota in Clare County, was singled out as an exceptionally good cooperator, highly responsive to problems and well prepared to deal with them. A second concern is the need to better schedule with other enforcement entities, such as the DNR or US Forest Service, to ensure the best coverage with limited officers. A final concern regards attitude or orientation. A number of county personnel noted that they are primarily focused on doing courtesy checks, providing information and gaining voluntary compliance. They don't necessarily feel this is the attitude of some DNR officers, who they perceive as more interested in administering sanctions.

DNR Forest Management Division (now Forestry, Minerals and Fire Management)

Interviews were conducted in Fall 2000 with the managers of the two forest management units in the Pilot Project area, Gladwin and Roscommon. From Gladwin, Courtney Borgondy and Brian Powers were interviewed, while in Roscommon Don Torcha and John Williams (ORV Technician) were interviewed.

Forest managers are charged with land management on the state forest system across Michigan. In addition, they have fire management responsibilities on over 20 million acres. These land stewardship responsibilities also extend to the ORV trail system. For the AuSable Pilot Project, forest managers were responsible for resigning the 276 miles of designated ORV trail and route system within the Pilot Project area. Besides signing and supervising the work of maintenance grant sponsors such as the Cycle Conservation Club, forest managers are also charged with maintaining the environmental integrity of the forest. This includes protecting the environment from impairment and pollution. To this goal, the ORV trail/route system is designed to limit environmental damage by avoiding wetlands, steep slopes, sensitive areas, etc.

During the interviews, this environmental protection aspect of ORV trail/route management emerged as the greatest challenge. Managers felt that the improved signage, information and law enforcement had significantly improved the visibility and use of the trail system. However, with this additional use came additional challenges. For example, in the Gladwin management unit, the water table is near the surface in many areas. ORV trails that supported moderate use with minimal environmental damage are now more severely impacting the environment under the heavy use brought about by the Pilot Program. Key trail design and maintenance issues noted by land managers are the need to reroute trails away from wetter sites, harden trails or provide better drainage in wetter soils. There is also a need to constantly restrict the development of side trails and undesignated scramble areas.

Maintenance and development grant sponsors are crucial in developing boardwalks to harden and protect wet sites where ownership restrictions and other factors dictate the trail must be located. Side trails often develop as a result of deterioration of the main trail. Again, restoration of these trail locations, either through hardening or permanent rerouting to a more suitable location requires regular communication with grant sponsors who are often on the trail on a weekly or more often basis. For DNR managers, time on the trail, especially at the beginning of the traditional riding season is especially challenging. In April and early May forest managers are preparing other recreation facilities for opening (e.g. state forest campgrounds), have heightened fire danger and major suppression responsibilities, and are conducting prescribed fire management. Communication and cooperation with grant sponsors at this crucial time is imperative to a functional, environmentally sound trail system.

Site restorations, such as Grimm Hill, have made significant strides since the Pilot Project. With improved enforcement and signage, illegal use of former hill climbs, bowls, etc. has declined although not been eliminated. Managers felt that there was a certain group of individuals who they characterized as "outlaws" who would do what they wanted regardless of signage and information. The only way to control some of this behavior was through aggressive enforcement.

Another challenging part of land management that influences ORV trails and routes is timber management. Harvest activities may result in the need to resign an existing trail segment or actually design and develop a new trail segment. While managers work with loggers to ensure harvest activities have minimal impacts on trails, certain prescriptions can significantly alter the appearance of the landscape, making it difficult for riders and leaving hazards that need to be remedied prior to re-opening the trail. This is an area where better planning, communication and cutting specifications may reduce trail related impacts of harvest.

Managers, especially in the Gladwin area, have also noted year-round use of ORV trails in mild winters. This results in a need for signage, enforcement, etc. across the year. Management for this use has not been budgeted in the areas of maintenance or law enforcement.

Maintenance and Development Grant Sponsors

Maintenance and development grant sponsors interviewed included the Executive Director of the Michigan Cycle Conservation Club (CCC) Bill Chapin and Paul Mulder, who directly maintains the Leota ORV trail, both east and west loops.

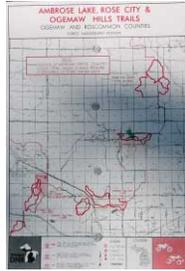
Both cooperators note that there is significant support for the improved signage among users of the designated trail system. One challenge Mulder noted was that the eastern loop of the Leota ORV trail is within the Pilot Project Area while the western loop is not. Riders were often confused when they entered the trail loop without the yellow backers behind the confidence markers.

Chapin noted the continuing controversy about the MCCCT. As the parent organization responsible for MCCCT establishment (and many other designated ORV trails), the CCC strongly supports the continuation of the MCCCT. Many of the membership of the organization, some who have ridden the trail since its inception, have dual sport motorcycles. These Secretary of State registered (street legal) vehicles can legally travel on state and county highways and forest roads, as well as the designated ORV trail, route and area system. Concerning the alternatives about the MCCCT noted in the questionnaire to ORV licensees, they are willing to work to implement either one or a combination of the two alternatives, riding designated road shoulders or creating new trail corridors connecting the loops, to maintain the official designation of the trail. They are unwilling to accept decommissioning of the MCCCT.

It was also noted that not all riders of licensed ORVs receive ORV regulations when they purchase licenses. This creates problems, as many are not clearly aware of the designated trail system. It appears that ORV license agents do not uniformly distribute the ORV regulations to every licensee. Licensees may also expand their riding horizons, as they become more skillful operators. Some, after initial use of the ORV on their own land, seek additional places to ride without knowledge of where it is legal or how to find out.

PHYSICAL SURVIVAL OF SIGNAGE

One of the key components of the AuSable Pilot Project is the improved information provided by new and more visible signage. Those signs take a number of forms as well as the directional, stop, intersection, and other trail signs that continue to be posted on all designated ORV trails and routes, including in the Pilot Project Area. The new signs are yellow backers behind orange triangle confidence markers posted every 1/10 mile on the designated trail/route system, "closed to motorized use" signs posted at all trails, paths, etc. not open to wheeled motorized use that intersect the designated trail system, and the "You Are Here" maps.



Forest managers, ORV technicians and maintenance and development grant sponsors provided a wealth of anecdotal information about the physical survival of this signage. Unfortunately, there does not appear to be a written record of the actual placement and replacement of yellow backers. Based on manager and grant sponsor observations, of the three types of signs, the confidence markers with the yellow backers are perceived to survive better than the other two types of signs. Overall however, there has been no increase noted in the proportion of signs missing when comparing signage survival prior to the Pilot Project to during the Pilot Project.

Confidence Markers and Yellow Backers

There appears to be little controversy about the confidence markers as they clearly mark the legal trail/route system for riders and they were remounted on posts rather than trees during the placement of the yellow backers to protect timber resources. Losses do occur through forces of nature (falling branches, snow, wind), during timber harvest where cutting, skidding and other actions may knock down posts or remove signs from posts and through some minimal level of vandalism. No data was made available to researchers concerning the number of yellow backers and confidence markers actually placed at the beginning of the project or of the number replaced. An estimate of those initially placed is $276 * 10 = 2,760$ (276 miles * 10 per mile). Paul Mulder (maintenance grant sponsor) and John Williams (ORV technician) noted that the yellow backers have been durable and that losses were very low. There does not seem to be any targeted vandalism focused on these highly visible trail markers.

Closed to Motorized Use

"Closed to motorized use" signs are much more controversial than confidence markers. These signs do not survive as well as confidence markers according to forest managers, enforcement officers and maintenance and development grant sponsors. Many riders (see Table 22) view these signs as the loss of a trail once open to their use. They may reason if the sign is gone, they can legally ride again. However, as it is clearly mandated by law, only the designated trail/route/area system can be used to ride on public forestland in the Lower Peninsula. Hence, no visible "closed to motorized use" sign is not a legally valid argument.

Forest managers and enforcement personnel suggest that "closed to motorized use" sign should be posted at every intersection with a trail, road or pathway not open to ORV use. Maintenance grant sponsors have been more supportive of focusing only on problem areas where improper ORV use has been observed.

"You Are Here" Maps

These maps are very popular with riders. The loss of these maps has generally occurred near trailheads and roads. This suggests that ORV operators may not be the only ones removing the maps. Paul Mulder noted no loss of these maps in the more remote sections of the East Leota ORV trail. Mulder also noted high demand for the high quality individual trail maps that are posted under plastic at the trailhead. Many riders would like to get a map at the trailhead to take with them, rather than search for a "you are here" map. He suggests that a map box be available at each trailhead so riders could acquire a quality map at that point. This would facilitate riders staying on the trail by allowing all who desire to take a map on their ride, rather than only those who ordered one ahead of time and had it mailed to them by the DNR or downloaded one off the internet.

On-Site Sign Inspection

The authors conducted an on-site inspection of selected sections of the Ambrose Lake, Geels North, Ogemaw Hills, and Rose City trails during summer 2001. These site visits, involved riding and inspecting from 10 - 20% of the mileage on each trail.

The visits confirmed many of the observations made by grant sponsors and forest management personnel. For instance, there were no visible incidents of vandalism to yellow backed confidence markers. Moreover, most of the confidence markers were posted at the standard interval of 1/10 mile. One problem noted was that some confidence markers were either obscured by vegetation (figure 8) or positioned away from the trail treadway, making them difficult to see. This can be especially challenging near a turn as the rider may be narrowly focused on the treadway. Since maintenance of confidence makers most often occurs during spring before full leaf-out, it may be difficult for grant sponsor volunteers to envision mid-summer level foliage. This may require extra trimming in the spring around confidence markers or a second look in June with appropriate follow-up trimming.

The "closed to motorized use" signs observed were primarily in tact, with very few cases with the sign either vandalized or missing. No situations were found where the "you are here" maps were vandalized or missing. In summary, the physical survival of signage based on field inspections agrees with the sign logs maintained by grant sponsors. There is relatively little loss of signage. The one problem not related to physical replacement is to improve efforts to maintain proper visibility by continued trimming.



Figure 8

CONCLUSIONS

There are six key conclusions drawn from this evaluation. The first is that there is substantially more support than opposition for a better identified designated trail/route/area system among ORV licensees, forest managers, maintenance and development grant sponsors and law enforcement. The techniques used on the AuSable Pilot Project have provided better identification for the 276 miles of designated trail/route system in those four counties. This does not mean that these techniques are perfect, but they are an improvement over the system used on the rest of the designated ORV trail/route/area system. A key problem still to be addressed is the similarity between snowmobile and ORV confidence markers. The DNR has proposed a separate signing study to examine the most recent standards and practices for snowmobile and ORV signing and this should shed light on this challenge.

Second, according to enforcement officials, this better identification of the trail system has made enforcement more straightforward. Coupled with increased enforcement presence as noted by ORV licensees in the survey and documented by DNR LED officers, enforcement officials believe and the data shows, that compliance with ORV rules related to legal riding locations has increased.

Third, a lack of knowledge or incorrect beliefs about ORV rules by licensees continues to lead to many riding violations, even in the Pilot Project Area. Much of this relates to confusion, honest or willful, regarding what is a snowmobile trail (orange diamond confidence markers) and what is an ORV trail (orange triangle confidence markers). It is vital to better inform ORV licensees what does and does not constitute a designated ORV trail. ORV and snowmobile dealers, ORV and snowmobile safety instructors, support businesses that serve these riders such as restaurants, stores and gasoline stations all should be provided with accurate information to post, reinforcing the rules. In addition, better differentiating by trailhead maps and on-the-trail signage between ORV and snowmobile trails would strengthen the distinction.

Fourth, according to state forest managers, law enforcement personnel, ORV grant recipients, and riders of licensed ORVs surveyed, the Pilot Project has led to an increase in use of the designated trail system in the four county area, mostly by riders from the SLP and out-of-state. This suggests additional effort and resources will need to be expended to maintain the trail system. This may include hardening sensitive sites, re-routing trails to more suitable locations, infrastructure support such as trailheads and their maintenance, take along information such as maps available at trailheads, etc. This is likely to increase maintenance and development grant sponsor costs. Without such investment however, environmental damage is likely to be exacerbated, as forest managers noted. Smart technology counting devices should be used to provide indices of use over time. Coupled with the perceptions of use by riders, managers and grant sponsors, this will facilitate more thorough evaluation of environmental and social impact in relation to use levels. This will require an enhanced level of cooperation among all concerned parties.

Fifth, the Pilot Project has not engendered the level of cooperation needed in law enforcement for the most effective response. While counties and the DNR LED often take different approaches, with counties focusing on trailheads, education and local landowner complaints and the DNR LED officers targeting down-the-trail behavior and more remote environmental damage sites, this approach needs to be viewed as complementary rather than a lack of conformity to one "preferred" narrow approach. Both sets of approaches are important venues for a visible law enforcement presence and enforcement action. Such a division of labor exercises a wide range of law enforcement response. Involvement of the other two counties in the program would further strengthen enforcement efforts and dovetail with better differentiation of the snowmobile and ORV system.

A final challenge is the MCCCT. There was very little support for and strong opposition against abandoning the MCCCT. Riders, forest managers, maintenance and development grant sponsors and law enforcement officials all support an MCCCT system open to licensed ORVs. The challenge is to find the routes between designated ORV trail loops. Riders were slightly more supportive of using designated county road shoulders than establishing state/national forest designated ORV trail connectors. However, many saw this as primarily the quicker, hence best of the two connector proposals. This needs to be weighed carefully with the negatives of greater cost and time delay in establishing true ORV trails to connect the existing designated loops and the positives of not mixing with auto/truck traffic and the confusion of riding some road shoulders and not others. It is likely that a combination of the two approaches will be needed to fully establish the connectors among the loops.

LITERATURE CITED

Nelson, C., Lynch, J. and D. Stynes. 2000. Michigan Off-Road Vehicle Use and Users. Department of Park, Recreation and Tourism Resources, Michigan State University, East Lansing, MI.

APPENDIX A

AUSABLE OFF-ROAD VEHICLE PILOT PROJECT QUESTIONNAIRE

AUSABLE OFF-ROAD VEHICLE PILOT PROJECT QUESTIONNAIRE

1. For each ORV owned by a member of your household, please complete the table.

	Type: 2W = motorcycle ATV = 3&4 Wheel ATV SUV = 4X4, dune buggy, etc.	Licensed by Sec. of State to ride on state or county rds?	Num. of miles driven off road in MI 10/99-9/00	Num. of days driven off road in MI 10/99-9/00	Number days used off-road on designated trails in MI 10/99-9/00
1		yes or no			
2		yes or no			
3		yes or no			
4		yes or no			
5		yes or no			

2. The following statements concern where it is legal to ride a DNR licensed ORV that is not street legal, in the Northern Lower Peninsula (NLP). Not street legal is defined as an ORV that is not registered with the Secretary of State. These typically include motocross motorcycles and 3 and 4-wheel all terrain vehicles. ORVs that are typically street legal include 4-wheel drive trucks and SUVs and dual sport motorcycles. Your responses will help clarify how ORV riders understand the rules.

Please indicate when/where you believe it is legal to use a non-street legal ORV in the NLP.

NLP Riding Situations for Non-Street Legal ORVs

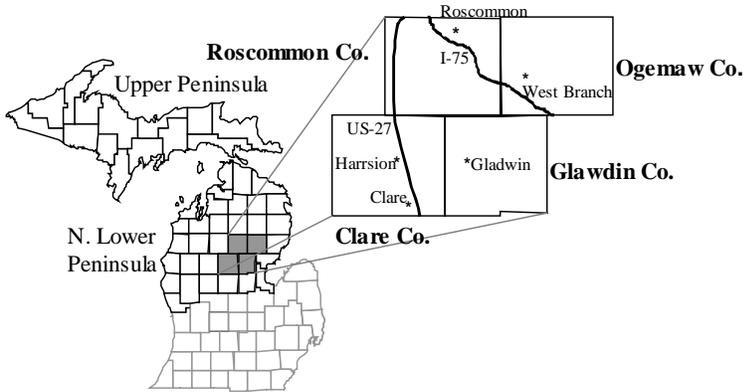
	<u>Legal</u>	<u>Not Legal</u>	<u>Do not know</u>
On a public forest trail/road marked only with orange diamonds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On a public forest trail/road not marked with orange triangles or diamonds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On a public forest trail/road marked only with orange triangles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On a public forest trail/road marked with orange triangles & orange diamonds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On a county/state road right-of-way marked only with orange diamonds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On a county/state road right-of-way marked only with orange triangles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On a county/state road right-of-way not marked with orange triangles or diamonds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On private land with landowner permission	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On public forest land without a trail/road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. The Michigan Cross Country Cycle Trail (MCCCT) connects a series of ORV loop trails. The loops are open to DNR licensed ORVs, whether they are street legal or not. However, in its current state, the MCCCT connectors between the loops often use county roads or state highways only open to street legal vehicles. Use of these connectors by non-street legal ORVs has led to many citations by enforcement officers and complaints from ORV licensees, motorists in passenger cars/trucks and adjacent landowners. The DNR and others are considering a number of alternatives to the current situation.

Please rate (“✓”) your support/opposition concerning the following options and explain your rating.

Alternatives	Strongly support	Support	Oppose	Strongly Oppose	Do not know
Reroute the MCCCT connections onto existing or newly purchased state/national forest trails/roads designated open to all DNR licensed ORVs	<input type="checkbox"/>				
Why this rating?					
Gain permission for non-street legal ORVs to use county road rights-of-way where no public trail alternatives are available for MCCCT re-routes	<input type="checkbox"/>				
Why this rating?					
Eliminate the MCCCT connections that are now illegal for non-street legal ORVs	<input type="checkbox"/>				
Why this rating?					

Four County AuSable ORV Pilot Project (Clare, Gladwin, Ogemaw, and Roscommon Counties)



- AuSable Pilot Project ORV Trails**
 Leota east loops (Roscommon/Clare Co.)
 St. Helen (Roscommon Co.)
 West Higgins (Roscommon Co.)
 Denton Creek (Roscommon Co.)
 Geels (Roscommon Co.)
 Gladwin (Gladwin Co.)
 Rose City (Ogemaw Co.)
 Ogemaw Hills (Ogemaw Co.)
 Ambrose Lake (Ogemaw Co.)

4. What year did you first ride an ORV in the **Four County AuSable Pilot Project Area (pictured above)**?
 _____ YEAR _____ NEVER RIDDEN THERE (If "✓" go to Question 5)

If you have ridden in the **Four County AuSable Pilot Project Area**, did you ride there during the past 1 ¼ years (6/99-9/00) on public or private lands or frozen waters for any purpose? YES NO

5. How many days were your ORVs used off road (not on state or county highways) in Northern Lower and Upper Michigan during 10/99-9/00?

ESTIMATING DAYS OF OFF-ROAD USE: Consider each day, or part of a day that an ORV was operated, as 1 day.

Distinguish among these different types of ORV uses:

Public Land Riding: on public forest roads, designated ORV trails/routes, scramble areas

Private Land Riding: around your home, on private forest roads, cross country travel, scramble areas, farm use, etc.

Hunting & Ice Fishing: scouting, baiting, riding to/from hunting/fishing site on public or private land or frozen water

COMPUTE ORV DAYS considering the number of days each ORV was used by region (map above) and type of use. For example, if 2 ORVs were each used for 3 days to ride public trails areas in a region, you would have 6 public land riding days for that region. If there are no days for a region or a use, leave the appropriate boxes blank.

Off-road use of all 3 & 4-wheeled ATV'S (If none owned or not used during 10/99-9/00, leave blank)

Region	Number public land riding days	Number private land riding days	Number hunting & ice fishing days with ORV
Upper Peninsula			
Four County AuSable Pilot Project Area			
Rest of NLP (North of Bay City/Muskegon)			

Off-road use of all MOTORCYCLES (If none owned or not used during 10/99-9/00, leave blank)

Region	Number public land riding days	Number private land riding days	Number Hunting & ice fishing days with ORV
Upper Peninsula			
Four County AuSable Pilot Project Area			
Rest of NLP (North of Bay City/Muskegon)			

Off-road use for all TRUCKS, SUV'S, DUNE BUGGIES, etc (If none owned or not used during 10/99-9/00, leave blank)

Region	Number public land riding days	Number private land riding days	Number Hunting & ice fishing days with ORV
Upper Peninsula			
Four County AuSable Pilot Project Area			
Rest of NLP (North of Bay City/Muskegon)			

6. If you **RODE** in the **FOUR COUNTY AU SABLE PILOT PROJECT AREA DURING THE PAST 1 ¼ YEARS (6/99 – 9/00)** go to **QUESTION 7**. If you did not ride in the area during 6/99 – 9/00 skip to **QUESTION 13**.

7. A number of changes have been made in the AuSable Pilot Project area on the designated ORV trail/route/scramble area system and at locations where unauthorized use has been frequently reported. These include a variety of new and more visible signs, maps and increased law enforcement. Please give your opinion of these efforts using the rating scale of 1 to 5, with 5 as very good, 4 as good, etc. (Please circle the number for each item and provide an explanation for your rating)

Initiatives	Very Good	Good	OK	Poor	Very Poor	No Use or Knowledge
Yellow backed confidence markers	5	4	3	2	1	0
Why this rating?						
ORV law enforcement	5	4	3	2	1	0
Why this rating?						
MCCCT signs	5	4	3	2	1	0
Why this rating?						
“Closed to motorized use” signs	5	4	3	2	1	0
Why this rating?						
“You are here” maps	5	4	3	2	1	0
Why this rating?						
AuSable Pilot Project as a whole	5	4	3	2	1	0
Why this rating?						

8. Concerning the signage, please check all of the management changes you have seen in the project area.
(Please “✓” all that apply)

- ORV confidence markers with yellow backers
- “You are here” maps
- “Closed to motorized use” signs
- MCCCT signs noting open to street legal vehicles only

9. Which of the increased information/visibility signs would you support for the rest of the state’s ORV trail/route system?

	<u>YES</u>	<u>NO</u>	<u>DO NOT KNOW</u>
ORV confidence markers with yellow backers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
“You are here” maps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
“Closed to motorized use” signs to control use of nearby non-trail locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. How many times during 10/99 – 9/00 were you or member of your household checked or stopped by a law enforcement officer while riding an ORV within the **Four County AuSable Pilot Project**? # _____

11. Did you or any member of your household see, but were not stopped or checked by a law enforcement officer while riding an ORV **within the Four County AuSable Pilot Project** during 10/99 – 9/00? . . . YES NO

12. Due to the **AuSable Pilot Project** initiatives of signage, enforcement, and information, I now plan to ride ...
 More A similar amount Less Not at all ... in the **Four County AuSable Pilot Project Area**.

 13. How many times during 10/99 – 9/00 were you or member of your household checked or stopped by a law enforcement officer while riding an ORV **outside the Four County AuSable Pilot Project**? # _____

14. Did you or any member of your household see, but were not stopped or checked by a law enforcement officer while riding an ORV **outside the Four County AuSable Pilot Project** during 10/99 – 9/00? . . YES NO

15. Check “✓” the activities you participated in during 10/99– 9/00
 Ice Fishing Deer Hunting Snowmobiling

APPENDIX B

AUSABLE PILOT PROJECT COMMENTS

1. I feel we need more open and connected ORV trails through the entire state. Snowmobiling is widely accepted but ORV's are not.
2. Why do we support cross-country ski trails with our license money? Being fair to all, they should pay a user fee.
3. My husband and I like to ride once in a while in the Huron National Forest near Oscoda. We have to trailer our machines out of Sid town, which is getting harder all the time due to our health. I would think they could provide us a trail out of our resort area. There is no consideration for the elderly in this sport.
4. I can't see the use of helmets. When we're fishing we don't need them on to fish.
5. Keep up the good work in keeping our trails open!
6. I would like to see more ATV trails in our state. —Maybe our state could hold an ATV jamboree some day to show other ATV riders what a nice trail ride and a beautiful state we really have. —Don't abuse the trails or we may not have a place to ride!
7. When I used the Gladwin area the trails were poorly groomed. Also there were areas open to 6 wheel drive vehicles-the width is too wide for 4 wheel areas.
8. Why can't we use ATV's or motorcycles in Midland County? Who makes these decisions?
9. I think that all state owned land should be open to ORV's. It is not fair for some ORV's to use this land while others can't. They say ORV's destroy this land but they let contractors cut our trees and tear our land up to get to those trees. What we need is more foot officers and less top management to enforce the laws we have, and to make sure ORV riders ride safely. —Too much speed for conditions, snowmobiles, dune buggies, trucks, ATV's, motorcycles-I think people can ride together if law enforcement would work with them. Same as rap program. Make ORV numbers bigger so they can be read from a distance, for reporting.
10. As of Dec. 2000, some "you are here" signs have been destroyed on Bear Lake trail on M-TC section. — Please have trail maps at trailheads and parking areas so people will be less likely to tear down the "you are here" maps along the trails. — Open a trail near Midland County. — Expand length of Gladwin Trail-too short. — We need to allow more use of snowmobile trails for DNR ORV trail use in the NLP. — Current ORV trails need to be maintained, smooth out whoopee-do's.
11. I never knew the AuSable Pilot Project existed. Since it's relatively close to our club area, I'm sure we will utilize this trail system come spring. — A major problem we as a club have seen is the poor marking of ATV legal trails. Many times you can drive down a trail from the trailhead and find yourself off the designed trail. Many times there is nothing telling which way the trail turns or where you're at. Markings are needed to let riders know they are still on the appropriate trail. Trail maps are DNR offices are poor at best.
12. There areas need speed limits and more law enforcement! People with families are intimidated or scared by the full speed — 'y'all be darned cowboy' attitudes of some users. — We had 4 collisions in less than an hour of scouting for ducks. — I'm an ex-motor cross racer and I know careless and stupid when I see it. I saw it in Gladwin, three fold.
13. Additional trails and connectors should be made accessible in Kalkaska County. — More dedicated single trails should be made available. — More enforcement to keep ATV off of single trails (Bear Lake). — More upkeep, signage and grooming of sad section 1.
14. You're pointed in the right direction but the flatlanders from down below ruin it for everyone. They are reckless and don't care about the environment.
15. Make other ORV trails present to the people who have ORV's. Not many people know where they are at. — A little more maintained trails, possible grooming during summer months so trails are not so dangerous.
16. We use our 4 wheeler to train our sled dogs. We need trails in Iosco County. When we do use it we are harassed by the DNR
17. I feel ORV's should have the some rights as snowmobiles. We pay annual fees and have a lot fewer places to ride.
18. I would like to have the name or county road number posted on the stop signs for major gravel and paved roads that the trail crosses. This would be very helpful in determining where you are on the trail system.

19. My ORV, a 4 wheeler Polaris, was bought for working. It's used almost daily in the winter plowing snow, etc. Other times of the year it's used to haul wood out of cedar swamps (private land). Hunting and fishing use are seasonal and frequent. I strongly support any effort to provide more trails for both ORV and snowmobiles.
20. I feel it is wrong to have to buy an off road sticker for ORV's when used for ice fishing. There are no groomed trails on the Great Lakes or in land lakes. And we should be able to ride them on county roads, same as snowmobiles.
21. I have a house and an 80-acre hunting camp on Drummond Island. Far too many 4 wheelers trespassing on private land signed properly. We need laws to keep them on trails. A ½ mile from my property is an ATV trail but they can't go as fast.
22. We use our ORV safely and sensibly, rules governing their use have made it impossible to use them. You can't get to designated areas without being ticketed. When we bought it we wandered off the trails to where 4-wheel trucks and motorcycles were allowed and were warned we could be fined. Even though we did no damage, we were warned we were destroying the habitat and would be ticketed – the same area we were in has been clear stripped and is a bloody mess. Nothing I could have done with my ORV compares with what is done to the land and forest by this method of timbering. If you are really interested in preserving our forests this clear stripping of state land should be outlawed – immediately.
23. I hope this helps but it is very expensive to buy ORV trail for 2 4-wheelers, 1 3-wheeler, 1 4x4, 3 snowmobiles. I think it should be 1 ORV trail per person not per machine like a driver license.
24. I used to ride snow machines but for the last 15 years I only use my 4-wheeler for hunting on private land and ice fishing.
25. There is one thing I strongly urge is not to let our government shut down Silver Lake State Park sand dunes to vehicle use. Myself along with my friends strongly support the use of them (the dunes). I have been going there for over 30 years and will as long as possible. This is one of the few places in the U.S. where the public is able to use something so beautiful. To drive around on the dunes is the only way to fully experience and appreciate them.
26. Why do we have to help pay (ORV sticker) for all the trails and signs and other things when all I do is ride from shore to fish on the ice about 4-5 times a winter?
27. I think 94 sound limit is too low for a four-stroke motor. There are Harley-Davidsons running right in front of everyone's house with no mufflers at all and no one bothers them. I live near West Branch where the HOG rally is and they are welcomed with open arms. We ride in the woods away from everybody and our sound is strictly enforced. To the human ear a 94 two stroke seems louder than a 100 four stroke. I think a 100 limit for four stroke ATVs would encourage use of four stroke engines, which are cleaner, and more fuel-efficient and I don't think Joe Public would even know the difference.
28. I hunt and fish in all places of the state. It bothers me that I can cross the bridge and I can do as I please. Down here they are always after you. It is unfair, I pay for the same license whether here or in the U.P. and to have an ORV is a big rip off.
29. The most restricted rules are made and misunderstanding because of too many dos and don'ts. It's a confusing brochure and very misunderstanding with the average snowmobile or ORV. --- Every county should operate under the same rules whereas in traveling it's hard to understand where you are. The trails become too common and no advantage of adventure once you have been on it. Open up more trails, with \$32 a sled the state can well afford it.
30. ATV's should be allowed on state and county roads just like snowmobiles.
31. I presently hold a disabled ORV permit.
32. My 2 sons have ATV's and the only time I get to ride with them is when I go to the U.P. hunting. I live here in Roscommon County with all this state land you think we could go riding other than the motor sports area, which is too small of an area. I told my boys we can't afford to ride around here as each week I read about 15 to 20 ATV's getting tickets for riding outside the motor sports area. This costs anywhere from \$20 to \$50. I think the DNR is getting rich from these things.

33. The state should increase its number of officers on the ORV patrol and should confiscate vehicles for 90 days for second offence violators and permanently take vehicles from offenders on the third offence. If signing is improved this is only fair to law abiding trail users. We do not need to be put in danger by idiots and thugs.
34. The Michigan off road trail system is great. There is no other trail system like it in the U.S. I am an avid off road rider and have been lucky enough to do this for 30 years. I would hope that ORV users would be able to share Michigan forestlands for many more years to come. I realize that my sport does agitate other users of state forestlands and surrounding areas, but I feel that working together to solve problems. Setting guidelines, educating users of the proper way to ride on Michigan lands. Michigan is a wonderful state for recreation and I feel that all people whatever their recreation is, should be able to share Michigan State Forests.
35. This ORV system is somewhat new to me. I do enjoy riding and going for a weekend is great. I have noticed that some of the trails need better grooming, as far as brush being trimmed. The map system is very helpful. Keep up the good work. Thanks.
36. I love rising my 4-wheeler. I just wish there were more places to ride them in the Lower Peninsula.
37. We need a strict trail law enforcement system to keep irresponsible ORV riders off the trails or force them to become legal. --- New trails are the only way to keep our current system of trails from becoming unable to be ridden on (whooped beyond repair and eroded into washes).
38. It is an unthinkable endeavor to develop ATV trails for the state. This will give people a place to ride and hopefully keep them from tearing up habitat, forestlands, etc in non-targeted areas. --- I believe an ORV sticker should make it allowable for an ATV operator to use county roads as access connectors to private lands. In Branch County the only public lands are boat launch sites so everyone rides on private lands and roads.
39. I currently feel that forest roads need to be reopened in the L.P. to all ATV's and ORV's. I don't care for the current laws that reject ATV's from riding the forest roads in the L.P. I don't understand how snowmobiles can ride the right shoulder of most county roads and yet ATV's must be on designated trails. It's very unfair.
40. Some of the ORV riders follow all the rules they know but there are some that seem not to care. It's a shame that a few make it harder for the many that try to follow the rules. So that they can enjoy for years to come. I look forward to taking my kids camping and riding for weekends, sometimes that's the only time I get with them. It is hard enough to keep your family all together.
41. You should make it legal for ATV riders to help with clearage only for disaster areas such as coming tornado. We should be able to help DNR keep trails clear for riding such as chain saws to clear fallen trees blocking paths. This would make riding more rewarding and enjoyable. Knowing we are helping our fellow riders reach their destinations.
42. Would like to see wider trails so ATV and dune buggy can use same trail.
43. In the Atlanta area all ORVs are considered equal and all can be used at same time summer and winter. So I bought property up there. We ride many miles with no complaints or hassle from DNR or police. In winter we ride with snowmobiles or our ATVs in summer with cycles. My question is why can't all the trails in Michigan be used by all? We all buy ORV stickers or trail permits, we all share highways with cycles and semis and such. Those few who break the law get tickets. I think it is ridiculous to have cycle only or snowmobile only. Have everyone buy trail permits and use them all. It's everyone's taxes that purchase these lands, we all own them, right?
44. We (our group of riders) enjoy camping and being able to ride the trails right from camp. This saves a lot of time and hassle and it allows for more riding time and keeps people on the trail system.
45. I have been an avid dirt bike rider for many years. There is not enough tight trail for motorcycles. The quads and the groomers have opened up the trails so the speeds have become unsafe. With the tighter trail you can't go as fast. Also it would be nice to make the same rights as a snowmobile as far as using the shoulder of road. A bike and a snowmobile run the same engine. Some new trail would be real nice; the old trails are over used.

46. Thank you for your interest/concern for our public trail systems. Off road riding is my #1 recreation and I care deeply about the proper management of public land. --- I disagree with the DNR decision to widen most single-track trail to 48". The cycle conservation club created many of these trails many years ago for motorcycle use not 3 and 4 wheelers. Many motorcyclists seek out the single track and consider the trail ruined when it is opened up to 48". 3 and 4 wheelers are more suited to scramble areas and 2 track forest roads. --- Your survey failed to consider the off road miles/day used for competition use on designed trails (i.e. Enduros).
47. I would like to see more relaxed laws in southern Michigan concerning some hunters ho have a heart problem or some sort of handicap where they might be able to ride an ORV to hunting blinds.
48. Mr. Nelson, glad to help. I have some concerns about maps. I am in Clement Township about 20 miles to Gladwin trial head. I would like to see more detailed maps to pick up Sterling Truck Trail. I can't find the trail that is closer to me which I think ends or can get to off Secord Lake road. It would be closer for me to go and I could ride more. Also not too sure about winter riding rules. Do they apply the same as spring and summer? Still think we should have more trials. There is plenty of land to use. Thanks.
49. The way the laws are written it is almost impossible to be 100% legal at all times. And I do try to obey all the rules.
50. I did not ride much last year. Most of my riding is on snowmobile trails in the summer. --- I do find the signage confusing when I cross these ORV tails occasionally.
51. More trails open to riding. Possibly a way to ride shoulder of road to get to trail, etc.
52. I would like to hear more about the AuSable off road project and be able to get a detailed map of this area. I have only been riding a couple of years and have private property to the project area and have to ask the DNR about places to ride legally on state lands and have not been able to get any info. Only about the mounds to Genesee County and Silver Lake State Park. If I could get more information I would appreciate it.
53. The legal ORV trails in the project area are very narrow and often come to a dead end or are just too short. It is also very difficult to legally get to these areas. For these reasons we do not ride in Michigan as much as we do out of state. We enjoy nice long scenic rides 1-2 of the weekend days, which are not possible in many of these ORV areas. Too many of the ORV trails are small and not linked to each other-legally. Would like to see more ORV trails opened and lengthened.
54. Why are trails and public right of ways open to snowmobiles and not ORV's?
55. Please open more areas and designated trails for non-street legal ORV's. This is a great family sport and our family spends a lot of time together riding.
56. I feel it is totally unfair and unreasonable that it is illegal to drive a 3 or 4 wheeler down a trail that it is legal to drive a full sized pick up truck down. Which one can cause more damage? Of course it is the pick up truck. What kind of preserve logic is this?
57. I think the DNR should be more liberal on where you can ride during deer season to get to your hunting spot or for scouting. Also I think the rules for off road riding should be spelled out better and publicized better so there are no surprises out in the field. Maybe every registered ORV could have a copy mailed to them.
58. In most places there are explanations of the trail markings at the head.
59. I apologize for such little info, as my off roading had been limited for a couple years.
60. The Higgins Lake trail is marked beautifully. Ambrose Lake is marked pretty good. All three of St. Helen loops are terrible. We got lost every time we tried to ride them last year. The scrambler area is the worst. We could find the edges of it but couldn't find a different way out than the way we came in. please do something about grooming these trails and the Gladwin trails. I'm too old to ride 40 or 50 miles of whoop-de-dos.
61. We would like to be able to ride our ORV as equally as a snowmobiler is. Half the time when you want to ride somewhere it's a snowmobile trail only. We should be able to ride the same trails and be able to enjoy a family outing also. We pay for the ORV-ATV stickers the same as the rest but are limited as to where we can ride. I don't feel it is a fair deal to the ORV's. In order to enjoy the woods in the winter you have to have a snowmobile; maybe I don't want a snowmobile. So let's do away with the discriminatory behavior and give us some rights too!

62. When I was younger we used to ride in Alcona County then a man with a lot of money showed up and bought his way into politics and claimed he used to fish a stream that we rode through and that we killed all of the trout. Well if they would have went to the site (Bull taco Hill) they would have saw that the beavers had dammed it off and had killed the trout. His money was able to close the site down and restore it to fishing potential yet no one fishes there. Why because they never removed the beavers. Big surprise, politicians trying to be where they aren't accept in their pockets. Now camp grounds and tourism in this area suffer or have packed up and moved. Take time to check it out. I could talk all day about this situation and have been involved with Gladwin as well.
63. My friends and I enjoy riding for pleasure and hunting and fishing and use these trails safely and responsibly. I believe that ORV's can safely be allowed to go into an area for food and gas under strict guidelines. There is a need for trails to be checked for markers that are removed on the trail by residents in area. I think citations should be given to riders on the trails using them reckless and dangerous to others riding. I am looking forward to new trails opening up in St. Helen area this spring. I would like to see information about traveling 2 track roads, hunting using a 4 WD vehicle state licensed the language on ORV permit required or not.
64. I use my 3 wheeler for ice fishing. I don't think you should have to have an ORV sticker to drive on the bay to go fishing. Also ORV stickers cost way too much. What do I get for the money I spend on a sticker every year? I don't use the ORV trails. So what do I get for my money?
65. How come the fees are so high for using Rails to Trails? And we can't even use our ATV's on them. Some people say they had to pay \$2.00 just to walk on the trail. Some people that own land adjacent to the trail are complaining because of the noisy snowmobiles running all hours of the night.
66. I don't drive my RV 100 miles per year on my own property.
67. \$16.25 is too much to pay for no benefits.
68. We feel there are far too many restrictions for ORV's. The parks are beginning to restrict ORV's from going in and out, which is an inconvenience when camping. It encourages you to camp at a location other than a State Park.
69. I believe we should be allowed to use all public forest roads and trails that snowmobiles use and SUV's and cars are allowed to drive on. As long as we are responsible and not reckless and cause unnecessary damage to the terrain.
70. The DNR changes its rules, but fails to inform the public. ORV dealers would be a good place to help spread the word on new laws/ riding places, permit fees etc. Or even a mailer with address to obtain info. Most problems arise from a lack of knowledge and availability. Thank you.
71. The trails in Gladwin County are great. The trail north of M-61 has got to be the best in the state. It has a good mix of straight trail curvy sand and mud. All of the new trails should be modeled from this trail. Also, there seemed to be a lot of campers. I rode only on weekdays because I thought there might be a problem with overcrowding.
72. Trails need more grooming and more places need to be open to get fuel. Should have the same rights as snowmobiling.
73. I do not use any of these ORV trails. I have an ORV but only use it on our own property. I have never heard of these trails.
74. Can you please send me maps where my wife and I can legally ride 4 wheel ATV? This would greatly be appreciated, as we presently have no idea. This past November 2000 during deer hunting season we were warned by federal forest officers in Manistee National Forest that if we were caught riding our 4 wheelers at anytime we would be fined and 4 wheelers impounded. These officers were from Manistee region office. However, snowmobiles were running 2 track and back roads, which they did not bother. The female officer told us we could ride our 4 wheelers in the U.P. on federal land until hell freezes over with no problem but not in Manistee. I don't understand, same federal land. We have used this same area for hunting for a number of years with no problem until this past November. Being older folks we are not hot roders. Please send me maps or information as requested. Thank you very much.
75. This ATV is used to operate a campground only.

76. I'm not sure about all the rules and regulations. I use my ATV primarily for hunting and fishing. My young children and I enjoy riding back trails and 2 tracks, especially on late summer evenings. I understand I may be in violation for not being on designated trails. I see nothing wrong with this type of use. I'm harming no one or the environment. I also think the trails and loops are a very good idea but I don't believe people should be forced to use only those trails.
77. Why not let us 4x4 quad owners travel on all areas like a snowmobile from October through April, for sure the ground is frozen and snow covered. Quads for sports hunting and fishing do not tear up the land like a snow machine. Look at the horsepower the snow machines have now days. Quad owners that have a 4 wheel drive unit, we do not go out and rip and tear. We only use them to fish and hunt as an easier way of transportation. So that's my feeling, top speed with a 4x4 quad is 50-60 mph maybe and they are built for power to haul not race like snow machines. Thank you.
78. I buy an ORV sticker each year because the law says. I receive nothing for my money. Most of my riding is because I have arthritis and can't walk well; most of my riding is to get a round. I can run in the U.P. and enjoy it. Where I live I ride on private property. 3 game wardens gave me a ticket for \$60.00. Snowmobiles use the same road and then cut across our property (with out permission) them turn into another plowed road. They get no tickets, the game warden says it's okay.
79. Find a way to groom the trails like they do snowmobile trails. I like what they have done to make the trails easier to follow.
80. Being an ER dr., I see all the drunken sorts who come up from downstate to rape the land. They don't stay on the trails, they don't obey the laws, and they tear up countless roadless areas and should be banned from public land.
81. A comprehensive map of trails and campgrounds would be cool. 'You are here' signs would increase my range of fear of getting lost. --- Do not appreciate trails that have been converted to walking only. I don't feel that meeting another ORV on the trail is more dangerous on foot than on a bike. I pay extreme fees for minimal privileges.
82. Since ATV's must be licensed with the DNR we as licensees should be allowed the same freedom as snowmobiles to ride state and county trails throughout Michigan and legally be able to cross roads and travel on shoulders to access these tails. There is no joy in having to trailer everything to a designated area.
83. This survey form is not well put together for infrequent users. Particularly one who doesn't ride on state trails.
84. I don't use my ATV much only on private property for my personal use. There doesn't seem to be too many places to ride (I could be mistaken). The motorcycles I believe do too much damage to the forest, these are too loud and it seems the younger generation are the ones ruining it for everyone lese. Should be penalties that are more severe than just a slap on the wrist when a violation occurs. I think the snowmobile trails are an excellent idea for people with snow machines, but there are always a few jerks that ruin it for everyone else.
85. When I use my 3 wheeler only for ice fishing why should I have to pay \$16.00? Not fair. I use it to go to the shanty and back to shore, that's it.
86. The last 2 years there were a large amount of downed trees across the trails.
87. I only use it to ice fish on Houghton Lake, Roscommon County.
88. I only use my 4 wheeler on my own property.
89. I think it is great you care how we feel.
90. Please send all the information you can on where we can ride.
91. I see no reason that ATV owners shouldn't be able to operate their machines on road right of ways the same as snowmobiles are allowed to as long as the rider is licensed and wears safety equipment (helmets etc.). A safe speed limit could be set to help with the handling of the operators which is necessary for snowmobiles now. Equal treatment for all.
92. Many of my friends use the ORV trail systems much more than me and really enjoy their opportunities to off road use and I'm sure they would appreciate any improvements to their recreational needs.
93. Do not make rules to protect people over 21 from themselves. If I don't want to wear a helmet I shouldn't have to.

94. In some counties it is illegal to ride unmarked trails. This is a joke to me, this summer I got a ticket in Montmorency county. There were three of us and we got one ticket in my buddy's name. We had to split it 3 ways. 2 things is the ticket on unmarked trails and the splitting it 3 ways. This is crap. They need to do something about this. Thank you for listening.
95. DNR needs more signs that say areas/trails are closed. I see a lot of signs say no motor vehicles unless licensed by SOS. Those are good, keeps ATV on marked trails, but lets SUV/hunters know they can go down that trail. ---There are trails 2-tracks with no signs that look legal to drive down. Then you hear a buddy tell you a DNR officer gave him a ticket for going down that trail. Need signs posting no wheeled vehicles down this trail.
96. Didn't use ORV in last 2 years much at all but plan to use it in 2001.
97. The current trail situation in MI is inadequate to say the least. There are not enough trails nor are they wide enough. I drive a buggy and I buy an ORV sticker every year but the only place I use it is at Silver Lake once a year. I go to the private ones and pay again.
98. When I bought my 4 wheeler in 1980 I could ride it all over. Now it's more of a hassle than it's worth to go riding. Most people take nice slow careful rides and don't bother anyone or tear up state land. It's just a few bad apples (speeders) that ruin it for everyone.
99. They have taken away privilege of riding, hunting and fishing, and trapping.
100. Snowmobile trails are used frequently by snowmobilers. These trail sit idle for 7 months. Why not let 4 wheels and 3 wheelers use these designated trails? We would buy a trail permit. SUV and dune buggies should not be able to use these trails.
101. I read about land closures out west and I'm concerned about Michigan politicians taking out right to use ORV's on public land.
102. Snowmobiling is no longer fun in this state because of the high speed on the trail. My wife and me and our child feel unsafe because a number of close calls on the trail. --- Please do something about this. Two ways could be one ways with speed limits. This is the practice in a different state and Canada. It's a safe thing and it makes it a fun and safe time on the trails.
103. I have been told by friends they don't keep the trails up in Gladwin County by center fine land trails.
104. The amount of money paid for an ORV sticker, I believe the DNR should open all snowmobile trails (state land) for ORV use.
105. Some off road trails I used last year going to stirring truck trails got dug out in small sections by a back hoe and rumor was DNR closed these trails and this rumor came from people that got tickets that were on trails on opposite side of ditch or spot dug out of trail. These spots I personally saw and there were no signs stating closed to ORV's. So by the time you see these spots it could be too late if CO sees you there. These trails were also the best trails for trucks. If the DNR does not want trucks on these type of so called mud trails I agree they need to post signs not to use, or a map of where these types of trails can be used legally by entrance to these trails that are dug out. Also why are these spots that get dug out always 1/2 way through the trail? (They trying to give tickets!)
106. Would like to see more state land open up to ride.
107. Don't allow any more forest roads or, as my family that built those roads called them, fire trails, to be closed for safety and ability to evacuate an area. They are also a huge source of recreational use, as they are the people's land not the forest's to do and use as they please.
108. There are too many inconsiderate riders on snowmobiles to enjoy riding in the four county area. And studded tracks on these machines ruin the small amount of good snow there.
109. I got the ORV sticker for my 15-year-old son to go north with his uncle. On December 17th 1999 his motorcycle was stolen out of our barn.
110. I am in favor of purchasing an ORV sticker to support the trails however I elected not to purchase one last year because I live in Alpena and can only legally ride on private land. The snowmobile people have all the trails to themselves. I understand that some ORV riders have destroyed property and brought this upon us. I am in favor of punishing people who are caught destroying public land, I do however feel that responsible ORV riders should be allowed to ride on state land without being harassed by the DNR and law enforcement.

111. I live on Crystal Lake and enjoy using my ORV for ice fishing.
112. I feel state forest roads should all be open to ORV use as well as county seasonal roads. All riders should have a valid drivers license and must stay on the road or trail. Law enforcement also must be informed. A lot of confusion in Cheboygan, Presque Isle and Montmorency Counties who have opened roads to ORV use on the shoulder.
113. It is too much of a pain in the neck to come to the end of a trail to find out that the next rail is 50 foot or so down a county road and you have to trailer you ORV to go down 50 feet to the next trail. We have seen times when the DNR is sitting in the woods hiding and waiting for people to ride down that 50 feet and then stop them and give them tickets for being on a county road. I believe these 50-foot stretches are like that on purpose just for the purpose of giving tickets. I work hard for my money and I don't like the idea of these ORV 'traps' being out there. So I just don't use the trails, even though I would really like to. Also you can go on the legal trails one week and you go on them the next week just to find out that they have been made illegal. All of this is wrong. I don't like giving money away.
114. I don't know why you need ORV stickers on the ice! Only ride on private property to lake.
115. I think Michigan is a great outdoor state, we have a real treat for ORV users, and we need to use it like adults.
116. It is not fair for quad users to be so limited where they can ride. Snowmobilers can ride on all trails and on some county roads. Many users feel they are discriminated against because of this. I feel quad users should be able to use any place that snowmobiles use. For example, snowmobilers can ride from Grand Rapids to Cadillac. We are not allowed to use one foot of that trail.
117. Ice fishing only on Saginaw Bay, Little Bay De Noc and Canada.
118. It would be good to open more state back road and open more land back up. Thanks.
119. Did not so any riding in the last 15 years.
120. I would ride the AuSable more if the trails were wider. It would be less dusty. I would also ride more if there were fuel/food stops (I mainly ride Leota trails). ---In response to anything I have heard about mandatory riding courses for all who ride 4 wheelers, I have been riding since I was 4 years old and have never had any major injuries from riding. I feel people should be allowed to prove they do not need a mandatory course through testing or years of experience etc. I feel most of the people who pose to be possible problems on trails etc will more than likely always be a problem. It all depends on their riding style and aggressiveness in combination with awareness for others.
121. I rarely use any of the trail systems in Michigan. All of my riding is done at Silver Lake and on private motorcross tracks. The trail I sometimes ride is the Tin Cup near Luther.
122. I feel that law abiding/responsible citizens should be allowed to ride a 4 wheeler along the side of a county road, without getting a ticket. A friend and myself were at my cabin at Fletchers Pond ice fishing during floodfest. The DNR and county deputy were handing out tickets left and right. They even ticketed an old man on a lawn tractor. This sucks. \$75.00 fine. If snowmobilers can, riders of 4 wheelers should be able to ride on the side of the road too. More deaths occur from snowmobiles than ORV's. Most ORV's won't do 110mph.
123. ORV's should be allowed on state trails because this is the safest area for safe riding. We open up 2 track trails that are growing shut that end up turning into good fire trails and eventually new county roads. All safety laws followed of course.
124. Drive on private land, went north once near Grayling, no problems.
125. The law is not clear to me on riding my ATV or where I can ride it. Please send me a map of trails in Michigan only Northern Lower Peninsula. I need to know where they are legal to ride. Thank you.
126. I have not had the privilege of riding on the state land, but ride on private land. I feel trails should be left open for other to enjoy.
127. Need more off road trail in the thumb area. No place to go.
128. I believe that the state needs to develop some newer trails and scramble areas like Black Mountain. Silver Lake is also another good scramble area.
129. Reroute or add additional trails to gas stations or restaurants where available in area for non-street legal ORV's.

130. I would just like to say that it would be nice if we could get some more trails and roads open for off road 2-wheel motorcycles and 4-wheels with ORV's. I know there are a few people that abuse our rights to ride. By abusing the land and forest, it is sad that a fun sport like off road riding is dying because of a few people that cannot play by the rules. Pleas help save off road riding.
131. I only use my ATV for deer hunting on Drummond Island in the U.P. and for ice fishing on the Saginaw Bay and for yard work at home.
132. Education, education, education. A good question o ask is, "Are you aware of the closed unless posted open rule?" I believe that education at the point of ORV license sale (through a brochure maybe) and signs at the trailheads regarding this rule would be helpful also. This will help the guys out there who are trying to follow the rules.
133. The DNR is the most vilified agency in the state (next to the treasury dept.). In 30 years of riding I have been harassed, ticketed wrongly, threatened, coerced, intimidated. The DNR and the officers basically ruin riding for myself, my friends, and, my family. They use nothing short of Gestapo tactics and shame the state. They all think that they do not need to adhere to basic civil rights for the individual let alone legal and constitutional rights.
134. The state trail nearest to us is snowmobile only and part of the trail is on forest roads used by cars in non-snow season. Although we are completely surrounded by state land, we have no legal ORV access to state trails or roads so we must ride our ORV's only on our own property. There is a snowmobile trail within a mile of us but ORV's are not allowed.
135. I have owned an ATV for 5 years now and I can not believe how much the ORV stickers are now. When it is almost impossible to operate one without constant harassment from DNR. ATV's should have same privileges as snowmobiles, same sticker, same privileges.
136. I have 2 ATV's I use them for work 90% of the time. I would ride more for fun if there were a place close to home to ride.
137. Motorcycles, 3 and 4 wheelers, jeeps, or SUV's destroy the trail system for snowmobiles. Snowmobiles still take part of the blame even though they are a lot more environmentally friendly than other forms of trail use. If it was up to me the trail permit for wheeled vehicles would be \$100 compared to snowmobile's \$10 to fix the trails.
138. Open up more trails for ATV!
139. I ride in the state land at a very young age. I am very displeased because the DNR butcher the land, left nothing but brush for the deer. Now they want me to ride on trails they set up and if I don't they give a ticket. I think this is another was to get money out of ORV users. The ORV users that abused the trail made it bad for the good ones. During hunting time your trails do not run through my area so I have to break the law.
140. The only ORV riding we do is around home.
141. We have been avid snowmobilers for 30 years. If you need data on snowmobile use the specific area you are surveying is not one of our favorite riding area. I would be happy to have additional conversation. I have owned and ridden many ORV's since 1962. President: Bay Area Sledders.
142. Why can't all 2 track trails be used weather they're posted or not? What is the harm?
143. Please don't mail me any more surveys because I don't agree with the power the DNR has. It is probably my fault because I don't know all the rules. But they do not want to hear any of your answers.
144. I think that the DNR stops too many people for no reason at all on ORV and snowmobile trails.
145. Provide a pamphlet that explains all trail markings.
146. "Sand is sand, an oak tree will not grow there anyway" ---Need more trail systems in mid-Michigan. DNR need to back down on their efforts to regulate ORV users. Most riders have the same complaint. Smooth out system trails, "whippdies" mostly in Gladwin. Reopen as many trail systems that has been closed down.
147. Sure have enjoyed the outings we have had on these trails with family and friends. Lots of memories and a great getaway from work and worries. Have made several of these trips annual excursions with several overnight trips lately. ---Also a member of Sierra Club and The Nature Conservancy.
148. I didn't drive or operate any vehicle off road from 10/99-9/00.

149. I would just like it to be legal for me to ride a couple of miles to my neighbor's in Missaukee County near my cabin.
150. The trail systems throughout Michigan are generally very nice especially in the U.P. In the L.P. in the AuSable area I see a lot of reckless riding and people drinking alcohol while sitting on the sides of trails then getting on and riding. I would like to see more enforcement in this area.
151. The snowmobile trails are good but are getting crowded. ---The ORV trails in the U.P. are short not worth loading and unloading. On federal land riding is good, but too many times a road numbered up and down ends at a road numbered horizontal. Not hardly worth the price of a sticker.
152. My wife and I are responsible ATV riders. We enjoy camping and riding our ATV on trails. We don't use snowmobiles due to our health, we have to have warmer weather to enjoy ourselves. Yet snowmobiles in my opinion destroy more state and private land opened up for ATV riders. I would like more state land opened up for ATV use. It's a shame we go out and buy \$5000 machines and pay for ORV license and not be able to use them. Yet snowmobiles can ride on roadways and streets of town... let's make it fair for everybody.
153. I think the 2 track roads in the L.P. should be open unless otherwise indicated. There is currently no reason for me to buy an ORV sticker, as I'm not interested in the marked areas. I'm interested in established 2 track roads not off road driving. I'm not interested in being on ORV trails where they use vehicles at high speeds.
154. I own one ATV used on private land. It does not have a current ORV sticker.
155. I think ATV's are made for a practical use, not to run around and tear up the countryside. For those who want to do that, give them a designated area, let them have at it. Suggest the median between divided highways, not being used for much else and would have good access to ambulance service.
156. Clamp down on snowmobiles!
157. I think the ORV's should be able to use snowmobile trails in the summer. Make ORV's buy a trail permit. Snowmobiles tear up trails just as bad sometimes worse. Need more areas to ride. These expensive machines not all ORV's tear stuff. It's just nice to get out in the woods (MI great outdoors).
158. I feel that we (the law abiding public like myself) through taxes and permits pay for and through joint effort with CCC and the like have built the system. To me it seems shallow and unreasonable for lawmakers to give the anti-use groups who do not use and do not pay for the system the same consideration on use issues because of the people I have encountered from that group have been poorly informed and miss informed about facts regarding these issues. I also feel that the media has been biased on these issues and have miss informed and miss portrayed the situation and created unnecessary opposition to our legal use of the land and system.
159. Yes the US Forest stopped me and my son who is 10 years at least 10 times by the same person. This is bull, my motorcycle is licensed. My son has taken the motorcycle course there should be a sticker you put on your motorcycle when you have been checked.
160. I would rather be kicked out of private property than even use state trails because of the complex laws. I will never be aware of all of them from one trail to the other. In my opinion the DNR needs to concentrate on ORV information and safety instead of writing tickets.
161. When we first got our ORV's we rode them on back roads and always enjoyed using back roads to see and learn about the area. After receiving tickets, the machines were only ridden on our own property. Why can snowmobiles ride on the roads, right of ways, through fields, across peoples lawns and a long highways and nothing ever disrupts them, but a 4 wheeler can't ride a long back roads?
162. More trails need to be opened.
163. Trails maps are great. Connectors between trails and gas access is optimal.
164. I am a disabled veteran 100%. I do have trouble sometimes riding during hunting season in Wolverine Pigeon River area. I know you need a permit, which I have, because I can't walk and distance but there is a conflict with the officers in the area. I do not joy ride all I do is go out to my blind or help bring in a deer or hunting blinds of other hunters in the camp and that's it. What is the rule, the officers say one thing and your main office says another things. What are the rules?
165. I don't ride on public land, I ride on my own land and that of my friends and other family members.

166. Being how you can access me for info on how things are going we don't mind paying for the ORV's but it would be nice if you could send info on the open parks and trails for experiencing different parts of the state for riding ORV's or have an access on computer to knowledge further on parks and trails and tracks. Thank you.
167. I would like to own a 4-wheel small ATV, but I have to trailer it the ½ mile it takes to get from my home at Houghton Lake to the area you're talking about. I find it inconvenient to drive the same distance. Why not make ATV's street legal like a buggy and allow them to be driven to the rec. area with some reasonable guidelines they can be used year round.
168. I enjoy the great outdoors for the enjoyment of 4-wheeling with my ATV's and the beauty of Mother Nature with my family. I would like to see more non-seasonal roads open for ATV use or the full use of snowmobile trails because me and my family like the more open smooth trails to ride on. I see no difference of my family riding on the smooth open trails in the wintertime with our snowmobiles anywhere, but to certain trails with ATV's.
169. Closing all roads/tracks made trail loops crowded. I stopped going as much. In areas I rode before I didn't notice the destruction to the environment that has been claimed. Riders were spread out all over state, not crowded into small areas. ---DNR officers have a real attitude problem. They need communication training.
170. I don't know where these trails are at. I would like to know where I can get maps to these areas so I can ride on them someday. I ride in the state of Tennessee a lot because I have several acres down there I can ride on legally.
171. I feel when trail needs to be eliminated from a system it should be rerouted mile for mile. --- We need more grading or move trails when they get to wooped out. I would like more 40" motorcycle only trail. Some bridges are good but I have seen some unnecessary.
172. I like the idea that someone's trying to make better more legal places to ride. Thanks! ---I must add out of all the places/trails I've ridden, the Atlanta trails are the nicest, well marked.
173. My pleasure of driving my dune buggy on legal trails in Oscoda area had been wonderful but it is awful to see all the damaged dunes by 4-wheelers and the ignorant people who drive them. My dune buggy is a 4 wheeler and I would never dream of doing that kind of damage. You guys do a good job trying to stop this. You have my support.
174. Thank you for being interested in our input as recreational riders. And I hope the trail will continue to improve and enlarge as space may allow. Once again thank you.
175. As I am 52 years old our cottage is in the northern end of Ogemaw County. I need to use my 4-wheel to access the hunting area on state land. When I do the DNR seems to show up. I can not walk 3 miles to my hunting spot so I need to use the ORV but at this cost of tickets that is becoming a problem. I would like to see this changed.
176. I feel ORV's should be allowed to travel all state, county and forest roads and trails at a moderate 25-mile an hour speed allowing the driver to enjoy the scenery and spotting or wild life for picture taking. As for the DNR, they have mismanaged and ruined our seer hero. There's no respect for them in my camp.
177. It is up to us through management and example to promote this hobby and protect it.
178. My wife and I ride Drummond Island. ORV trails are great however jeeps are causing extensive damage. DNR has cut motor-cross trails around island and marked them with numbers. 4-wheel ATV's cannot use these trails because they are too narrow. I purchased 2 ORV stickers and should be able to use the same trails.
179. I believe the requirement of an ORV sticker to operate an ORV on the ice of Saginaw Bay is unfair. The state makes no effort what so ever to mark or maintain any type of trail system.
180. We need the right to ride ATV just like snowmobiling on the side of the roads too.
181. Open up more trails connecting. Stop signs going across major roads are great with help of CCC member trails are getting better. ---Older bikes do not have a lot of lighting. Please so not stop where major roads to combined to ride.
182. I ride with a group of people who would like to see more of the MCCCT system linked for non-licensed vehicles. We like to ride for the whole weekend, camping along the way in hotels and such. We could ride further and longer throughout the weekend with more trails connected for non-licensed ORV's.

183. We really enjoy riding as a family.
184. I ride mostly in U.P. around Crystal Falls. We ride to different towns and stay over 4 nights. We love riding forest roads and 2 track trying different routes to destinations. It's a family activity for us, kids enjoy it a lot. I think we should have the right to ride state and federal forest roads throughout the state as long as it doesn't infringe on other people's rights. We would use NLP trails more if we could put on serious miles without hassles.
185. My wife and I enjoy riding the ORV trails and hope they are here to stay and new trails added in the future. We also have friends that we ride with who enjoy the trails.
186. I was a bit confused about this questionnaire probably because I mainly use my ORV for transportation and as a workhorse. I don't usually go out and blaze the trails, I'll leave that for the kids. --- I do think that with proper caution signs and with the maps of the trails we should be allowed to cross these connectors without fear of citations.
187. I would like to see DNR actually helping people understand the laws without practicing a very rude dictatorial police plunder.
188. In 1997 I had a heart attack so now I use my 2 wheeler to get around hunting and fishing. I am also on disability and can't do much.
189. I do not ride to tear up the ground. I do not ride the marked trails because I'm not a motorcross rider. I use my ORV to get from place to place at a very low speed. I do not think it's fair that a snowmobile can go anywhere and an ORV can't. We all pay a fee to use them! I see no harm in riding 2 track trails on an ORV if some idiots driving reckless give them a ticket. Put a speed limit on the 2 tracks. This unfair law forces honest people to break the law. I can't walk far because of bad hips and a bad back, my ORV is the only way I can get into the backcountry. P.S. make it so we can license an ORV!
190. Loggers and horses tore up trails more than ORV's!
191. It had gotten so restricted that I have sold my pleasure ATV's and now only own utility models used for farming, hunting, fishing. I ride not even 1/8 of what I used to ten years ago.
192. You need something closer to St. Clair County so keep blowing tax money.
193. I drive in the Manistee National Forest. The trails need to be identified more clearly.
194. Need dirt bike trails in Allegan County for unlicensed bikes.
195. I would like to be able to ride my 4-wheeler around the surrounding countryside without worrying about having a run in with DNR or police. As long as we wear proper gear, obey all traffic laws, are registered, and yield to cars I don't see why it is illegal for us. I think you all need to work on that. After all, bicycles are legal so why aren't we?
196. I think it's about time that they got a handle on Bull Gap Hill because on holiday weekends it was way out of hand with drinking, partying, and carelessness. It was dangerous to even be present there let alone ride up and down the hill. But I must say that it was pretty entertaining some times.--- Trails on a whole need smoothed out.
197. I would like to know where the money I pay for the ORV sticker goes because around here 66 miles south of Onaway the trails are in bad shape.
198. I am very pleased and impressed with the level of effort the State of Michigan provides to users of off road vehicles. It is this reason I will travel from Chicago to enjoy the Michigan trail system rather than attempt to ride locally or in Wisconsin. It is great to know that in an era of closing public land for public use that the state of Michigan continues to encourage and allow the use of public land for ORV use.
199. I use my 4-wheeler mostly for hunting about 98%.
200. I believe there is a need for local areas (Livingston, Washtenaw) for young riders to learn.
201. More riding areas means more state ORV money, more family activities as per other states. Possible make ATV's legal for only use on trails that run into roads to complete trails. As MCCCT trails. I feel no harm in short term road use to complete trails (being a tax payer).

202. Although me and my family primarily ride on private land in Prescott area and logging roads in U.P. for hunting, I would be interested in maps, well marked trails and information as my children are becoming older to ride in unfamiliar areas as a day out with the family.
203. Thank you for letting me have some input. I love riding motorcycles, it's a lot of fun. I am grateful to have a few good trails near by to ride but not much. It would be nice to see more trails and scramble areas in Alpena for more variety. But we always have a lot of fun on the trails. I would like to see marked trails with numbers so we can let people know where we are if there's a problem in the trail for safety reasons. P.S. Our DNR officers are a great group of people. In my opinion they really care, that means a lot. Thank you.
204. Chuck, on behalf of myself, my riding buddies, and my 4-wheel club, I would like to thank you and anyone involved in keeping ORV trails and area open to all. I have maintained trails and called congressmen in an effort to do my part. I fear the day that land closures keep myself and others from enjoying the outdoors with motored vehicles. I have ridden most of the loops in the pilot area and noticed the difference. I have to admit, I like the remoteness and in the middle of nowhere feeling of the U.P. but if these changes reduce the user/landowner conflicts then it is a step in the right direction.
205. I plan on using existing trails in the future in Montmorency and Oscoda. Haven't ridden trails in recent years.
206. I believe that more ORV trails are needed. I know lots of people love to ride but there is no trails near by. I also think ORV should be legal on shoulders of roads just like snowmobiles.
207. I live in Pigeon River in Cheboygan County. I've been listed as one of the bad boys of Cheboygan County by the DNR. My wife and myself and my father in law used to ride all over Forest Township to pick mushrooms, berries and hunt and fish, but the DNR stopped all that. They used false information and lies and with help of their puppet group the P.R. Advisory Council, they closed all the roads. Even after they were given a petition with 1400 signatures from the people that live in the area. These are the primary users of Pigeon River. 95% of these people were not asked to give their opinion.
208. Only ice race.
209. Most motorcyclists are good hard working people and riding 2-5 times a year is my only real recreation and time away from work. Please keep as many trails open as possible. Over population on one trail is when the problems start including accidents and ecological damage. Thank you.
210. We didn't know of these other places to ride. They aren't advertised and the trails we did find to ride on in Baldwin was by chance. We would like information on these other places but we don't know where to get it.
211. I would like to have it legal to use gravel roads. In 2001 I do plan to use some legal quad trails.
212. I use my 4x4 ATV for deer and turkey hunting only.
213. ATV and boat tags are too high.
214. My ATV is primarily a work vehicle. It is four years old and had left the yard a dozen times.
215. The state needs to work at: 1) Family only open areas like Bull Gap. 2) More trail maintenance in high use areas. 3) More use of erosion control systems in trail as those under test in some areas (like Kalkaska South).
216. The Michigan trail system is great! It is used by not only Michiganders but many out-of-state people as well. I look forward with much anticipation to riding all of the trails someday. Traffic, over-use. Abuse are not, I believe, legit problems. The one item that is a legit problem is noise (excessive). I believe the answer to ORV conflict is in reasonable noise level enforcement (96-100 db). Otherwise give the same access as snowmobiles, hikers, and horsemen. Note that riders pay the same taxes. Thanks!
217. Abolish the 'closed unless posted open' law! Open up the snowmobile trails to us ATV folks during the summer! The DNR and sheriffs in Oscoda County are great. The DNR in Ogemaw are always happy to write tickets for ATV violations. --- Open up Ogemaw County roads to ATV's.
218. I greatly enjoy off roading and would like to explore more of the public trails in Michigan. I support keeping trails open to public use and enforcement of usage rules.
219. We want more, remember it's only dirt. No local riding areas.
220. Atlanta-Hillman trails are the best in the L.P. – well groomed and marked and wide. The U.P. is the best over all. Luce County is great. --- I did not know of the Four County Project but will look into it. I've been to Leota in 1994 but thought it was too tight and was ran into head-on by a motorcycle. Great for bikes, bad for ORV/ATV. Thank you.

221. Keep up the great work. Michigan has one of the best rail systems in the country.
222. 3 and 4 wheels ATV's do need some places to ride, but don't make all trails so wide.
223. The current rules encourage people to purchase "street legal" vehicles which have the same impact (if any) to the environment. I purchased a dune buggy when they changed the rules to 'closed unless posted open'. I do not understand the restrictions placed on un-licensed vehicles. The trails look the same today as they did 30 years ago. The DNR spends a lot of time/money to keep people out of the woods and then strips hundreds of square miles of lumber.
224. ATV riders do not have enough trails to ride and what trails we have are narrow and not maintained. We need more dirt roads opened and a lot more trails. ATV's should be able to ride all the snowmobile trails. The state does not do enough for ATVers, we want trails linked together so we can travel from town to town. We need restrooms at trailheads and better parking. I believe that ATVers get a raw deal in the state of Michigan.
225. My friends and I bow hunted around Oil City, Michigan for nearly 10 years. Five of those using ORV's ending in 1990. We went back for a hunt in '98 with 2 ORV's. My impression was that the state land we were hunting was off limits to the use 4-wheelers as no trails were designated. We used them for the hunt as we had in years past with slight nervousness and wonder. We stick to the present trails and no trailblazing. If all those miles of trails are off limits because of no designation it's a sad situation. We are a conservation minded college educated group and would like to see more areas open to hunter access type use. Motocrossing and racing ORV's are another league. Most hunters use the quiet utility quads. We have been hunting the U.P. since 1990 and can ride around all day unrestricted-it's wonderful. We would like to see more officers and more enforcement for the bad apples.
226. I mainly use my ORV in the U.P. I ride on 2 track roads. Where I ride there are no designated ORV trails.
227. The trails at Leota are marked perfectly and are maintained perfectly. I was very disappointed when we went to St. Helen for the first time. The trails were almost not marked at all. We had maps of the trails and still got lost, ending up on roads we knew we weren't suppose to be on, but were the only way we knew to get back. I wish St. Helen had numbers on the trails designating your location on a map such as Leota's trails. I feel the law enforcement should be targeting vandals and people littering instead of stopping people for frivolous offenses. Overall, we are very pleased with Leota's trails and how the ORV money is being spent.
228. Enclosed is a trail system that used in central California. The map came in very handy. It was free when you went into the area. It cost \$3 for out of state riders to enter. Your dealers could just sell the maps also to fund more projects. What I liked about their system was one-way trails. They were very safe. It also has tracks for youths, flat track, and mx. I have maps of other systems in the US. Feel free to contact.
229. I greatly miss the days we could ride any trails and few of them were over 30 inches wide. I favor a 12" wide trail, with 28" to 32" of handle bar clearance. --- I will argue with anyone that environment or wildlife are harmed by real trail riders.
230. It's not right that snowmobile trails are maintained while ORV trails are not in all areas. Mio has many trails that have become increasingly worse to ride in the last five years.
231. We would like to see the DNR pressure ORV manufactures for quieter production machines. --- Also would appreciate more enforcement of sound level violations.
232. More maps of trails should be circulated, more accurate maps. I had a hell of a time getting some. Maybe supply ATV dealers with free maps-color maps with trail info and rules.
233. My ORV 4x2 and 4x4 vehicles are used primarily for farm chores, but very little for recreation. I have to ride short distances between my properties on a dirt road. My properties are adjacent to state hunting lands, 'several thousand acres', all closed to ORV. It would be nice if limited trails were permitted on these properties.
234. Would like to see more trails with "open to ORV" county roads to access trail systems.
235. I would like to see more improvements made to the Silver Lake State Park; on weekend there is nowhere to park. I would also like to see the state see to it that this park is preserved for ORV use. This place is the best in the state to use a buggy or 4x4 due to having many of our trails for cycle use only. I also believe this ORV area brings in a lot of revenue for the area and the state. If you limit the park to pedestrian traffic only 90% of the people that now go vacation there would not.
236. Give us people in the thumb a few areas to ride.

237. The state needs to look at other states that have a license plate like a car. You are allowed to ride in rural areas, gravel roads, county roads, and unimproved roads. We need more access roads to trails. End of 4147 Deckerville Road. We buy a license like a snowmobile but we're limited where we can ride in the same area. I don't think so-we need universal laws-snowmobile, us, motorcycle, ATV.
238. I would like maps and info to prepare more for trips and a telephone number for conditions or daily updates.
239. Things need to be marked clear and plain, such as no motor vehicles and things like that.
240. The DNR will not enforce snowmobile's actions in Roscommon area and north-even other DNR people have no respect for the officers. The state needs to change that and clamp down on their state workers in a whole then the people in general will change.
241. I really would like to see the restrictions lifted on ATV so they can go wherever snowmobiles, dirt bikes, etc. ride and to go after the ones that do the damage, which in fact is done by the others too such as snowmobiles with studs. A lot of us have property with a lot of 2-tracks and dirt roads around but not close to your ORV trails.
242. All corners should be widened and straightened for safety-no sharp curves without a view of on coming traffic.
243. There needs to be more riding areas more south. I like to ride a lot and it's a pain to drive 2 hours just to ride. The spark arrestors just adds weight. Fire doesn't come out of my exhaust.
244. It would be nice to license ATV's for county back roads.
245. Not all four-wheel drive drivers tear up landscape. I've seen horses and motorcycles do more damage than 4-wheelers. A lot of people like myself just enjoy riding through the woods and forest to view the scenery and watch different types of animals. Not to tear up roads and trails.
246. We have been riding ATV's in the U.P. since 1987 and since then some of our best trails have been closed to foot traffic only. Also to get to most of the trails we ride, we use the road right-of-way to get there. Our ATV's are not registered with the Secretary of State but we hold valid driver's licenses and we are responsible operators. We do not see the harm in using the right-of-way of roads to get to marked ORV trails as long as we do so responsibly. We have been stopped by law enforcement in the past but have never been given a citation. We truly enjoy this sport and would like to continue to do so in the future. Please do not ruin this sport by punishing everyone because of the few who choose not to ride responsibly. Too many and too strict of rules can be confusing which takes the fun out of riding off road at all.
247. I think ore land should be opened up for riding. Lots of people are not able to see places like this in the woods. It's a wonderful thing to see all the sights of the trails. Everyone should be able to see all the woods on foot or ATV or snowmobile or bike. Thanks for the trails we have.
248. Would like to see more riding areas with more hills, rugged terrain. Make better riding area for ORV's at the mounds. We have no place to ride. Send any maps you may have of riding area in the state of Michigan.
249. I was stopped by the DNR in Delta County in the U.P. during deer season. I was told that I was in violation for not having a helmet while driving a John Deer 6x4 Gator which maximum speed is 20mph. I explained that I was not aware that one was required. I worked at a tractor dealer in the metro Detroit area and almost all the cities and schools in this area have a J.D. Gator and I have never seen a helmet used. The officer was nice but said that if I rode again I need a helmet. This I do not think is fair or lawful.
250. I haven't used any part of the MCCCT or Michigan ORV system since mid-90's but still retain an interest in land use issues and hope to return for vacations when my kids get older.
251. I don't have very much time to ride my ATV's but when I do I like riding the 4-county project area. I feel more confident of where I am at. I would really like to see these things done on the Bull Gap trail system. In addition I would really like to see more "you are here" maps.
252. I think the U.P. is doing a good job in posting, maintaining, and providing trails to ride with my snowmobiles and my 4-wheel ATV. I wish the L.P. would do more.
253. Part of the reason I own a place in the U.P. is so I can ride unlimited trails with out meeting any traffic. At home (Benzie County) I ride a lot on the ice and private property. I ride sensibly and would like to be able to ride more around here but I don't want to drive to other areas that I think are crowded. We pay for stickers why can't we at least ride where snowmobiles ride.

254. I ride primarily in the Indian River area. I am not familiar with the AuSable ORV Pilot Project. I hope to start riding in other area this year.
255. Hook more ORV loops together for longer riding with less trailering. More ORV access to fuel and food. Less DNR harassment to family groups. i.e. discriminate youngsters-can't drive a unit but also can't ride with parents-big quad has room for two.
256. Please e-mail statistics and finding. Very interested. Thanks. Great survey!
257. What is the difference between a 4-wheeler and a snowmobile on the road? Snowmobiles are legal. Why aren't 4-wheelers? Huron County has nowhere to ride 4-wheelers.
258. Agree-getting to some trail area that are OK for ORV use are difficult if not trailering ORV. Due to restrictions on right-of-way. However the right-of-way restrictions have certainly eliminated all the damage done by ORV's-certainly in Kalkaska and Crawford Counties. There needs to be a balance-if allowed ORV users will ignore environmental issues.
259. When we go up north to ride we are welcomed with open arms by the local businesses but hated by the C.O.'s. Why can the snowmobiles ride on the side of the freeway/highway and we can't even shoot up a dirt road to get gas. They make more damage with studs and carbides and pollution and noise than us. The local economy depends on both sports. I cannot stand to pay \$16.25 for a sticker only to have that money close more of my favorite trails and ticket me for riding where I used to ride. Socialist nations don't allow motor vehicles in the woods and we seem to be heading that way.
260. I love our off road areas. We need more of them. Do not take way our land.
261. The demand to use our natural resources increases each year. Snowmobiles, jet skis, ORV's, Motorcycles have a tremendous impact on our wildlife and the environment. I don't have the answers to solve these issues.
262. I really like riding my dirt bike on ORV roads and trails. ½ of the stuff in these questioners I'm not familiar with, but I would like to learn where they are. So then can explore them. That would be great. Also my friends and I snowmobile up there too. That's a lot of fun too. Thank for sending this to me. I hope I have been some help.
263. We enjoy the Leota trail system the most. Gladwin is next-markings are not as good and the area can be very wet. When we ride in Rose City the area was small and trails were hard to follow. I would like to see a riding area in SLP.
264. As I stated elsewhere, trails are not enjoyable to ride (designated trails). When my friends and I ride we do not even attempt the designated trails due to the fact our 4-wheelers will not fit. Over Polaris Sportsman s are only 46" wide, which is less than the trails are supposed to be. --- I would be very interested in forming an ATV club in my area and improve trails. Send me information on how to get our trails improved please.
265. I would like to see more trails for dune buggies.
266. Love the trails, dislike all the ORV license hikes over the last 8 years.
267. Would like the state approval to ride ATV's from farm to farm or field to field on County Road right-of-way.
268. Keep working to keep land safe from ORV misuse. Thanks.
269. We need new trails for sanctioned events so we don't have all abused trails all the time. It can be covered up after each event.
270. Please work to get is more trail and route miles. Please re-open forest roads in the NLP. Please help us get county road rights-of-way.
271. Dear Chuck, please think in user terms instead of using a bureaucratic "control or enforcement" approach. Land should be easy to access and enjoy. A call box system would be helpful. Law enforcement should patrol the way users ride the trails. They should be helpful and friendly, not rough and rude. Laws may be broken, but no real crimes are being committed.
272. You did a great job with n-61, the bridges are nice but we need more signs.
273. I believe you should be able to ride 4-wheelers on snowmobile trails. 4-wheelers do not cause as much damage as the snowmobiles.
274. I would like more information on public trails designated for ORV use in Lower and Upper Peninsula. Also would like to use the trails more however I do not know where they are located.

275. When I first started riding, ORV stickers were \$8 now they are almost \$20. They should make them so they last 3 years like they used to do on snowmobiles or at least 2 years. We have 5 dirt bikes and 1 4x4 that's \$120. I wouldn't mind paying it if I know that some of the money was going towards keeping out riding land open and the dunes because it is shrinking real fast and we are paying more for less place to ride.
276. I hope to expand my snow toys to include dirt toys and will explore your trail system more thoroughly.
277. Our days and miles on the trail were greatly limited this year as we drive truck cross-country. Normally we would have ridden every weekend for some amount of time. We are huge fans of ATViing and of keeping the trails clean and safe so they will stay open for our future enjoyment. This is a great program.
278. Private land and ice fishing 10 times. I buy an ORV sticker to go ice fishing 10 times a year, such a bunch of bull. Out taxes should pay for this.
279. I did not have much opportunity to ride last year. However I do enjoy my dirt bike and am dismayed by the many trail closures that have occurred over the years. Our biggest problem is that the excessively loud bikes of a few idiot riders paints a bad picture for the rest of us.
280. I have one major concern and that is when wood cutters go in and cut miles of land the trails that run through there are never cleaned up or respected for us and make it impossible to ride. And non-street legal dune buggies need trails to ride, which none is available-and a lot of dune buggies without a lot of work cannot be able to b street legal. Also the DNR are closing trails or not opening up trails for us so they can trap us and not working with us. Thank you.
281. It appears to me that there is a lot of prejudice concerning ATV's. I am constantly having trouble with snowmobilers running across my private property, tearing down fences and markers. I own an ATV and I am not able to use it on the state land adjacent to my private property. For me to use designated trails I have to load my ATV in a trailer and truck drive to the trails. Other access should be available. Out ATV stays on our property and is only used for work, plowing, hauling, and home maintenance. Too many restrictions. It is not legal for me to even ride 1 mile from my house to fish on public water. It's extremely unfair!
282. We are retired so we drive our dune buggies during the week to avoid the over run of trail bikes during the summer months.
283. ORV trails seem to be minimal. Maybe if trails were more published, people would know where to go. Age restrictions also a problem. No quad safety courses around for young people. My quad is generally used around home.
284. My wife and kids were harassed by an officer east of Kalkaska. He hid in the woods and ticketed women and kids who strayed onto the forest roads. Something is terribly wrong. We own this public land and pay salaries of officers who harass us for riding on it.
285. I used to ride lots of off road motorcycles and snowmobiles and never felt trails were well maintained. ORV sticker money not spent well.
286. For the most part all trails are marked well. Four wheelers in my opinion cause more harm to the land than motorcycles as well as their riders are disrespectful to the land they litter the areas. The addition of pit toilets were a great idea at the parking areas. We enjoy using the marked trail system.
287. Many of these questions are confusing or unclear about the info you request. Most of my riding is on private land but I do use 2-track and fire lane road in order to access these areas from my home. The only time I use my ATV during hunting season is to retrieve a deer that I shot on my property.
288. Would like to use roads on state land that Gas Co. uses. These roads in my area are eroded far more than a 4-wheeler would affect them.
289. There should be a 3-month license for deer hunting. Oct, Nov, Dec.
290. Make more land open to 4 wheel ORV 2-tracks for hunting, fishing, and camping, and mushrooming. Hunting in the spring the trails that snowmobiles use are good mushroom spots but ORV 4-wheelers are not allowed on the trail once the snow is gone the ORV's, 4-wheelers should be able to go down the trails that the snowmobilers used in the winter. Not racing but riding sensibly for safety and having fun with family.
291. I own a three-wheeler ATV. I live on a lake and the only thing I use the ATV for is ice fishing or going out to the mailbox. I do not ride any of the state trails. Sorry I can't be of more help. Thank you.

292. I know you are performing a survey but to send me a certified letter was a waste of time and money. As you can see by my answers I don't use my ATV for recreational use. --- I might for ice fishing or deer hunting but to pay that ORV sticker for several months only is ridiculous. Maybe you should think about changing laws on these particular areas. --- You should target people in those areas of concern since they live closer to the trails. I don't even know where these places are.
293. Would like to see the NLP open to riding.
294. I think that the state discriminates against ATV.
295. I seriously enjoy riding my dirt bikes and quad runner. But every year seems a bit more restricted than the last. I can imagine the price will if anything continue to rise on the ORV sticker, why? I enjoy riding in the U.P. because they have less than half the restrictions we do. I can imagine there's good reason for that though. It just seems to me that more people live down here and more people ride so why not have more places to ride? Last but not least in my area we have many single tracks but no quad trails. Obviously a quad does not fit down a single track, not safely anyway. If we have so many single tracks why not a few more quad trails?
296. Use truck most of time, have 4-wheelers and snowmobile.
297. I think the biggest threat to the trail system comes from competition-based clubs which hold races on the trails. This has 2 results: 1- money for club. 2- destroyed trails, seems wrong someone can make a profit destroying the public trail system.
298. Suggest different color triangle for part of system that is: "sec. state license". beyond this point" i.e. orange for off road, green for street legal.
299. I use my 4-wheel primarily in Canada for fishing.
300. I was stopped once in '99 for riding on the side of the road by the sheriff. He said that it was against the law to ride on the side of the road. I received an \$80 ticket.
301. I think the state needs an ORV scramble area in every county so all riders can have fun and enjoy a good time with friends and family riders.
302. We need to be able to ride on state and federal land with out so many restrictions as long as we are not creating problems.
303. Sorry I wasn't much help. I only ride on my own property so I'm not into public trails. Thanks.
304. 1-Would be nice to use some DNR money to develop more area to use ORV's. 2-Our money is squandered away. 3-To make extended licenses for ORV's so not necessary to renew every year. What a hassle.
305. The cost of stickers are really costly if you have more than 1 machine. We have 9 machines. Most of them only get used 4 times per season.
306. Use of county roads to get from trail to trail should be allowed of not abused by over speeding.
307. What I use my ORV for I feel doesn't hurt the environment. But I realize there are some that abuse the system. I mostly hunt in the U.P. and feel that stricter rules in the U.P. are not in order. I ride 2-track in the Hiawatha Forest and haven't had any problems myself.
308. I believe this is a complete waste of our taxpayer money for this survey. And I feel the price of a sticker just to ride an ORV on public land to go hunting is ridiculous.
309. All the rules and regulations the state is putting on our ORV activities makes it hard for our younger generation to see any enjoyment in this because of all the stipulations that go with an ORV. We need these outdoor activities so that our youth can appreciate and enjoy nature. Rather than getting into trouble because they don't have these things to do of free will. Let our kids be able to enjoy the things we did growing up. I feel the state is way too strict on where ORV's are able to be used.
310. With all the miles of snowmobile trails in Michigan you should open them to ORV's. Most of the cycle trails are too hard for beginners or leisure riding. Too much attention is given to snowmobiles and not to bikes. I would gladly pay more money as needed for trail repair as I have 4 young kids under 10 who ride. Also snowmobiles ride all over the roads why not bikes on side of roads! This is the opinion of a police officer, which I am.
311. You should use the money you use for mailing these out and for the paper for planting more fish and to stop the DNR from destroying the deer herd.

312. It's a terrible waste of the true sportsman's money that purchase fishing and hunting licenses each year, to groom these trails so the deer and other wild animals can be chased and harassed in their own habitat by these machines-idiot riders.
313. Used for around house.
314. If you have any information on how the money is spent from license and trail permits and gas tax from snowmobiling, I would like that information. I own 3 sleds and rode 3000 miles each with my sons this last winter mostly in the U.P.
315. I mostly use my 4-wheeler to hunt private land and plow snow from my drive. --- Really don't have an informed opinion on these issues you are asking about. I understand that one must at times justify one's position or job, but a certified letter for a survey, get real!
316. I don't understand why you have to have an ORV sticker on your three-wheeler or four-wheeler when you don't need a trail permit on the snowmobiles. It doesn't make sense. I would like more info on it. Thanks.
317. Probably going to end up selling the ORV's because there are not enough places to legally ride. Too expensive to have with few places to ride.
318. My ATV was used 2 days in November 13-14, 1995 in Baraga County. The rest of my riding is done on my farm and woods approximately 79 acres.
319. Please open more and more areas to dirt bikes and ATV's. It's been my biggest gripe-the state won't let you ride in areas that are only to be totally destroyed by clear cutting and the state should open area that are to be destroyed by loggers.
320. Most hunters have lost the pleasure of using an ATV to either scout, bait, to hunt because of all the new laws. So primarily use my 2 ATV's to ice fish or putt around the yard. The woods need to be protected but at what cost?
321. How about making a trail in or close to Macomb County. Surely there is a farm that could be rented.
322. I have ridden at Leota loops back in 97 and 98 and enjoyed the trails they were marked well. We seen law enforcement but were not stopped. We rode at the Mounds but stopped because you have to pay to ride there that is wrong. First they check to make sure you bike was not loud then there were still a lot of people so then they put hours it was open.
323. None of this really applied to me Mr. Nelson. I only use my 4-wheeler to work on my property, plow snow, yard work, visit my neighbors, and go to my deer and coyote spots. Thanks.
324. Every time I go riding on the holiday weekend we have problems with the DNR. Tired of being harassed. You drive 3 ½ hours to spend money up there and then they jab you with a ticket on top of it. That's why I sold my bike, you can't enjoy it.
325. I don't understand why you need a State Park and ORV sticker.
326. I feel there should be more area to ride on since not all of us ATV owners can go up north or cross the state to go riding. I feel there should be more law enforcement out also so there won't be so many people breaking the law.
327. Thanks for caring about our riding. It brings a lot of peace and relation to my friends and I.
328. I think for the \$16.00 we pay there should be more ORV trails that we can ride on legally. Thanks.
329. 90% of the miles per year are logged in the U.P. of Michigan.
330. Use Honda and 4-wheeler deer hunting only.
331. There are very few trails open to ORV travel near my second home in Atlanta, Michigan without crossing a restricted area. I use the ORV only on Lake St. Clair when there is safe ice right from my water property.
332. I own snowmobiles. I used to have jeep that took to Silver Lake north of Muskegon. In the future I'd like to have a manual sent about laws.
333. The parking voucher system at Silver Lake eliminates those who want to go and spend the day because when you get there you may not get in 'til after noon or later then there isn't enough time to ride. Like is we leave at 5am, drive 3 ½ hours then have to sit and wait 'til out voucher time comes up. It works okay if you have all weekend to spend but we don't. I can see holiday weekends but not the rest of the time.

334. Snowmobiling-Upper Peninsula/Lower Peninsula. People that live outside this state, the snowmobile trail permits should be doubles if they want to ride in this state. More money for the DNR also would increase groomers to groom trails more often.
335. I like to ride the trails to watch wildlife but can't stand all the bumps anymore. It is no fun riding anymore, so I will use my ORV for deer hunting. My wife feels the same way so she won't even ride anymore.
336. I don't understand why I can take my snowmobile and drive it down the side of the road and go anywhere but can't take my ATV and drive across the street to my neighbors.
337. Please stop sending these questionnaires. I don't ride on trails. (survey # 655)
338. I don't ride much because of trail restrictions. Anymore I will sell my ORV.
339. Rode once in 1999 and once in 2000 at Leota. We went with and followed other experienced riders. We usually ride on private property on the west side of the state for work and fun. Trails at Leota were good. Could be wider in a few areas, a few fallen trees and stumps. I wish I had more time to ride.
340. I do most of my riding on my own property. Do not ride too many trails, so I couldn't answer too many questions.
341. I only use my 4-wheeler in my yard work.
342. I would like to see more trails and less signs and I would like to have clear-cutting of our trees stopped. DNR is so worried about soil erosion from ORV's but let tree cutters destroy large blocks of woodland that erodes and look ugly for years. Select cutting leaves nice looking woods that can be enjoyed by all (hikers, bikers, ATV's, and ORV's). Thank you for your effort to make our environment better.
343. Only ride my 3-wheeler for hunting on private land.
344. My son rides/races motorcross on closed courses. He is a member of AMA and District 14. We rode trails in 98/99 only. He may ride some in the future, but for present it's at motorcross tracks.
345. This is the only one I got, not 2 others or I would have filled them out. We need more trails around here to stay off the roads.
346. The DNR is out of control. When I am told I have to trailer my ORV 2 blocks from my cabin up north to the trail system or get a ticket you tell me if they are not a bunch of idiots. The laws are bull. You have no rights. I have been riding the Gaylord area for 20 years but you can't now.
347. I would really like to see more forest roads open to ORV use. I really like how it is in the U.P., much more enjoyable to ride and hunt. But too far to travel for weekends.
348. We do not ride off road very often. We mostly ride motorcross on private land. Have never been to the AuSable area. Too far away. We started riding motorcross due to the many restrictions regarding legal trails and ATV age restrictions. We ride motorcross motorcycles and will not even ride public land this year therefore will not need to spend money on ORV fees.
349. I just use my ATV-4-wheeler for ice fishing on inland lake.
350. I do most of my riding in the eastern U.P. We enjoy the slightly more relaxed ORV laws provided in the Chippewa County area when getting to the trails from where we stay.
351. The one place you can ride is Bull Gap. Can't ride there because you're under a microscope by law enforcement anymore. I guess I'll stick to private property so I'm not being watched like a hawk. Thank you.
352. It makes me sad to see more and more area closed to ORV's. It seems there are less trails available and yet the price goes up for ORV stickers. I feel if my truck is state licensed I shouldn't need an ORV license. Also my snowmobile registration I shouldn't need an ORV license. The trails are not groomed and there are less areas to ride. What do they do with all of the ORV license money? I love our forests in our great state and do not abuse them. The older I get it seems the less access I have to them. It's a shame that a few ruin it for the ones who respect it.
353. Use my 6-wheeler on my own land, 40 acres, take to Canada hunting moose, don't ride on state land.
354. Why aren't there trails in Huron County?

355. I don't understand why snowmobiles can ride through towns along side of the road throughout the state of Michigan and motorcycles and ORV's are confined to small short trails with roads you don't dare cross for fear of being stopped by DNR. Every year it seems like the trails are getting further and fewer between-let's face it, the need to have a motorcycle or ORV in Michigan is getting less and less.
356. We own our 4-wheel just for our own private use on our own land. Do not trail ride.
357. They need to open snowmobile trails in the summer for ORV (2w-ATV) in Manistee County. There's nowhere to ride but on private land.
358. Went hunting in Presque Isle state ground. I bought an ORV sticker so I was legal. I used a logging road. The DNR gave me a ticket it wasn't an authorized trail. At the time I thought all 2-tracks were legal to use for hunting. I bought my ORV to use for transportation not joy riding. Because of this it will be a long time before I ever hunt state property again. I think the DNR harasses hunters to discourage hunting.
359. I feel you should be able to retrieve a downed deer on any trail marked or not.
360. I rode off road motorcycles up until 1999 when the trails got so rough then I got an ATV so I can still get out on the trails to some extent.
361. When obtaining trail permits from the DNR-the DNR must give info on trail markings and areas with restrictions. Also instruction on fines and limitations on ORV laws and private property status. --- When registering ORV through the state, there must be a drivers test (similar to drivers license tests) and also an ecology awareness program for out of state and all users of ORV's.
362. I don't own a 4-wheeler or any ATV. I have a snowmobile I ride a lot in the U.P. and the trails there are very nice to ride.
363. I spend a lot of money for hunting, fishing, and ORV license not counting federal and state taxes. For me to ride on one of the DNR trails for ORV I have to drive 1 1/2-2 hours from my house. I think the DNR is in business to make money. Not for best interest of people or the land or animals. They need to put the DNR people up for election like any other state office. I am mad and disappointed on the DNR.
364. My 4-wheeler is only used for ice fishing on Saginaw Bay and going to Lake Sincoe Canada and occasionally on private land for deer hunting. I have never rode on a designated ORV trail and don't know much about the trail markings. I have an older "arctic cat" snow machine which I also use for fishing on the Saginaw Bay.
365. I bought my '93 Suzuki because I could go from my house to the trails. A lot of people around here have 3 and 4 wheelers. I believe that forest roads should be opened to them to ride. They're not hurting anything. I also believe that ORV's should be allowed to ride any snowmobile trail not just ones marked for ORV's. We pay gas tax, maintenance, and licensing the same as snowmobiles. As long as riders remember March 15th to December 15th is ORV and from December 15th to March 15th is snowmobiles.
366. We used to ride back in high school but now we just don't have the time.
367. It seems like the destruction of our forests mostly comes from people dumping debris of all sorts in it. This stuff isn't from ORV's. Anyone caught dumping stuff in our forest should serve time. It's too easy for them to just pay a fine.
368. What a waste of money on a survey and personal information is not part of a survey on riding habits of an ORV owner. Please do not survey me again. (survey #725)
369. It is my understanding that there is a major difference in annual cost of ORV stickers as compared to snowmobile stickers. Why?
370. Need to get rulebooks when purchasing license for ORV. I get mine from Meijer or bait shops and never get booklets.
371. I believe it should be legal for senior citizens, 55 or older, to use an ATV on state or federal land for hunting purposes or fishing. To be able to carry your deer out of the woods. Senior citizens have a hard time dragging deer great distances. I would be in favor of even paying a little extra for special permit for the usage. Just my opinion. If the state can't make money, they won't do it. So take the money our state has, and give the governor another raise. Sorry just my opinion.
372. I don't know a lot about this stuff. I only use my stuff on legal roads and around the house and out west.
373. I am 75 years and 10 months old and unable to walk to you back of my land so I ride the 4-wheeler back to where I hunt and to check on things.

374. I have not ridden a whole lot in the pilot area, but have ridden a lot in Baldwin-Cadillac trails. And I have seen great improvements but it would be nice if DNR would do the same things they doing in the pilot area all over the state. Especially same our taxes for those of us who own property in the north. Our ORV stickers and hunting license costs go up every year but we don't see it going back into anything.
375. I'm interested in Great Lakes 4-wheel Drive Association.
376. I would like more information on the trail system.
377. I would really like to see more areas opened up.
378. I think we should try to come up with a way to legalize use of 4-wheelers like snowmobiles can ride next to the road. We should be able to do the same.
379. Separate trails, not 2-way traffic on one trail. Put more main road crossings on maps and signage where trail crosses road. Thanks Chuck.
380. What kind of tax cut have for seniors? Please don't bother me again. Thank you.
381. I was told by an officer at Fort Custer State Park that I couldn't ride on the ice to go fishing. Why?
382. We would love to ride but have no clue where to ride and there are too many laws.
383. I think the lightly populated extreme NLP should have the same laws and regulations as the U.P.
384. Why do we have to buy ORV stickers when in the U.P. we can only drive on roads where a 2-wheel drive vehicle can go?
385. I do most of my riding with my ATV-4-wheel on private land.
386. Please open more ORV trails in Kent County.
387. Every year I am starting to see a lot more people on horses and most of them are mad at you for being out there and they do not pay anything to ride on the trails.
388. The reason my husband did not fill this out before was he didn't think it pertained to our area. We ride on his parent's property in Leelanau County and our own property here in Kalkaska County. We do use marked state trails – I believe we use the Missaukee trail? It has one section that isn't marked properly and we always end up using the wrong part of one end of trail. We own Honda 3-wheelers and usually go every nice weekend at lease one day.
389. More new trails. Thanks for asking.
390. I used to go to Silver Lake with my truck. I haven't had any other ORV's since then other than that I don't know. My survey shouldn't be counted.
391. I think that all 3 and 4 wheel ORV's should be legal on all county and state forest roads. It is a shame that the lack of enforcement of existing laws leads to more laws (not giving tickets to people who speed and tear up land) (passing law to prevent people driving ORV on side of road safely).
392. The reason I marked that we do not ride and days or miles off road county/state roads or designated motorcycle ORV trails is that there's no way of knowing what legal anymore or what isn't so we ride our dirt bikes on our 10 acres of private land that gets pretty boring. I would like to have signs marked where you can't go because I got a citation by DNR in my street legal buggy with ORV sticker in a place I thought was legal. I considered my 4-seat dune buggy a family car, DNR officer did not.
393. I'm not happy with what they are doing with our state and federal land because I have some health problems I can't walk like I could when I was 40 to 50, so with the new laws I'm shut out of areas I could enjoy with my quad.
394. No trails in area. Costs too much or stickers to just use to ice fish and ride on private land.
395. Would it be possible to issue a right away sticker for cycles if a person with such a sticker is found destroying property or being just neglect the permit sticker should be torn up on the spot and fined and ticketed. --- It's a shame of few idiots have to ruin it for everyone else. But give those who deserve it a chance. Sticker use same rules as a slow moving vehicle sign would have.
396. More new trails. Thanks for asking.

397. I think something that would help is instead of designated trails open up areas. For instance near where I live there is a lot of state land but only 1 ORV trail going though. If you open up an area of that land it would give us more room.
398. Thank you for your help.
399. I never have used any of the trails.
400. I am handicapped, we have a golf cart we like to ride in the woods and I can't, it has every sticker, flag, lights, and goes about 5 mph and they say I can't enjoy it. Let's give the handicapped or elderly a chance to enjoy what they used to. We did enjoy it but can't anymore.
401. Moved to Arizona. This data is statistically irrelevant.
402. We need more trail down south. I would like to ride more but can't go up north every weekend.
403. They need to give a better understanding of the laws on public land and roads.
404. I have or was in the USMC, and have driven all over the world. I also enjoy sharing these trails with my children (3 boys) and try to teach them land conservation and respect. Please send me more information on the trails here in Michigan Upper and Lower and I can try more of them. Thank you for your consideration.
405. We would like to have more trail area open to ride. The ORV stickers are priced way too high.
406. I haven't ridden lately since I sold my motorcycle about 2 years ago. My motorcycle was a Honda XR600R converted to made road legal. The trails I rode were as noted above and the trail network on Drummond Island about 3 years ago.
407. Please consider taking a trail (loop) and closing it and moving it over say 50 yards, some of these trails are so completely worn out it's a joke. Please have trails for 3 and 4 wheelers and trails for cycles. Wider cycle trails make no sense they only create higher speeds and more injuries.
408. I was ticketed for riding on an unauthorized ATV trail. No pamphlet given out at time of ORV sticker purchase, and have been out of the state for 15 years serving my country. A simple warning would have sufficed for a 40+ adult. 2-I also feel the regulations are unfair between snowmobiles and ATV's. All trails should be open to all. After all it's our land not theirs to hack down trees and create erosion and not allow riders to see the destruction.
409. Sorry did not respond my input in this area of trail is very minimal. Thanks.
410. Basically ride and drive around farm.
411. I spend one month in the western U.P. hunting all trails are open. We used to hunt Baraga County where Co, roads are open to ATV traffic as 25 mph or less and you must ride on the shoulder of the road. This is a good law. A lot of ORV users ride in that county to take long trips.
412. I feel ATV trails are too few and should not be combined with narrow MCCCT. It is very difficult to go up a hill when the 2 wheelers carve a groove in the hill.
413. Get more riding areas in lower Michigan and let us ride in moving water again like we like to get muddy.
414. It's too bad that the state has made so much state land off limits to ATV's. I live in Gladwin and a lot of state land I was able to ride is off limits now. I can't even take a deer out of the woods during hunting season. Don't dictate that I can only ride in a few places, open things up again and get rid of the abusers. Thank you. P.S. get rid of the pickups and dune buggies.
415. With all the rules and regulations it's just not any fun anymore. Used to ride trails to see wildlife not it is just a racetrack for all fast machines. Disgusting! That is why we stay on our own property. We will not contribute to this nonsense.
416. There needs to be some place legal for ORV's to ride. Most of us abide by the law but when we buy we want to ride-snowmobile is regulated and 4-wheelers could be too. It would give Michigan more money and allow us a safe place to ride.
417. ORV's should have the same use of county roads as snowmobiles.
418. Why is it that so much money is spent on snowmobiles (grooming trails) and only charge \$10 for a trail permit and charge \$16.25 with virtually no maintenance for ATV. ORV trails need to be wider for 2-way traffic. It would be nice to have a play area (hill, mud, sand, open area).

419. I think the present law for NLP is too rigid. I own 3 parcels of property within ½ mile of each and cannot get to them without riding on a county gravel road.
420. Most of our use is at our deer camp near Hulbert. Almost all is on our property but we do use some of the logging trails near as. I have never been on a state designated trail.
421. We need to leave the single-track trails alone, they don't need to be wide enough for 4-wheel quads. I think all OARV owners should have the same rights as far as road right of way use. The 2-wheel group of riders knows to be on the road they need a license plate. The MCCCT is a wonderful trail for motorcycles, close it off to quad use and it will almost grow shut. Keep quads on open 2 tracks or ORV areas. I would like to see the results of this survey. Thank you.
422. Logging has totally ruined half of the West Higgins Lake loop. The trees are the challenge! I am glad to see someone is asking for feedback. It helps promote teamwork and working together to not only keep existing trail system, but better to improve the trail system and get everyone on the same page. Thank you.
423. Actually my ORV was broken most of 99-00.
424. I live ¼ of a mile from ORV trail and I have to trailer my ORV to the trail. I am disabled and have a hard time loading and unloading my ORV so I don't use the trails. The trail I have seen is in bad shape.
425. 4-wheelers should be given the right to ride on roads because snowmobiles can. Maybe have a board up at trailheads explaining rules and what signs a rider can expect to see while on the trail and most importantly what each sign means.
426. If DNR is going to monitor and ticket they need off road vehicles to monitor illegal activities that they currently can't because their trucks don't allow them access i.e. trails. Many illegal riders, times, drinking goes on deep in the woods where they feel safe. Risky for female hunters...
427. In general, I support expansion of well-marked trails to avoid confusion which results in hassles with a variety of law enforcement folks who should be out chasing "bad guys" not hassling confused "good guys".
428. The best idea of the AuSable project is the "you are here" signage. I have wanted to ride the cross state connector trail but I have always had non-Secretary of State licensed motorcycles. If it were possible to expand or re-route the trails to allow an unlicensed vehicle to traverse the entire cross-state connector. I would be in great support of it.
429. Keep trails open, connect trails. Start a grooming program for single-track trails.
430. I see too many children riding on ATV's with adults. These are not meant to be ridden with 2 people. You need more 'you are here' maps.
431. Too many trails being closed. I cannot access my property in the winter without my ATV. However, the fire trails leading to my property have recently been marked closed to ORV.
432. 90% of the people don't know a red diamond from an orange triangle or ORV from MCCCT. No one will tell me I can't ride here and not there. Hire me to straighten out ORV laws. They go and clear cut 10 acres of state land but don't ride an ORV there it will erode the soil. I can see not going down M-66 or M-55 on a dirt bike but gravel road like Cinder Hill Road or a road not maintained by county road should all be open to ORV use. Horses tear up more stuff than a motorcycle but they got the big money to back them up just like the snowmobiles. All I ask is to be able to ride gravel roads and shoulders of gravel county roads even at 25mph to get to my local ORV trails without boot legging and studs in snowmobile tracks should be outlawed. I got flat tires last year because of the things. I'll call you.
433. I do not use the trails at this time but I maybe buying a quad runner this year as a result I will be studying the way trails are marked and posted. I am not familiar with signs at this point.
434. It would be nice if a guy could ride the fire lanes in the state and federal forests like when the 3 wheel and 4-wheel ATV's first came out. My kids loved it and so did I. an excellent way to help keep them off drugs and out of trouble.
435. I have not recently rode on state trails but when I was younger I rode a lot in Gladwin. Today a lot of that area is not accessible. Even back then it was very confusing of where one could ride. I'm all for marking trails, having maps, and making rules and regulations. Plain and simply for all.

436. I need help in my neighborhood with youth riding ATV on public roads. Law enforcement can't catch them. They ride the roads to get to private land, that is not theirs, they ride anywhere from 1-5 on a 4-wheeler with no helmets.
437. It would be nice if there were more trails open in my area. The trails don't need signs and maps which would be a waste of money. But just post them open so local people can ride them. Most local people know where they are going so the added funds for signs and mapping can be used to open more trails.
438. I love riding my ATV!
439. Riding 2w in some areas is getting so rough that it cannot be ridden for fun or enjoyment anymore. I speak of our local area.
440. I think the state of Michigan is wrong not allowing quad travel on 2-track for reasonable riders. I watch street legal motorcycles in groups riding state land ruin the sport for the rest of us. The problem is simple. Ticket those who misuse the sport. I really wish I could use my quad in the Lower Peninsula. I think this is discrimination. Please open the L.P. like the U.P.
441. ATV's should have same rights as snowmobile. We pay for our permits just like they do. We need more rights on street riding.
442. The DNR need to get off their power trip. I got a ticket on a dirt road even though I had an ORV sticker just because it was a holiday weekend.
443. Silver Lake is always crowded but I have never had more fun than on those dunes! Thanks.
444. I live in Antrim County and I haven't any idea where there is any ATV trails.
445. I think the trails need to be groomed like snowmobile trails but not as often. This also could be done by volunteers. I believe better trails would attract more people.
446. Most existing ORV trails are old/overused and worn out. We need to close down old worn out trails and open new ones. In 10 years the old trails will be totally healed and can be reopened and the new ones closed to heal. This 10-year cycling of trails will allow riders to always have nice trails to ride.
447. The only improvement I would like to see done is more right of ways to gas and food also to see more maps for the trails at the trailheads.
448. I would like to see more fire trails open during deer season, like the U.P.
449. I have been riding in Michigan's NLP for 25 years. I feel we have one of the best trail systems in the world!
450. I think you should do a state survey vs. your AuSable Pilot Project.
451. Michigan has a great trail system, however I don't think dirt bike trails should be widened out for 4-wheel use. It would be nice if a method could be developed to smooth out some trails since they are so "whooped" out. They groom snowmobile trails why not dirt bike trails. I appreciate the chance to participate in this survey and I am glad that improvement might be made to the current trail system.
452. The tri-county people are overlooked by the MCCCT people to attract more out of state people.
453. I would like to see along with many others an organized trail system in southeastern Michigan we have nowhere to ride except on back roads which we get many complaints. A snowmobile trail and ORV trail would be great. Thank you.
454. Why can't we ride in the Bass River Recreational area in Ottawa County for ice fishing?
455. Equal right for ORV and snow machines!
456. With the sudden onset of maturity (physical) there is a great appreciation of marked trails similar to the numerous snowmobile routes in the U.P. Most of my riding companions no longer ride enough to justify the tariffs and required insurance ransom necessary to be "street legal". We do, however, support the tax associated with the ORV sticker. I personally feel that the ORV sticker should allow some reasonable access to state and county roads similar to those afforded to snowmobiles.
457. With my years, my legs are getting weak so I ride my 4-wheel ATV where I please.
458. More trails available in Lower Michigan. No more enforcement needed.
459. More trails are need. So many trails are for snowmobiles but not for ORV's. I feel snowmobiles are just as destructive as ORV's to the land but are allowed to go any place.

460. I find it difficult to locate trail maps during the spring/summer season. During snowmobile season they are plentiful which is good.
461. Let's work together to keep the trails open for my children and their children. Thank you.
462. Need more trails! Preferably south of Flint. If there are any please notify me of them.
463. I ride with my wife and children to see nature and enjoy it not to ruin it. If I seen someone abusing I would turn their car license number in.
464. Most of the trails are okay but grooming would help. If the snowmobile trails have groomers why not ORV's. I feel Bull Gap needed to be closed (people ran over, fights drinking, drugs, language make people. Needs law enforcement.
465. The reasons I don't fill some in is I don't go off road that often anymore. No bikes.
466. I live on the Tittabawassee River and that's the only place I ride ice fishing only.
467. Due to health reason in no longer use ATV for ice fishing. Just use it on my property for deer hunting and yard work.
468. I'm currently incarcerated, but the times I have used the trails in the past, the trails were in excellent condition.
469. Why were 3-w band from U.S.? I had 5 and had 4 children. We all rode them for years and only got 1 cut that took 2 stitches. I think you need to take the fast snowmobiles off the market and put 3-w back on. We hear every year how many people die and are hurt on these fast machines.
470. I feel that we should open woods road/2-tracks up so ATV/quad and off road cycle could use them in Northern L.P. I feel that this would reduce the use of trail system in high usage areas.
471. I only use my bike for deer hunting in the U.P. on private land for 8 days and at my home for lawn work or business. Thank you.
472. My response cannot be an informed result. I have never used the AuSable trail. To my knowledge I don't ever use designated ORV trails. The only marked trails I've noticed in my area are for ATV's and smaller. I buy an ORV sticker because the status of all dirt roads is vague. My personal viewpoint on back roads is this: if it is hard to connect between forested areas leave or build it as ORV use. If a trail goes through scenic land, designate it as foot travel only so a quiet appreciation can be built for the land.
473. Haven't ridden in Michigan for the last 5 years.
474. I have been coming there since the late 70's. Our friends have been coming since the 60's. We very much enjoy the dirt bike riding and hunting mushrooms in the Cheboygan area. In the past years officers that we would see, were very nice and check us for our ORV stickers only. But last year we were stopped 3 times, asking where are you going, where did you come from, and don't ride over there. Asking all these questions makes us feel that you don't want us to come up there and enjoy it anymore. We will miss it.
475. Because of my work I don't get to go out four-wheeling as much as I'd like.
476. Please open the old Mackinaw trail to ATV. I would be willing to pay for this privilege.
477. Not sure if certified mail for this type of survey is very cost effective, as far as getting my attention, making a special trip to the post office to pick up certified mail got it, not in a positive sense. Be safe, be responsible. Protect Michigan's fragile environment.
478. I did not get any other questioner, so if you would like send me more. We want to do what we can to be able to 4-wheel. Thanks.
479. We need more trail for ORV's, like we have for snowmobiling.
480. Good job, thank you very much for the many years of enjoyment-starting riding dirt bikes in '82, couldn't keep my license and still ride.
481. The ATV trails around Houghton Lake are almost unrideable. You have to do 5 miles an hour very sharp turns, not wide enough, and overgrowth on trails. But the snowmobile trails are nice and wide. Why?
482. Is there newsletter or info on seasonal trail closures for ORV owners? I used to have a map of only ORV trails in Michigan. Would it be possible to get another one sent out to me?
483. The use of my 4x4 is only used on my farm of which I have 100 acres.

484. ATV's operated only on private property.
485. I strongly support the use of designated snowmobile trails for use as ORV during non-winter months.
486. Trails are overcrowded. Since I did not ride this year, this form was filled out by my husband.
487. I have since relocated, please remove my name from your mailing list!
488. I am a member of a 600-acre camp in Presque Isle. Also I like to ice fish. I always trailer my quad to where I want to ride. I used to ride on state forest roads for trout fishing however it is now against the law. I would hope they could change the law to be able to ride on non-paved state forest roads.
489. We buy an ORV sticker incase we go on to public land, but most of the time we ride private land because most of the time in the summer the trails are full of people.
490. I got a question. If I live in Michigan and have a Michigan ORV how come I can ride in Michigan and Ohio but if I live in Ohio I need one for both?
491. My comment as to ATV's is we should be able to ride them just like snowmobiles. You can ride a snowmobile n 2-tracks on state land but cannot ride an ATV on two-tracks. That stinks. I ride my 4x4 every day on private and state land just putt-putting along not tearing up anything just looking at wildlife etc.
492. When I went to Bull Gap for the first time I was very unfamiliar with the trail system because of poorly marked trails at intersections I end up on a road I shouldn't have been on. And then got a ticket. If the trail was marked better I would have stayed on the trail and I wouldn't have gotten a ticket.
493. You cannot receive correct ORV rules and regulations from dealers. For colors or shapes of signs or roads and trails. The book I have has not helped.
494. Us seniors can't use the system as much as I would like and \$16.25 is a large sum to pay. They sure could give us seniors a break on these ORV stickers.
495. I am against 3 and 4 wheelers, and snowmobiles being used during hunting seasons. I also feel the prices have gotten too high.
496. I like to ride in Michigan but there could be more roads to ride on.
497. I would like to know why there is no ORV riding in state land in southern L.P.?
498. I enjoy and ride very responsibly like many of the other riders I ride with and have met on the trails. I believe there should be less restrictions on state and county lands.
499. Why do I have to buy an ORV sticker if there isn't any trails within 100 miles? I have been buying stickers every year since 1987 for the last 5 years I have been buying 2 stickers (1 for each quad).
500. Just a few too many types of signs. There is no reason snowmobile trails are not open to motorcycles and SUV's in the summer time. I got this survey from a friend that did not want to answer. Many people feel that you really pay no attention to these, so why bother to fill out. And why send 3 to one person that does not want to answer and none to those that do?
501. Since late '98 I have been racing vintage motorcross with the American Historic Racing Motorcycle Assn. (AHRMA) and just recently started trail riding again.
502. Keep the use of ORV's legal across the U.P.
503. Southern Lower Michigan needs more ORV trails. The Mounds are about the only place to go and it's too small.
504. Additional enforcement need, ESPECIALLY around Bull Gap area. If there is a road or 2-track, we should be able to drive on it. Full support of tread lightly policies but need more spaces to ride, concerns with erosion and stream crossings are usually exaggerated. Would be glad to participate in any further survey, offer in put whenever possible.
505. I have been 4-wheeling, dirt biking, sand dragging for over 30 years. I have talked to numerous people in the sport and everyone I have talked to all have the same attitude ORV stickers have increased in price and trails and land space have been eliminated. DNR officers all have attitudes and think they own the land. Let me remind you that the government is over stepping their bounds way too much and I know I'm not alone when I say we had about enough of this. So please take this into consideration when dealing with an issue of such importance to the hard working American people.

506. ORV's are very expensive and lots of fun. But I feel motorcycles, snowmobiles, quads, should all have the same rules to be able to all ride along side the road and on all trails. Why have only one kind be able to do what others can't. I own 55 acres and right across the county rode my sister owns 76 acres but I can't ride my quad straight across the rode to her property- I have to shut it off and push it. Give me a break. I pay taxes and I should be able to use the sides of roads and at least cross them when necessary.
507. Thanks for they concern from your department, have seen a lot of positive improvement made and resources used. Where are maps available for these new areas under development? Need to have trails more clearly marked.
508. How would you know if I sent this back? No place for a name.
509. I believe that ORV's are over regulated. There are not enough legal area in the state to ride ORV's.
510. I was checked by law enforcement officer while riding on the edge of the road to go ice fishing on the bay was ¼ mile from the bay was told to trailer my ORV from now on. (I only live 1.4 from the bay). Do not use my ORV for anything but ice fishing.
511. The DNR need to make closed area signs easier to see. I was ticketed while ride what I thought was an ORV trail. We saw the DNR parked ahead on the trail so we rode to him we had some question about the area. On route to him as we went through a spot on the trail that we later learned was closed to get to the DNR officer. He stopped us pointed out a sign on a telephone pole that was 3"x12" big and posted 15 or 20 feet up. (Not where I would be looking going down a trail) and wrote us each an \$85.00 ticket. If it was better posted I never would of went through that area. The officer said they put the sign that high so no one would steal it.