# Changes In Recreational Travel In Washington State

## WA-RD 49.1

Final

November 1982

**Washington State Department of Transportation**
Public Transportation and Planning
In Cooperation with
United States Department of Transportation
Federal Highway Administration

TECHNICAL REPORT STANDARD TITLE PAGE

| 1. Report No. | 2. Government Accession No. | 3. Recipient's Catalog No. |
|---|---|---|
| WA-RD 49-1 | | |

| 4. Title and Subtitle | 5. Report Date |
|---|---|
| Changes in Recreational Travel in Washington State | July 15, 1982 |
| | 6. Performing Organization Code |

| 7. Author(s) | 8. Performing Organization Report No. |
|---|---|
| Thomas Hamstra<br>Paul Motoyoshi | |

| 9. Performing Organization Name and Address | 10. Work Unit No. |
|---|---|
| Public Transportation and Planning<br>Washington State Department of Transportation<br>Highway Administration Building<br>Olympia, WA 98504 | 11. Contract or Grant No.<br>HR 593 |
| | 13. Type of Report and Period Covered<br>Final Report |
| 12. Sponsoring Agency Name and Address<br>Public Transportation and Planning<br>Washington State Department of Transportation<br>Highway Administration Building<br>Olympia, WA 98504 | 14. Sponsoring Agency Code |

15. Supplementary Notes

This study was conducted in cooperation with the U. S. Department of Transportation.

16. Abstract

The research study identifies the types and amounts of recreational travel in Washington State, assesses the impact of gasoline supply and price, investigates the attitudes of local and out-of-state travelers regarding travel in the past, present and future. The future includes a gasoline price scenario. The study also addresses the reasons for change in recreational travel behavior and provides recommendations to minimize the adverse effects of gasoline prices on recreational travel.

| 17. Key Words | 18. Distribution Statement |
|---|---|
| Recreational Travel, Recreational Travel Modes, Trip Frequency, Trip Duration, Trip Distance | |

| 19. Security Classif. (of this report) | 20. Security Classif. (of this page) | 21. No. of Pages | 22. Price |
|---|---|---|---|
| Unclassified | Unclassified | 96 | |

Form DOT F 1700.7 (8-69)
HWY FORM 341-004 6/72

SECOND DRAFT

The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Washington State Department of Transportation or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.

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# CHAPTER ONE

# INTRODUCTION

## INTRODUCTION

Recreational travel accounts for a large part of the total travel in Washington State, as evidenced by the number of out-of-state vehicles on the road during a summer weekend, skiers traveling to recreation areas during the winter months, and campers and trailers heading to their favorite recreation spots throughout most of the year.

Recreational travel is a key factor in the development of transportation systems and facilities. However, the characteristics of recreational travel are difficult to quantify and define. Traffic counts, a direct measure made at key locations on weekends and holidays, give an indication of traffic volumes, but say little about other characteristics. The number of visits to State Parks and recreational vehicle sales provide additional evidence of recreational travel behavior, but say little about underlying characteristics. This study achieves a more comprehensive understanding of recreational travel by utilizing research methods that go beyond collecting these kinds of data.

## OBJECTIVES OF STUDY

The objectives of this study are:

1. To identify the amounts and types of recreational travel affecting the transportation system of Washington, including the identification of institutional and other barriers that inhibit recreational travel.

2. To provide a basis for estimating changes in recreational travel and their effects on the transportation system.

3. To identify low-cost, energy-saving projects and strategies that can be implemented to mitigate problems and maintain (or expand) recreational travel.

## DEFINITION OF RECREATIONAL TRAVEL

Recreational travel can be defined in a broad context or made quite specific depending on the purpose for which the definition is required. A convenient way to define recreational travel, and the one adopted in this study, is to list relevant components of travel that will be analyzed. Thus, in this context, recreational travel will include trips:

- Involving outdoor recreation activities
- To visit friends and relatives
- To visit second homes
- To spectator events
- Involving sightseeing or pleasure driving
- Involving business combined with any one of the above

## METHODOLOGY

Having established the primary study objectives of identifying the amounts and types of recreational travel and of providing a basis for estimating changes in recreational travel, the following travel variables were determined to warrant investigation.

- Traveler perceptions concerning trip frequency, distance and duration in the past, present and future.

- Traveler attitudes concerning travel mode -- given future energy-price scenarios.

- Traveler attitudes concerning the buying and selling of automobiles and recreational vehicles given future energy-price scenarios.

- Trip characteristics including: trip purpose, travel mode, vehicle occupancy, traveler demographics, trip expenditures, types of accommodations, destinations, distance traveled, length of stay during trip, the frequency with which trips are made.

- The change in recreational travel that has occurred on the Washington State Highway System.

A synthesis and analysis of data from two types of surveys and other relevant sources is the underlying method of investigating these variables. A random telephone survey collected data from Washington residents and a roadside survey was used to collect data from out-of-state travelers. Other data sources such as traffic volumes, state park visits and new recreational vehicle registrations further augmented the recreational travel picture.

The presentation of the data analyzed in this study occurs in the following sequence. The historical trends of traffic volumes and state park visits were presented as an orientation to the effect that energy cost and availability has on recreational travel. The study then discusses travelers' past, present and future perceptions about trip frequency, distance and duration. This is followed by a discussion of the reasons that changes have been made in recreational travel. Finally, the impact of increasing energy prices on travel mode and travelers (what demographic groups are impacted) is discussed. The data from the two types of surveys are kept separate with only occasional use of side-by-side comparisons. The data most central to this report are presented in Chapter Two. Additional detailed data from the surveys are presented in the Appendices.

## HOUSEHOLD SURVEY OF WASHINGTON RESIDENTS

A random telephone survey of Washington residents was conducted twice -- in March 1981 and in August 1981. Each of these surveys of 1,200 households queried the respondents' perceptions and attitudes about trip-making with respect to energy costs as well as the specific characteristics of the latest long trip (five days or greater) and the latest short trip (less than five days) made during the six months preceding the survey. This sample size is large enough to give a precision level of 0.05.

The survey addressed the following characteristics of trips made by Washington residents.

- Destination
- Distance from home to destination
- Travel mode
- Type of vehicle driven at destination
- Miles traveled at destination
- Type of accommodation used
- Activities
- Number in party
- Expenditures

This was accomplished by directly asking the respondents about the characteristics of their latest trip. The approach of using the specific characteristics of the latest trip assumes that the latest trip prior to the survey is a typical trip for that six-month period and that when data from both the March and August surveys are examined together, inferences about trips taken throughout the year by Washington residents can be made. In assuming the last trip taken in the previous six months represents a typical trip, it is acknowledged that while for any one individual their last trip may not be typical, combined data for the entire sample does represent typical recreational travel behavior over the last six months.

In many of the topics discussed in this report, there were no significant differences in the results of the March and the August surveys. In these cases, the survey results are presented in a combined form. In other instances, particularly with trip characteristics, there were differences. In those cases, the results were kept separate. Most of these statistics can be found in Appendix A.

The questions in the telephone survey dealing with perceptions and attitudes about trip-making addressed three different time periods -- the past, the coming year, and the future. The approach is summarized below.

The Past

People were asked to compare:

- the number of trips taken during the past year and the number made three or four years ago.

- the distance of trips taken during the past year and the distance traveled on trips three or four years ago.

- the duration of trips taken during the past year and duration of trips taken three or four years ago.

The Present

The present was addressed by structuring the questions so that the perceptions of travelers concerning travel in the coming year - given current gasoline prices - could be compared to their behavior during the past year.

People were asked to compare:

- the number of trips they planned to make in the coming year and the number made in the past year.

- the distances of trips planned for the coming year and the distances traveled in the past year.

- the duration of trips planned for the coming year and the duration of trips made in the past year.

The Future

Recreational behavior in the future was also investigated. In this time period, three gasoline price scenarios were used as the basis for the respondents' decision-making, whereas in the "past" time period, the behavior of the past year was

compared to the behavior of three or four years ago and in the "present" time period, the behavior anticipated with current gasoline prices was compared to the travel behavior of the previous year.

The following future price scenarios were analyzed:

- decisions at $1.50 per gallon
- decisions at $2.00 per gallon
- decisions at $3.00 per gallon

Rather than asking each respondent to answer questions regarding their travel decisions under each pricing scenario, the sample was divided into three groups of 400 respondents which was a large enough sample size for a precision level of 0.05. Each group was asked their most likely behavior under only one of the above price scenarios. See the telephone survey specifications on page 1 of Appendix A.

The respondents were asked to compare:

- the number of trips they might make at the future price versus the number they had planned to take.

- the distances of trips that might be taken at a future price versus the distances of trips they had planned to take.

- the duration of trips that might be taken at a future price versus the duration of trips originally planned.

Several other questions that relate to the future changes in recreational travel due to increasing gasoline prices were also asked. Respondents were asked if they would use a different travel mode due to gasoline-price increases and if this were so, what was their alternate choice. The respondents were also asked if they would sell their present vehicles and if they were planning to sell, whether or not they would replace the vehicle with something more fuel-efficient. This question was asked for both automobiles and recreational vehicles. The respondents were finally asked what was the most important reason for a change in travel behavior.

The basic survey tabulations are presented in Appendix A. Also contained in Appendix A are the specifications developed for conducting the telephone survey.

## ROADSIDE SURVEY OF OUT-OF-STATE VEHICLES

The roadside survey was used to determine the following characteristics of out-of-state travelers.

- Vehicle type
- Vehicle occupancy
- Driver age
- Purpose of trip
- Amount spent on trip
- Distance traveled in Washington
- Number of days in Washington
- Accommodations used

The survey also determined attitudes and perceptions about trip-making:

- Probability of making trips to Washington at different gasoline prices.
- The changes in the frequency that people make trips.
- Attitudes about recreational vehicles.
- Attitudes about automobile travel and willingness to switch to other modes.

The interviewers stopped the out-of-state vehicles as they were leaving the state at three major points:

SR 5 at Blaine - 1/2 mile south of Canadian Customs (date: October 1, 1980 to October 5, 1980)

SR 90 at the Idaho border - Exit 299 (date: October 8, 1980 to October 12, 1980)

SR 5 - Thirteen miles north of Vancouver at the rest area just south of the Ridgefield exit (dates: October 16, 1980 to October 19, 1980)

The volume of local out-of-state (example: Canadians eating lunch in Bellingham) traffic was perceived as a source of traffic which could bias the sample. To eliminate this source of bias from entering into the survey, only travelers on a recreational trip of at least one night in Washington were surveyed. The interviewers were instructed to let a vehicle pass through if the trip was purely business, a one-day shopping trip or a one-day sightseeing trip. The precision level of this survey was determined to be 0.05. The findings of the out-of-state roadside survey are presented in Appendix B, and Appendix C contains the records of vehicles sampled, vehicles selected, and the counts of vehicle types passing the interview point.

CHAPTER TWO

# IMPACT OF ENERGY COSTS ON RECREATIONAL TRAVEL

## HISTORICAL TRENDS

Following a period of decline in recreational traffic between 1973 and 1974, which was precipitated by the fuel crisis, recreational traffic increased again until 1978. Another fuel crisis in 1979 resulted in a sharp decline in recreational traffic. Even though gasoline prices continued to increase on into 1980, recreational traffic stabilized at the 1979 level (see Figure 2.1).

The 1979 fuel crisis also affected the average weekday (AWD) traffic. AWD traffic had been steadily increasing from 1974 to 1978, but when gasoline prices started to soar in 1979, AWD traffic leveled off to 1978 levels and remained there throughout 1980. The impact of the 1979 fuel crisis appeared less severe for AWD traffic than for recreational traffic. Since restricted fuel supplies and higher costs confined travel more to work-related trips and high priority purposes, recreational travel was apparently postponed altogether or limited more to short trips.

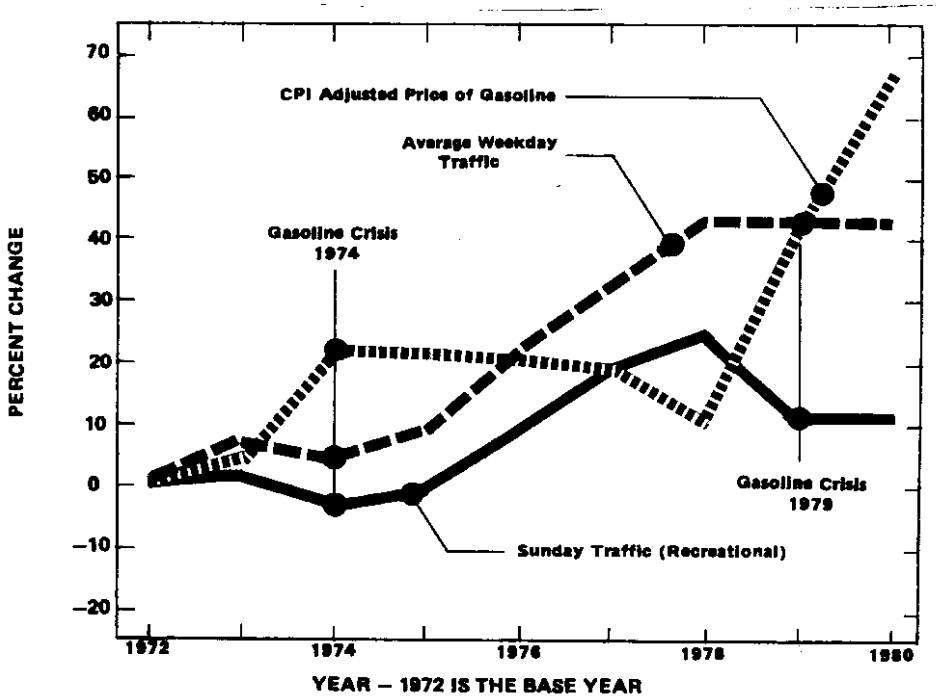
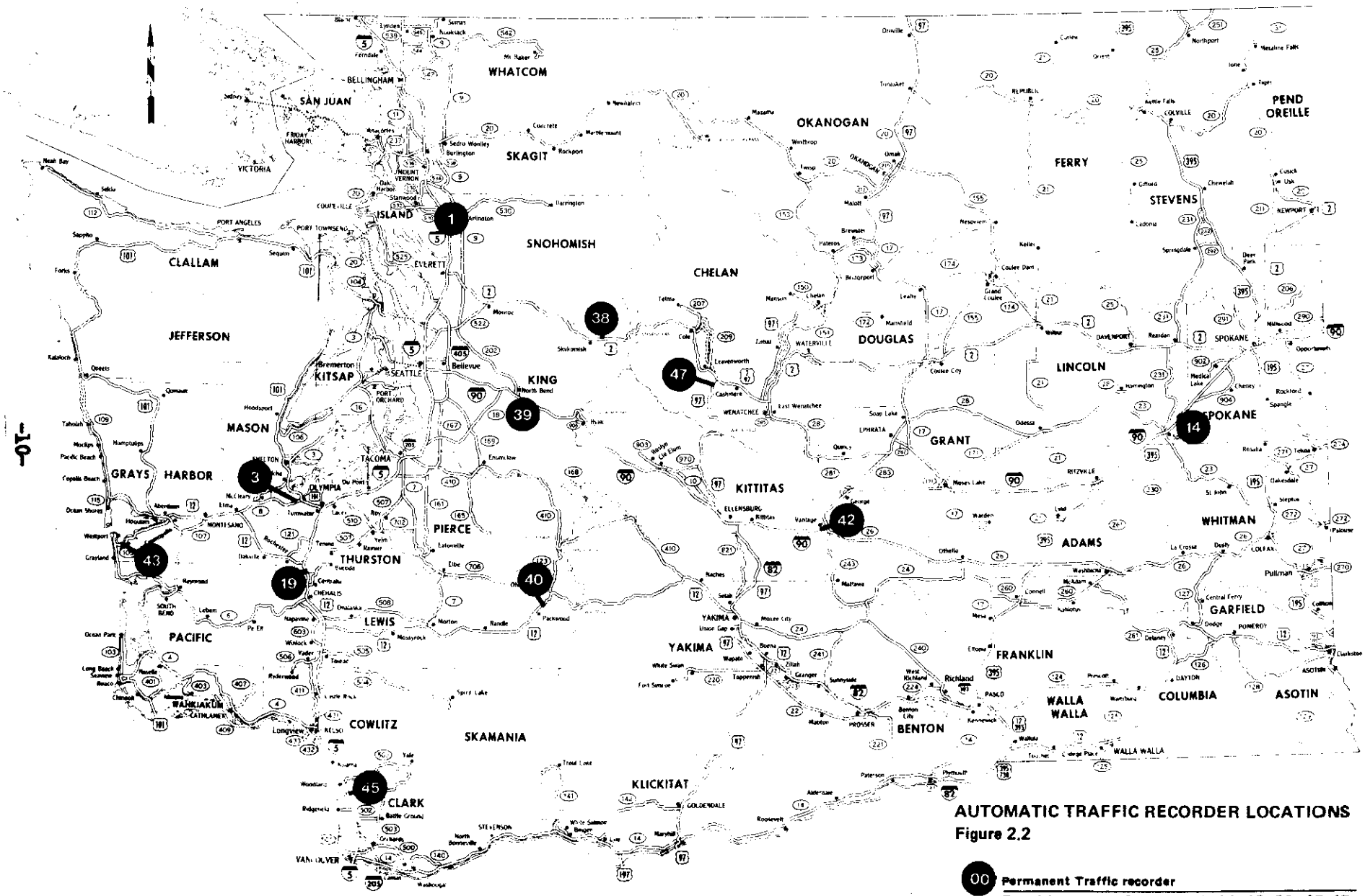



Figure 2.1 The Comparison of Average Weekday and Sunday Traffic Along Selected Recreational Routes




**AUTOMATIC TRAFFIC RECORDER LOCATIONS**
**Figure 2.2**

00 **Permanent Traffic recorder**

**Rural Interstate Counters 1, 14, 19, 39, 42,45**
**Recreational Route Counters 3,38, 40.**

## TRAVEL BEHAVIOR ON RECREATIONAL ROUTES

To obtain a profile of travel per person, the yearly traffic volumes from permanent traffic recorders located on routes leading to recreational areas were divided by the size of the work force during that particular year. The reason for looking at the data in this manner is to identify the travel behavior characteristics per person which would otherwise be submerged by the growth taking place in the size of the work force statewide. The locations of traffic recorders along the recreational routes are shown in Figure 2.2.

The impact of the gasoline shortage during 1974 along with increasing prices resulted in 9 percent decreased travel on an individual basis compared to 1972. When the shortage was over in 1975, travel on an individual basis did not return to 1972 levels but remained 7 percent below that level. It was not until 1977 that this measure of travel reached the pre-gasoline crisis level. See Figure 2.3.

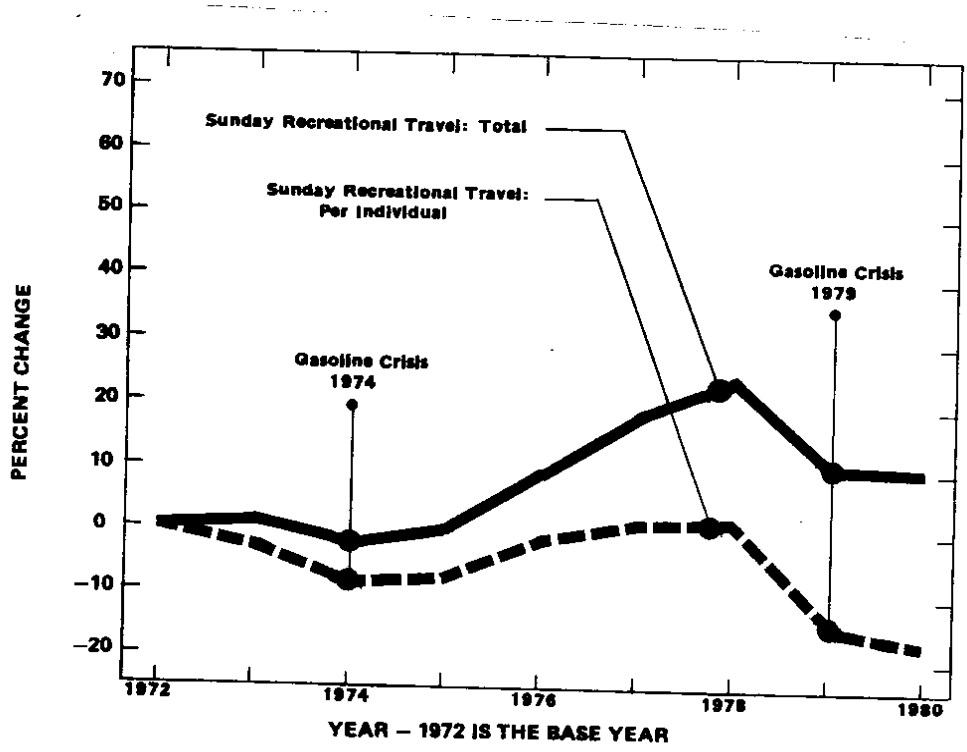



Figure 2.3 Sunday Traffic Volumes Along Selected Recreational Routes - Individual vs. Total

TRAVEL BEHAVIOR ON RURAL INTERSTATE

Sunday traffic per person during the summer months at the rural interstate locations shown in Figure 2.2 declined between 1972 and 1976 at a fairly steady rate (see Figure 2.4). This measure of traffic moved up in 1977 and 1978 but never regained the levels of 1972. The gasoline crisis of 1979 brought about drops in both average weekday traffic and Sunday traffic. During this gasoline crisis, Sunday traffic along the interstate was affected much more than the AWD traffic.

The absence of the pronounced 1973-1974 "dip" that was observed along the recreational routes is not apparent. This is due to the non-inclusion of data from the 1973-1974 winter -- the time of the most critical travel-inhibiting gasoline shortage.

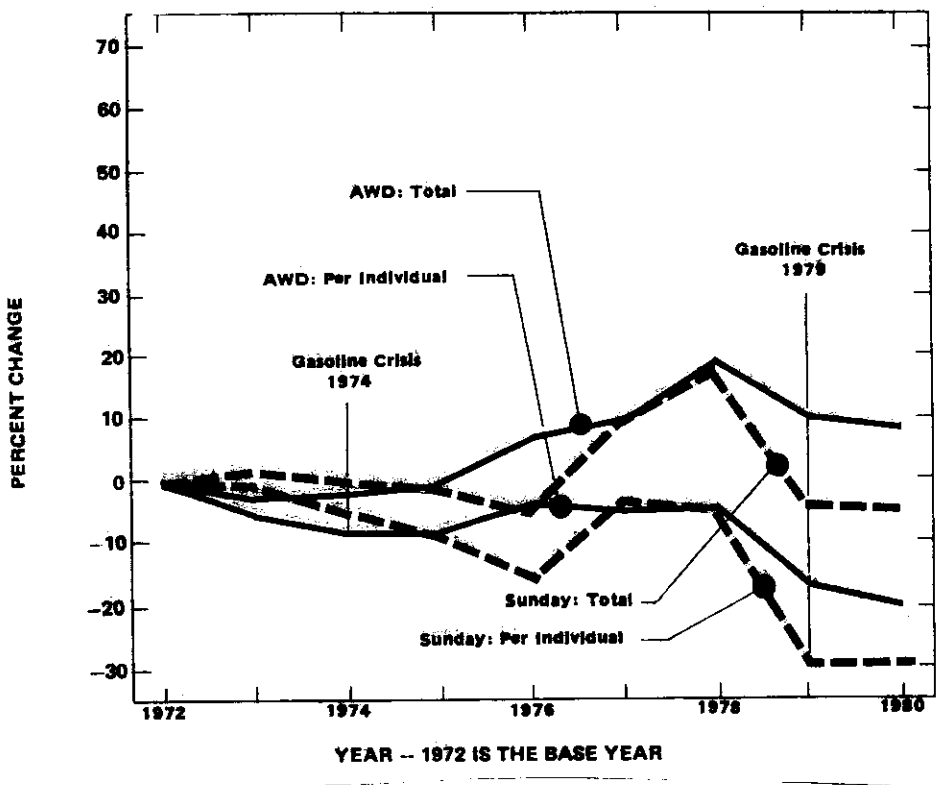



Figure 2.4 Traffic Volumes Along Rural Interstate - Selected Locations During June, July and August

## STATE PARK VISITS

Total visits to State Parks (adjusted for labor force size) reached a peak in 1977, two years prior to the 1979 fuel crisis. The rate of decline in total visits to State Parks remained quite steady from 1977 through 1980 (see Figure 2.5). The curve showing total visits to State Parks is similar to the curve showing Sunday traffic along recreational routes.

Trailer visits to State Parks followed a different pattern than the "total visit" curve. An unusual increase in trailer visits was noted during the 1974 fuel crisis year. Also, trailer visits during the years 1975 to 1977 decreased while total visits to State Parks were on the increase. During the fuel crisis of 1979, the number of trailer visits, as well as total visits to State Parks, decreased. Trailer visits appear to be more sensitive to gasoline availability (in 1979) and price (on into 1980) than total visits. The more rapid decrease in trailer visits as compared to total visits supports this. The large increase in trailer visits during 1974, a gasoline crisis year, is an exception and remains unexplained. Overall, it appears that fuel-price conscious travelers began to leave their trailers at home rather than tow them to recreational areas. Another possible explanation is that the fleet mix contains an increasingly higher proportion of fuel-efficient vehicles with low horsepower which make towing a trailer rather inconvenient. A final factor may be the shift in recreational travel preferences from fewer extended vacations to more frequent short vacations. In this case, for a short stay, the cost of towing a trailer could be greater than the savings achieved by foregoing more expensive accommodations.

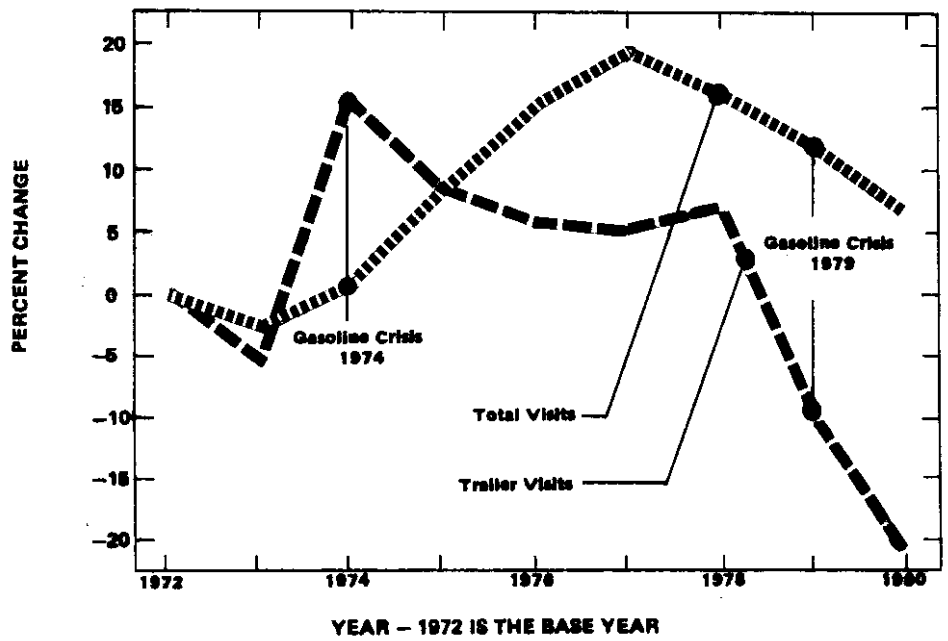



Figure 2.5 Comparison of Total and Trailer Visits to State Parks

## CHANGES IN RECREATIONAL TRIP BEHAVIOR - WASHINGTON RESIDENTS

To identify changes in recreational behavior over time, the telephone surveys were designed to ascertain attitudes toward recreational travel behavior over three time periods: past, present and future. The following is a brief summary of the findings. Detailed data are presented later in the report.

### PAST BEHAVIOR

Survey respondents were asked to compare their trip behavior during the past year to their trip behavior of three or four years ago. They were asked to compare trip frequency, distance and duration. Respondents generally took more trips in the past, and these trips also tended to cover the same distance although about one-third of the respondents indicated their past trips were farther from home. The duration of past trips was also about the same although about one-fourth indicated their past trips were for longer periods of time. Hence, in comparing trips taken

three to four years ago to trips taken in the past year, recreational trips were more frequent in past years.

## PRESENT BEHAVIOR

To obtain information regarding their present attitude and behavior, survey respondents were asked about trip frequency, distance and duration if gasoline prices were to remain unchanged. The majority of the respondents indicated their recreational travel behavior would remain the same as the past year. Hence, their overall recreational travel would be reflected as the same number of trips taken, with those trips covering about the same distance, and the trip lasting about the same length of time as in the past.

## FUTURE BEHAVIOR

Future recreational travel behavior was investigated using various gasoline prices: $1.50 per gallon, $2.00 per gallon, and $3.00 per gallon. The sample population was divided into three groups and was asked to respond to questions regarding trip frequency, distance and duration. However, each group was given only one gasoline price to which to respond. The findings indicate that as gasoline prices increase, more of the respondents will take fewer trips. Moreover, these trips will tend to last as many days as trips in the past, but will be taken closer to home.

## PRICE SENSITIVITY

A rough method of determining the relative price-sensitivity of travel frequency, distance and duration to changes in gasoline price is to compare the percentage responding "fewer," "closer to home" and "shorter periods" at the proposed gasoline price levels of $1.50, $2.00 and $3.00.

For frequency, the percentage responding "fewer" ranged from 51 percent at $1.50 to 75 percent at $3.00 -- a difference of 24 percent. For distance, the percentage responding "closer to home" ranged from 42 percent at $1.50 to 59 percent at $3.00 -- a difference of 17 percent. For duration, the percentage responding "shorter periods" ranged from 19 percent at $1.50 to 29 percent at $3.00 -- a

difference of 10 percent. These data are displayed in Figure 2.7, Figure 2.9, and Figure 2.11.

Hence, frequency appeared to be most price-sensitive since it had the largest percentage point spread of 24 percent. Frequency was followed by the next most price-sensitive variable, distance. It had a percentage point spread of 17 percent. Duration was least price-sensitive with a percentage point spread of 10 percent.

## FREQUENCY OF RECREATIONAL BEHAVIOR

Of those surveyed, 48 percent indicated that they took more trips three or four years ago than in the past year (last half of 1980 and first half of 1981). Moreover, the effect of rising gasoline prices during this period has reduced the frequency of recreational travel such that even if gasoline prices did stabilize, only 9 percent of travelers would take more trips (see Figure 2.6). Rising gasoline prices would continue to reduce the frequency of recreational trips (see Figure 2.7). Frequency of recreational trips was shown to be the most price-sensitive to increases in gasoline prices of the variables investigated.

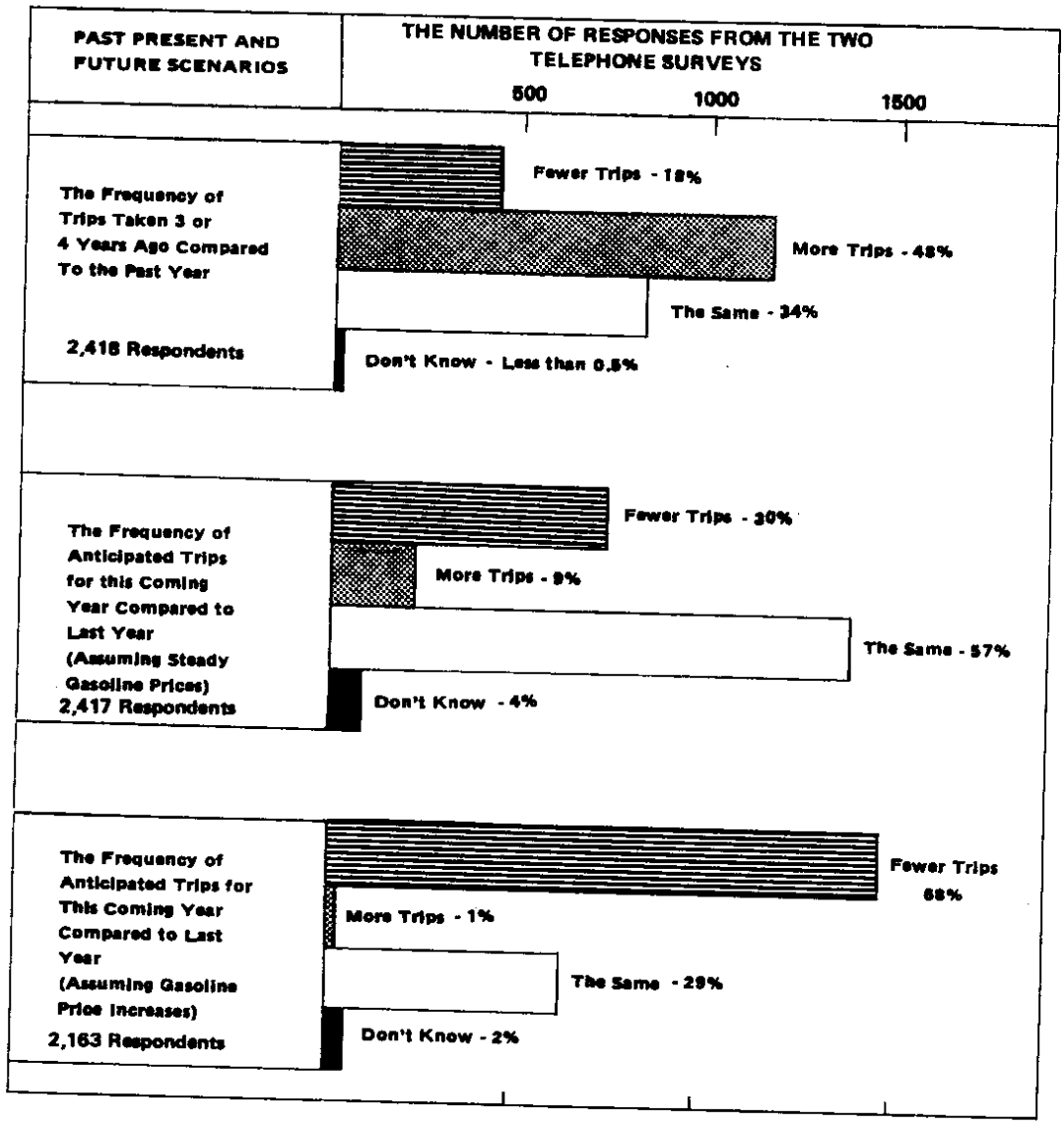



Figure 2.6 Shifts in Frequency of Trips

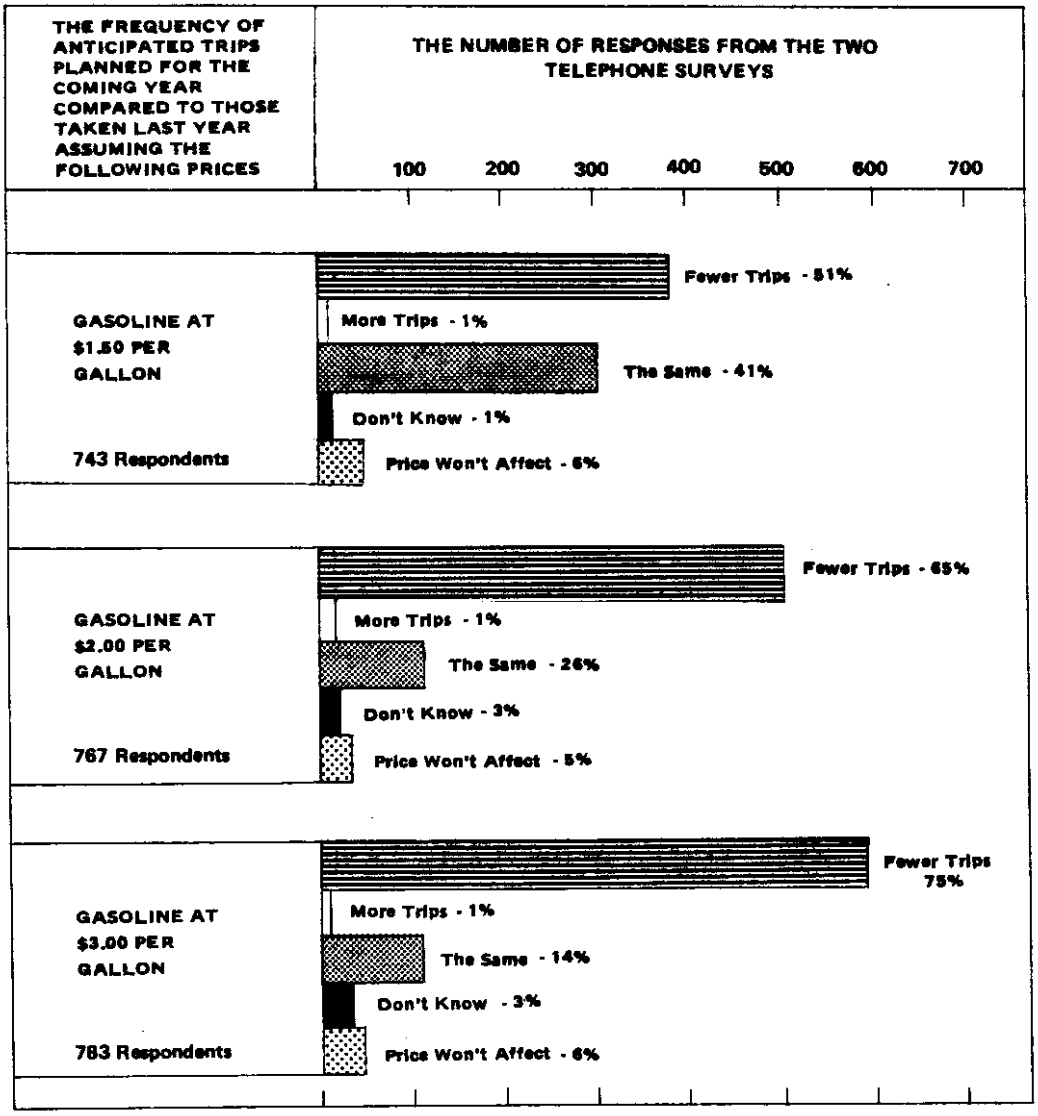



Figure 2.7 Frequency of Trips - Increasing Gasoline Price Scenario

## RECREATIONAL TRIPS DISTANCE

Distance is a recreational travel characteristic that showed some resistance to the impact of gasoline prices. However, two segments of the sample population demonstrated the price-sensitivity of recreational travel distances to fuel costs. One segment (17 percent) indicated that their trips this past year were taken closer to home than those of three or four years ago. This segment increased to 24 percent when the respondents were presented with the situation of comparing the distance (from home) of trips planned for the coming year with the distance (from home) of trips made during the past year. In the increasing gas price scenario, 54 percent responded that with higher gasoline prices their trips would be closer to home compared to the trips taken during the past year (see Figure 2.8).

The second segment showing price-sensitivity indicated that three or four years ago recreational trips extended farther from home than those taken during the past year (38 percent). When asked if their trips would be farther from home this coming year than the past year, this group fell to 12 percent. Under the increasing gas price scenario, the group taking trips farther from home fell to 2 percent.

The price-sensitivity of the distance traveled from home is not as acute as the frequency of travelers' trips. This is evident from the significant showing of those who indicated their recreational trip distances have remained the same in the past year as during the period three to four years prior. Also, under the higher gas price scenario, 41 percent of the respondents indicated that higher gas prices would not affect the distance of their recreational trips (see Figure 2.9).

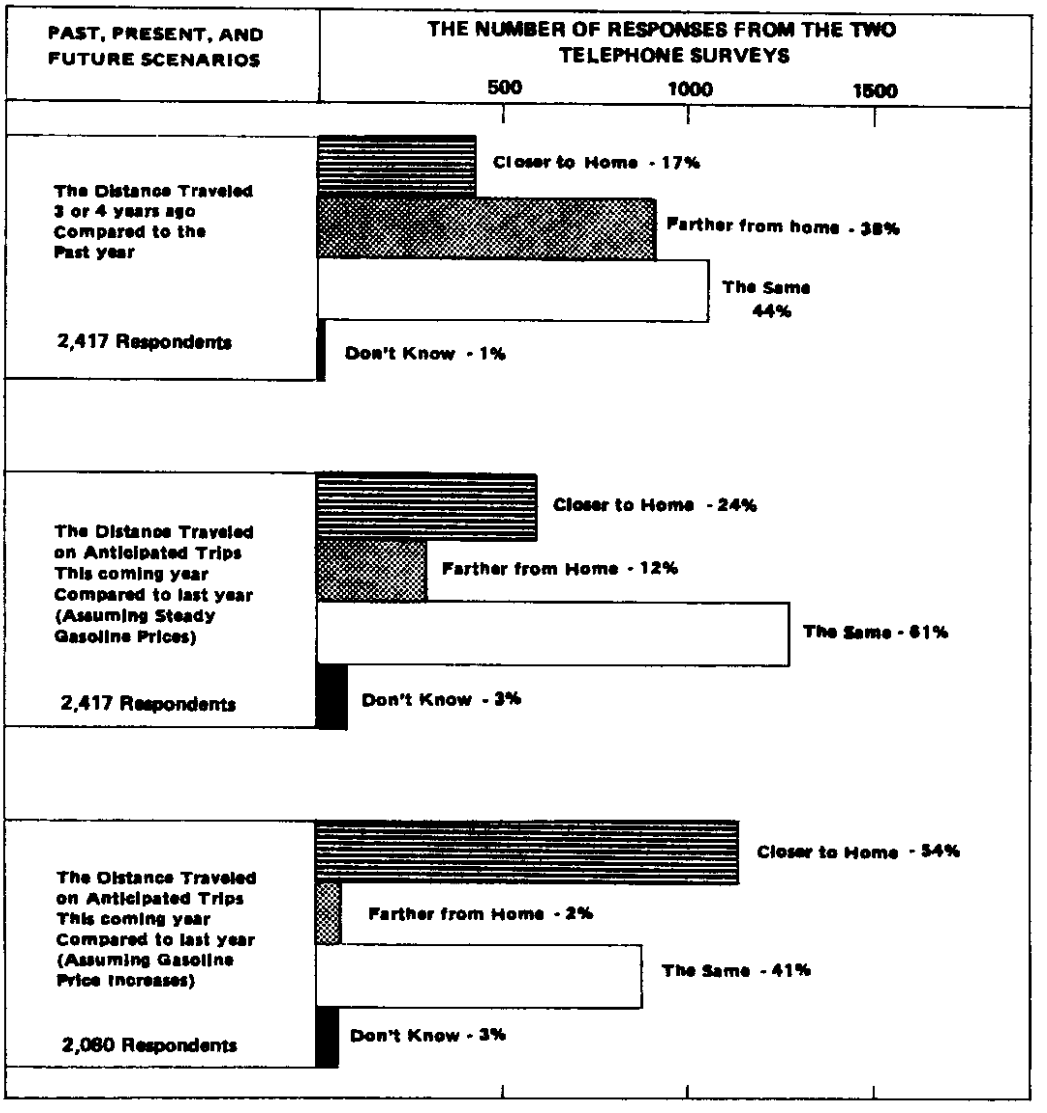



Figure 2.8 Shifts in Distance of Trips

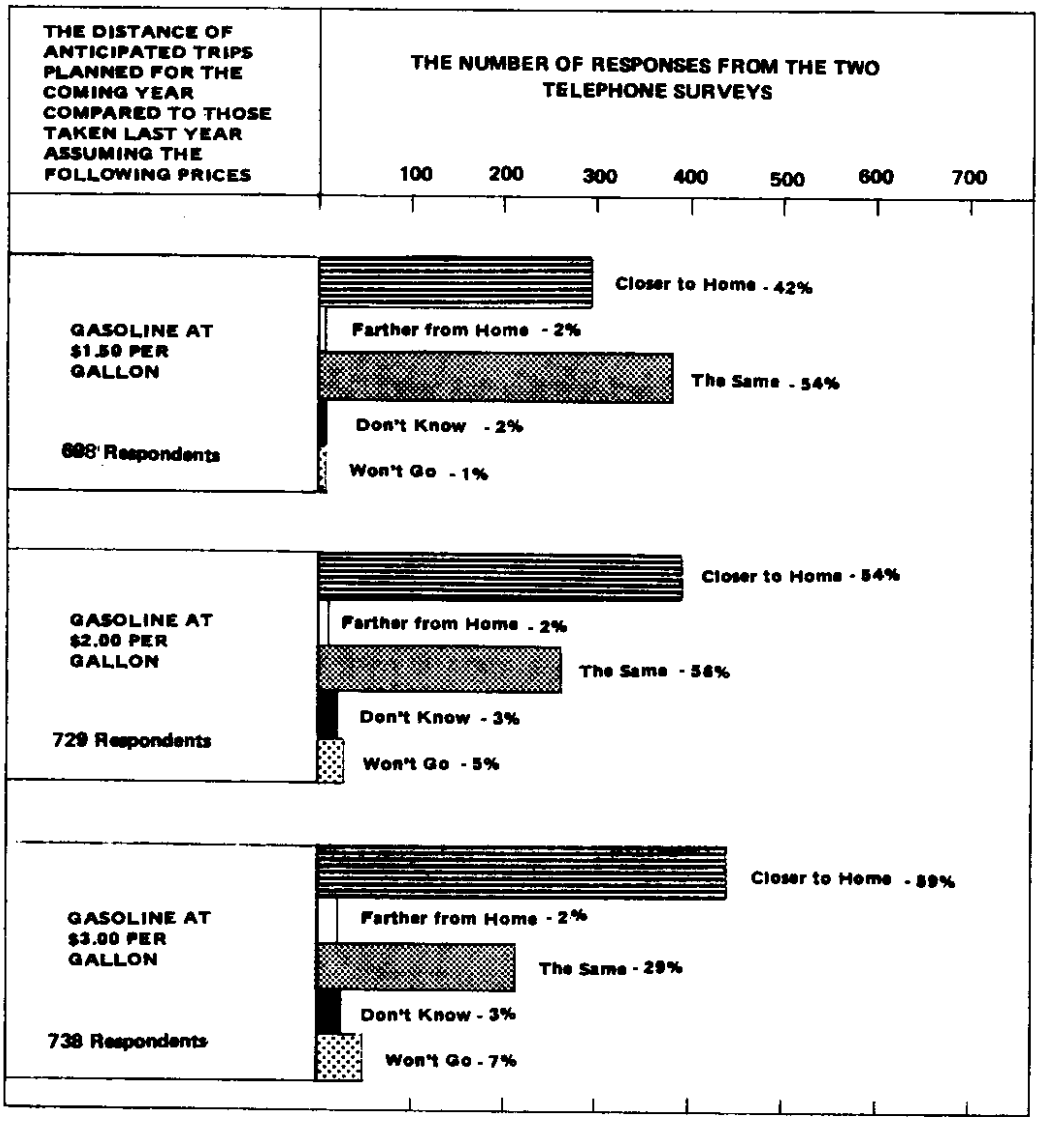



Figure 2.9 Distance of Trips - Increasing Gasoline Price Scenario

## DURATION OF RECREATIONAL TRIPS

Duration of trip is the least sensitive to increases in gasoline prices of the three variables investigated. For each time period (past, present and future), the overwhelming majority of the respondents (56 percent, 67 percent and 63 percent) indicated that the duration of their recreational trip would not be affected by higher fuel costs. Apparently, travelers who have reduced the frequency of recreational trips taken due to higher fuel costs find that the marginal cost of staying at their destination once they have arrived is not as great as the increased marginal cost of transportation. Hence, once transportation costs have been incurred, the marginal cost per day for the trip becomes lower with increased trip duration. Figure 2.10 presents the shifts over time in trip duration. Figure 2.11 shows the respondents' attitudes about trip duration when they are faced with an increasing gasoline-price scenario.

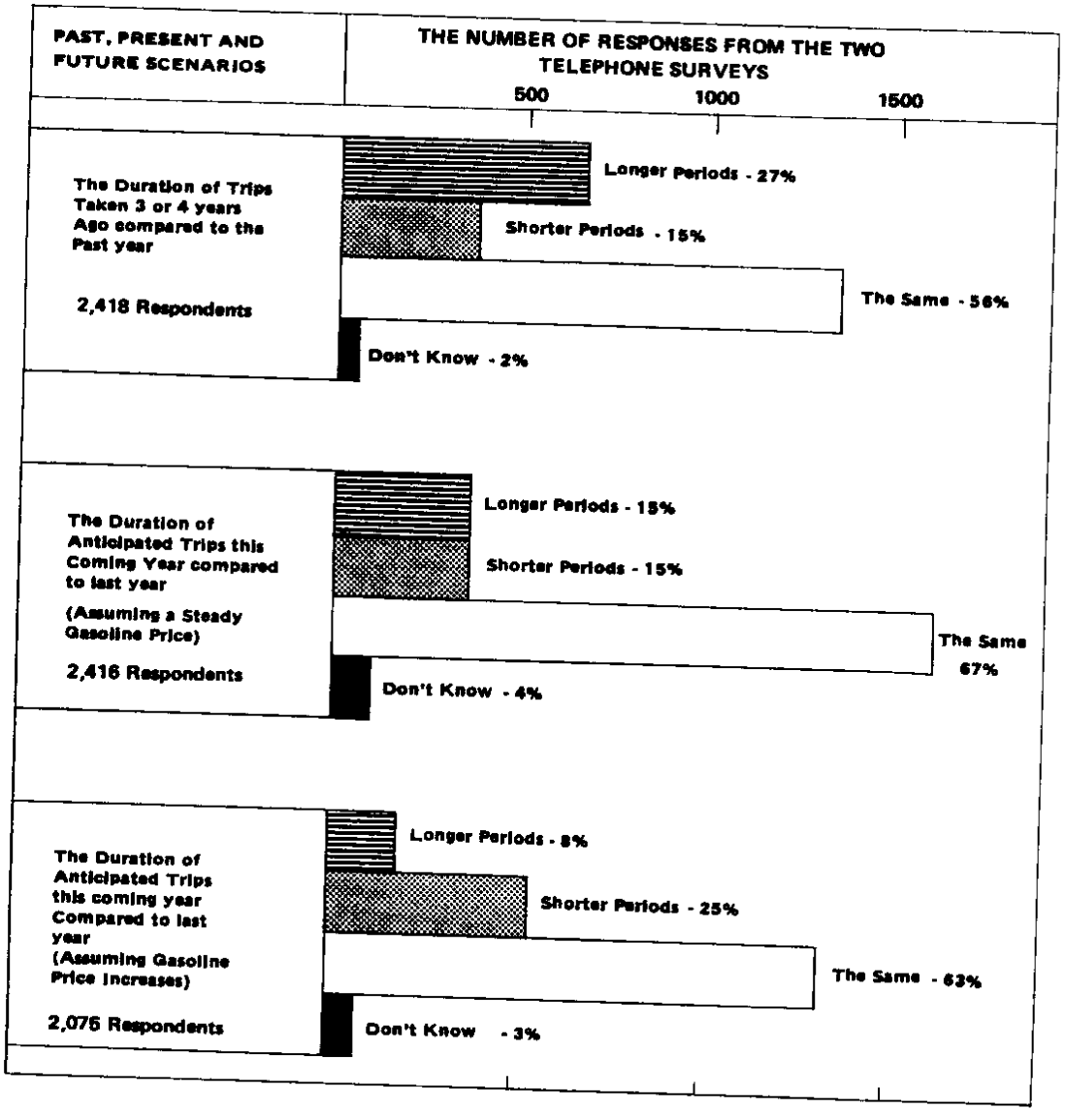



Figure 2.10 Shift in Duration of Trips

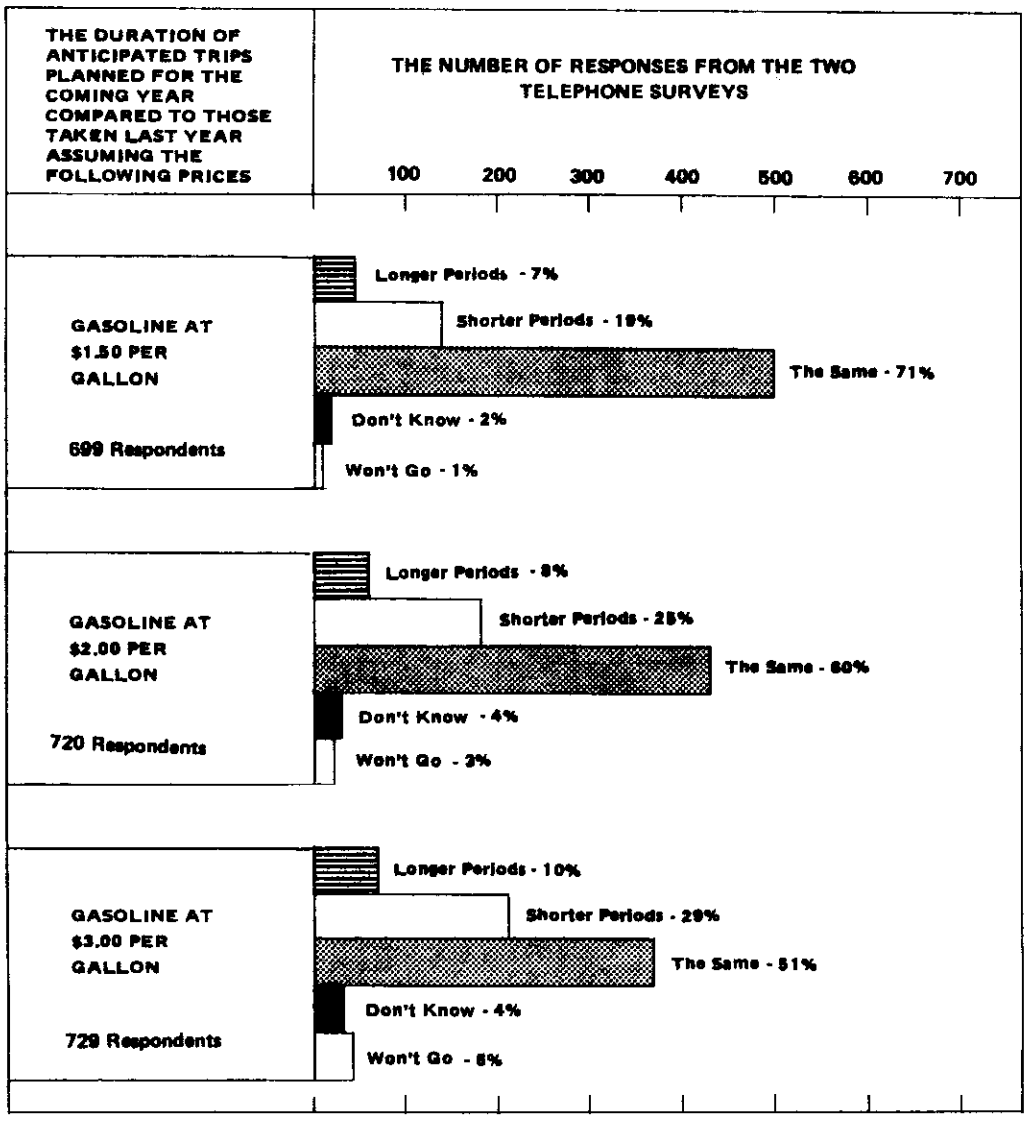



Figure 2.11 Duration of Trips - Increasing Gasoline Price Scenario

## THE TOP FIVE TRIP PURPOSES OF RECREATIONAL TRIPS

The survey data show that visiting friends and relatives is the most frequent trip purpose. The following list ranks the five most frequent trip purposes.

1st - Visit friends/relatives
2nd - Rest/relaxation
3rd - Sightseeing
4th - Fishing
5th - Reunion/convention/cultural events

The impact of higher fuel prices on these activities was analyzed by cross-tabulating the variables "most recent trip purpose" and "changes in trip frequency given gasoline price increases." This approach assumes that the latest trip made by the respondents is typical of the types of trips they generally make and that when they reduce trips, these are the trip types that will be reduced. The resulting profile for reductions in trip frequency for the different types of trips is shown in Figure 2.12.

Fishing appeared to be the most price-sensitive of the top five trip purposes. Those who indicated that fishing was the purpose of their most recent trip responded with the greatest frequency that higher fuel prices would cause them to reduce the frequency of their trips. Relatively fewer people anticipated reducing sightseeing trips.

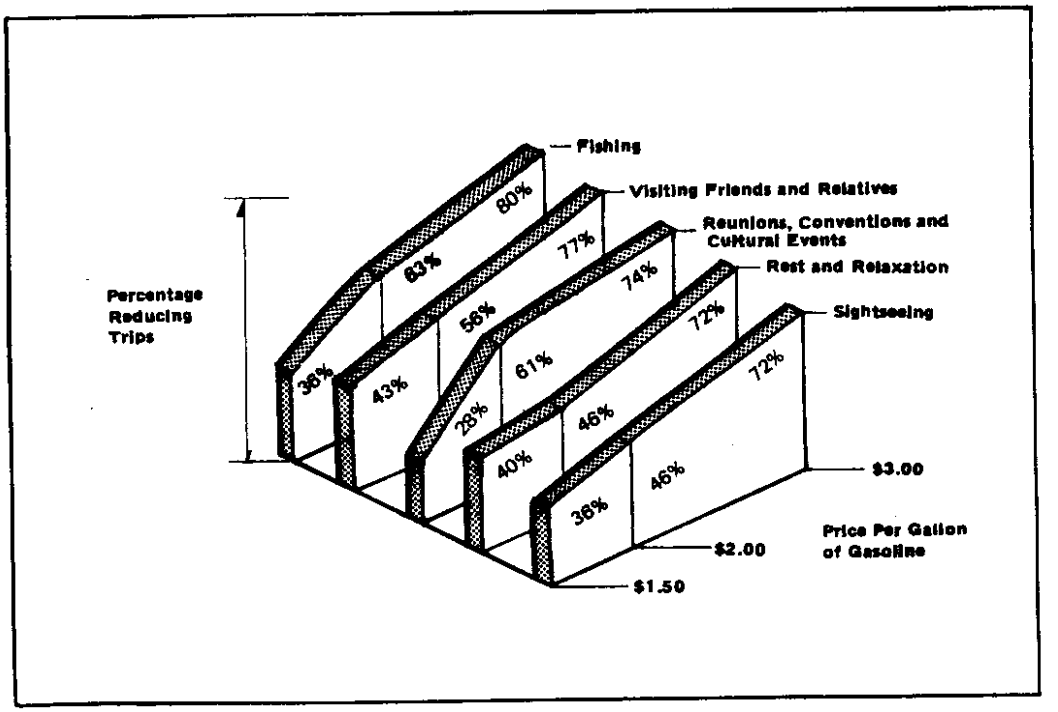



Figure 2.12 Trip Reduction Classified by Trip Purpose

## CHANGES IN RECREATIONAL TRIP BEHAVIOR: OUT-OF-STATE TRAVELERS

The out-of-state traveler survey (see Appendix B) used two types of questions to determine how out-of-state travelers would change their travel habits if the price of gasoline increased. The first question attempted to determine the sensitivity of out-of-state travel to increases in gasoline price. This question asked the respondents if they would have come to Washington with gasoline prices at $1.50 per gallon, $2.00 per gallon, and $3.00 per gallon. The next set of questions asked the respondents to assume the price of gasoline was $2.00 per gallon. The respondents were then presented with some recreational travel categories to which they could respond increase, remain the same, or decrease. For instance, the travelers were asked whether the frequency of their out-of-state vacations would increase, remain the same, or decrease. As a further example, another question of this type asked the travelers whether their auto size would increase, remain the same, or decrease.

The pattern of behavior for out-of-state travelers is similar to the recreational travel behavior for Washington residents. For both groups, higher fuel costs will tend to influence trip behavior by decreasing the frequency of long trips (trips of five days or more) and increasing the number of trips closer to home (see Table 2.1).

| Type of Trip | Increase | Remain the Same | Decrease |
|---|---|---|---|
| Out-of-State Vacation | 1.5% | 42.0% | 54.8% |
| Long Vacation (5 days or more) | 2.2% | 45.3% | 50.6% |
| Short Vacation (overnight to 4 days) | 8.4% | 53.6% | 36.4% |
| Trips Nearer Home | 35.2% | 49.3% | 13.5% |

TABLE 2.1 Changes in the Frequency of Recreational Trips of Out-of-State Travelers - Given a Gasoline Price of $2.00 per Gallon

The question regarding the frequency of trips to Washington at varying gas prices indicated an avid willingness to travel among out-of-state visitors. Only 11 percent stated they would take fewer trips at $1.50 per gallon compared to the 51 percent of Washington residents who responded they would take fewer trips at that price. At $2.00 per gallon, 36 percent of the out-of-state travelers indicated they would take fewer trips in comparison to 65 percent of Washington residents. At $3.00 per gallon, 56 percent of the out-of-state travelers indicated they would take fewer trips to Washington. Of the Washington residents interviewed, 75 percent said they would take fewer trips at $3.00 per gallon (see Table 2.2).

| Survey | GASOLINE PRICES | | |
|---|---|---|---|
| | $1.50 per gallon | $2.00 per gallon | $3.00 per gallon |
| Out-of-state | 11% | 36% | 56% |
| In-state | 51% | 65% | 75% |

Table 2.2 Responses to Fewer Trips

The greater willingness among out-of-state travelers to continue traveling at increasing gas prices compared to Washington residents is apparently due to a biased sample. Respondents to the out-of-state survey consisted of those who were already traveling, and therefore initially more inclined toward recreational travel. In contrast, Washington residents surveyed represented a random sample of the population none of whom were traveling at the time they were interviewed.

## REASONS FOR CHANGE IN TRIP-MAKING BEHAVIOR

So far, this study examined the changes taking place in recreational travel due to decisions based on a scenario of increasing gasoline prices. Gasoline prices were selected because of the historical relationship observed between gas prices and amount of travel. To obtain additional insight into other reasons which might explain changes in recreational trip-making decisions, the respondents from the telephone survey of Washington residents were asked to indicate the main reason for changes in their recreational travel decisions.

As expected, the largest number of respondents (27.8 percent) indicated that gasoline price was the most important reason for change in their recreational travel decisions. However, changes in the amount of time available for recreational travel (13.8 percent), changes in family situations (13.1 percent), and economic conditions (13.0 percent) also influence travel decisions. (See Table 2.3)

| RANK | REASON FOR CHANGE | FREQUENCY | PERCENT |
|---|---|---|---|
| 1st | Gasoline Price | 540 | 27.8% |
| 2nd | Change in Time Available | 269 | 13.8 |
| 3rd | Change in Family Situation | 255 | 13.1 |
| 4th | Economy | 252 | 13.0 |
| 5th | Other | 147 | 7.6 |
| 6th | Changes in Geographic Location | 132 | 6.8 |
| 7th | Changes in Interests | 127 | 6.5 |
| 8th | Changes in Work Situation | 126 | 6.5 |
| 9th | Change in Vehicle Ownership | 42 | 2.2 |
| 10th | Don't Know | 42 | 2.2 |
| 11th | Cost of Air Travel | 10 | 0.5 |
| TOTAL | | 1,942 | 100.0% |

Table 2.3 Reasons for Changes in Trip-Making Behavior

## CHANGES IN TRAVEL MODE

The telephone survey showed that increasing gasoline prices appeared to have only a slight effect on recreational travel mode changes (see Figure 2.13). As the price of fuel increases, those responding they would change modes rose from 13 percent at $1.50 per gallon to 20 percent at $2.00 per gallon and to 21 percent at $3.00 per gallon. The combined total of those indicating that a mode change would be contemplated at higher fuel prices was 18 percent of the sample. Those responding that no mode changes would be likely under the same higher fuel price scenario represented 77 percent of the sample.

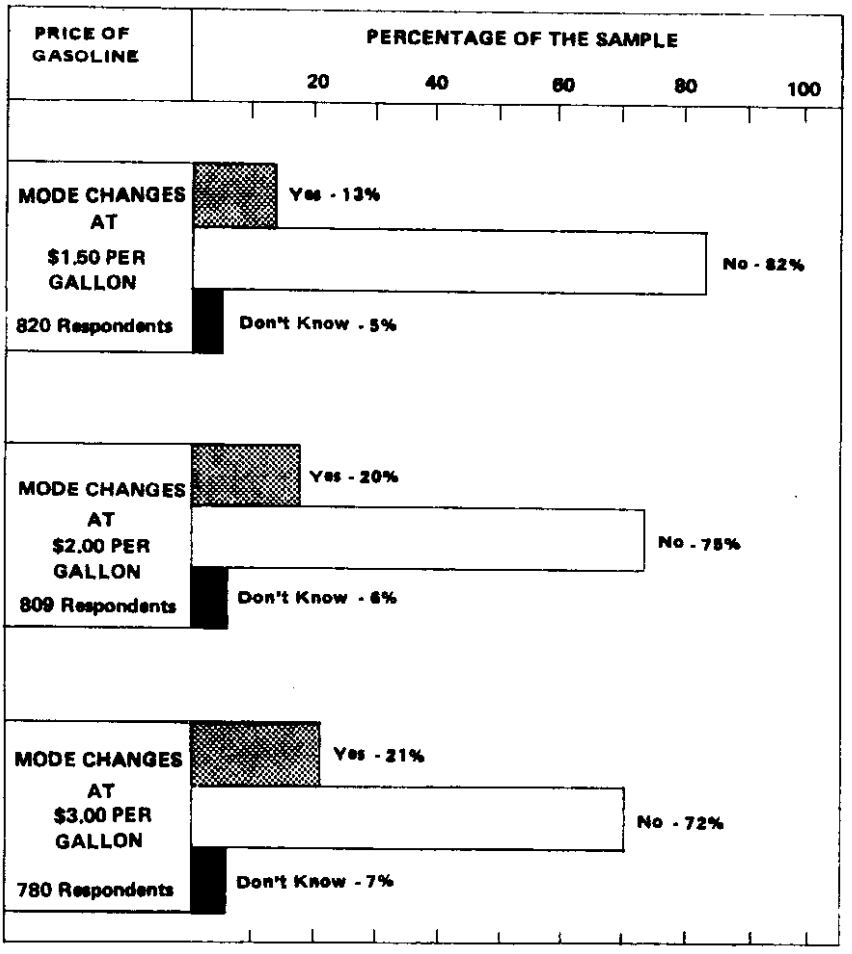



Figure 2.13 Responses to Mode Change at Increasing Gasoline Prices

Even though the question was not directly asked, the data just discussed and the data concerning the changes in trip frequency, duration and distance indicate that recreational travelers will tend to adjust trip frequency, duration and distance, as well as make adjustments in vehicle size before switching from private vehicles to other modes.

The alternate travel modes most preferred by respondents expressing that they would change travel modes with increasing gasoline prices were air-travel (36 percent), bus (20 percent) and train (15 percent). Table 2.4 shows these travel modes and the frequency that they were picked as an alternative to recreational travel by automobile.

| ALTERNATE MODE CHOICE | FREQUENCY | PERCENT |
|---|---|---|
| Air-Travel | 136 | 35.7% |
| Bus | 78 | 20.4 |
| Train | 58 | 15.2 |
| Other | 36 | 9.5 |
| Motorcycles | 21 | 5.5 |
| Carpool | 17 | 4.5 |
| Bicycle | 19 | 5.0 |
| Motorhome | 16 | 4.2 |
| TOTAL | 381 | 100.0% |

Table 2.4 Top Choices for Alternate Recreational Transportation Mode

## CHANGES IN RECREATIONAL VEHICLE PREFERENCES

Over one-third of the sample from the telephone survey indicated they owned a recreational vehicle. However, only 9 percent of the recreational vehicle owners stated that increasing fuel prices would cause them to sell their recreational vehicles without replacing them. Those indicating that they would sell with the intention of replacing their recreational vehicle with a fuel-efficient model were 7 percent of the recreational vehicle owners. The majority of recreational vehicle owners (80 percent) stated that higher fuel prices would not cause them to either get rid of or replace their recreational vehicles. Figure 2.14 presents the responses to questions regarding the selling of recreational vehicles in reaction to increasing gasoline prices. The resistance of the group of recreational vehicle owners to the effect of higher fuel prices is quite noticeable. The apparent willingness to retain recreational vehicles against the backdrop of increasing fuel prices appears to be linked to the substantial investment already made in the acquisition of recreational vehicles, and the considerable value placed on recreational travel activities. The value of an investment in a recreational vehicle appears to be viewed more as a cost recoverable mainly through use of the recreational vehicle rather than through resale.

The intentions of recreational vehicle owners that stated they would sell their vehicle given the increasing gasoline-price scenario are shown in Figure 2.15. As

gasoline prices increase, a higher percentage of those planning to sell will not replace the vehicle once it has been sold.

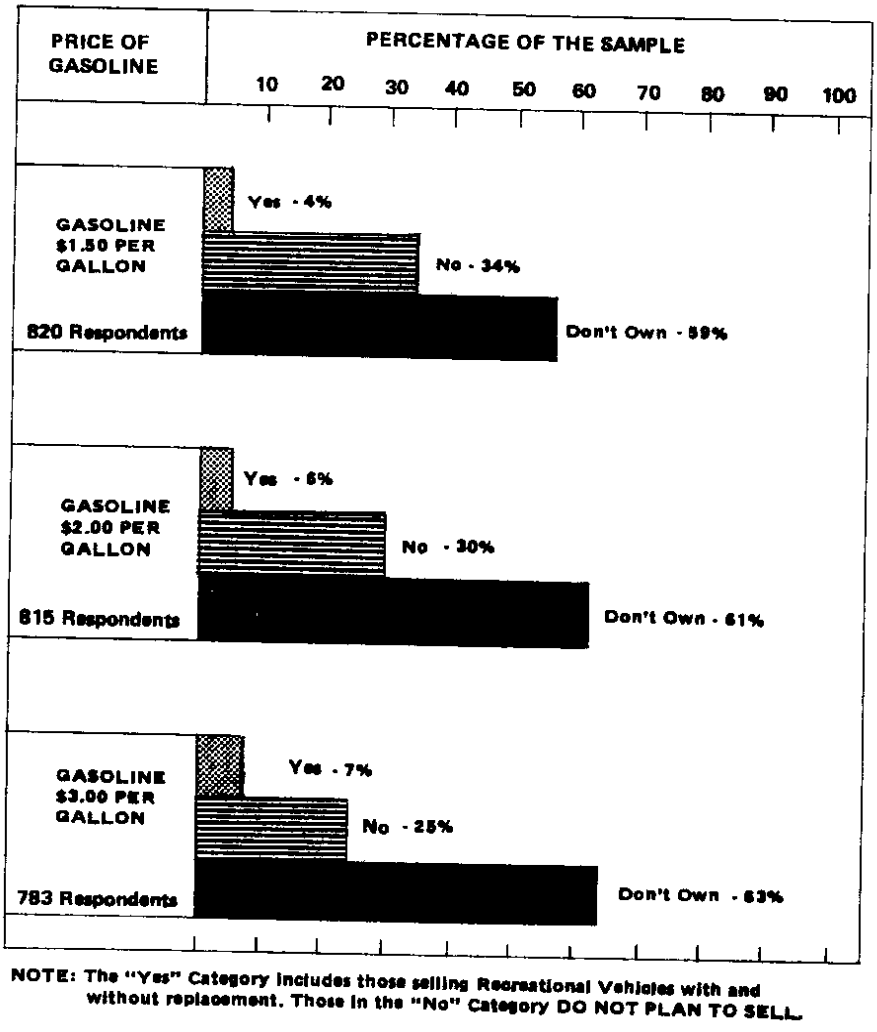



Figure 2.14 Responses to Selling Recreational Vehicle at Increasing Gasoline Prices

An additional consideration regarding changes in recreational vehicle preferences has been the decline of new recreational vehicle registrations (see Figure 2.16). The recreational vehicle profile which emerges is one in which the existing stock of recreational vehicles in use will be largely retained. New purchases will decrease especially if energy costs increase, and those purchases will tend to be more fuel-efficient.

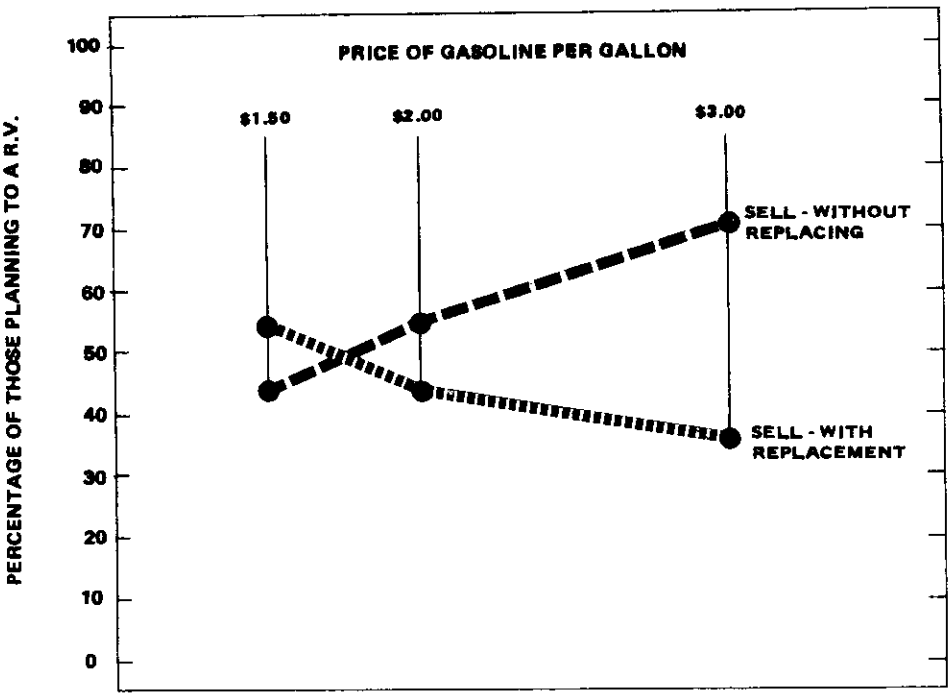



Figure 2.15 Recreational Vehicle: Sell and Replace vs. Sell and Not Replace

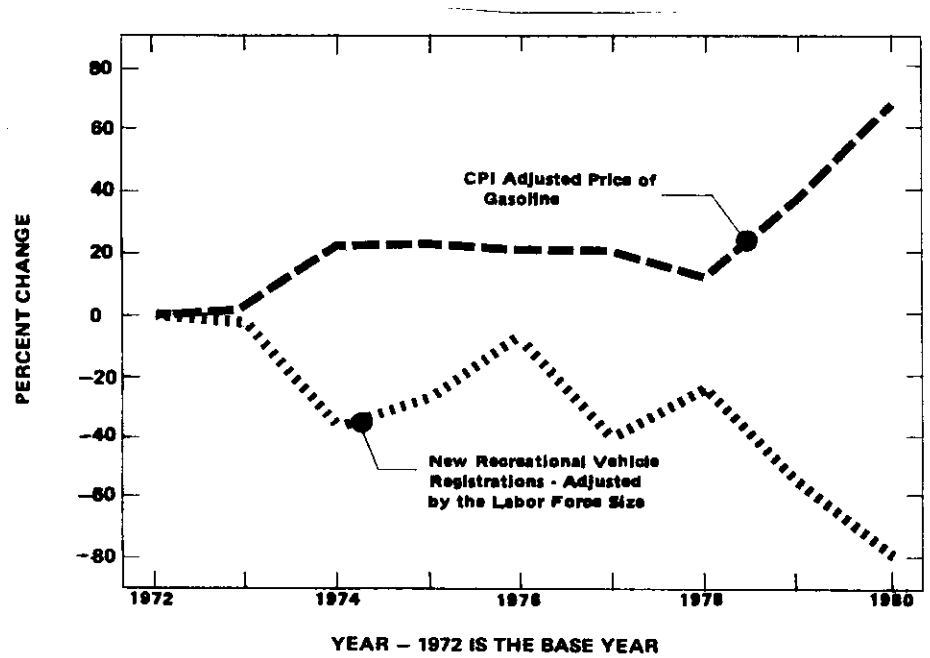



Figure 2.16 Comparison of Gasoline Prices and New Recreational Vehicle Sales

## IMPACT OF ENERGY COSTS BY POPULATION CHARACTERISTICS

### INCOME GROUPS

The telephone survey of Washington residents showed that increasing fuel costs will curb recreational travel activity among all income groups. A cross-classification analysis of household income by trip-frequency reductions showed that the frequency of those reducing trips increased at successively higher gasoline prices (see Figure 2.17). As expected, those in the low income (less than $15,000) group appear to be the most affected by higher fuel costs. The low income group also reaches the threshold of what they can afford at the $2.00 per gallon price scenario. The middle income group ($15,000-$35,000) shows a steady rate of trip reductions as fuel prices increase. At $3.00 per gallon, the middle income group begins to approach trip reductions at the frequency of the low income group. The high income (greater than $35,000) group is not as strongly affected throughout the pricing scenario, but the effects become more acute as fuel prices rise to $3.00 per gallon.

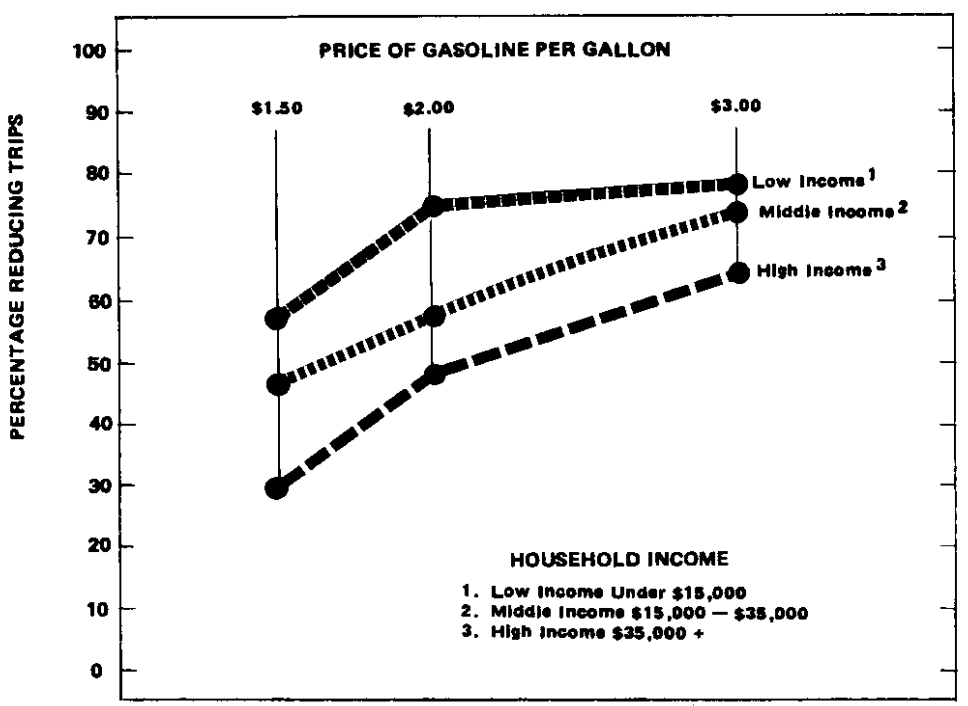



Figure 2.17 Frequency of Trip Reductions by Household Income Group at Higher Gasoline Prices

EDUCATION

A cross-classification analysis of educational level and trip-frequency reductions was performed to determine the impact of increasing fuel prices on different educational groups. Those who would reduce their trips the most were individuals who did not complete high school. Those reducing their trips the least are individuals who have completed college. However, at $3.00 per gallon the frequency of trip reductions increases dramatically for all educational groups examined in the survey (see Figure 2.18).

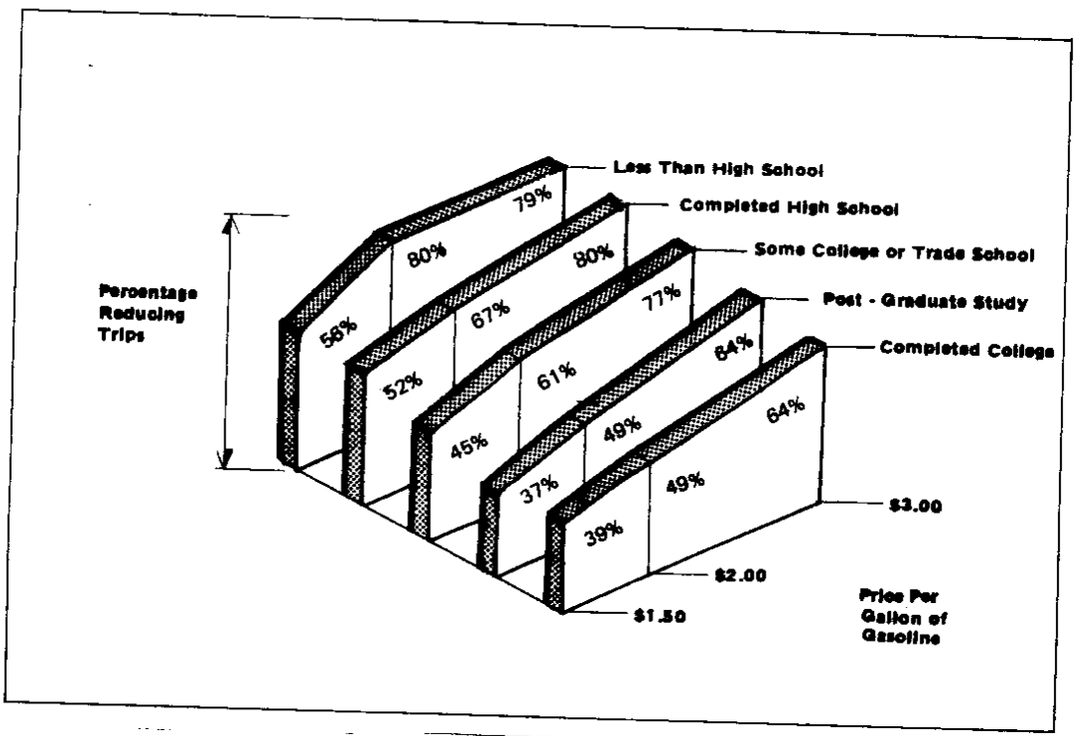



Figure 2.18 Frequency of Trip Reductions by Education at Higher Gasoline Prices

AGE

To determine the impact of increasing fuel prices on different age groups, a cross-classification analysis was performed on age groups and increased fuel prices. This analysis indicated that the age group most affected by higher fuel costs are the youngest in the survey, i.e., those between 18 and 21 years old. Another age group that showed vulnerability to higher fuel costs was comprised of the elderly (61 to 70 years old). Those least affected as an age group were individuals between 26 and 30 years old (see Table 2.5). In general, those in the age group between 22 and

50 years old are individuals more solidly in their income earning period, as opposed to the age groups comprising the young on one end and the elderly on the other end of the age range.

| AGE GROUP | PERCENTAGE REDUCING TRIPS | MOST AFFECTED RANKING |
|---|---|---|
| 18-21 | 72.2 | 1st |
| 61-70 | 67.6 | 2nd |
| 51-60 | 62.3 | 3rd |
| 71+ | 61.9 | 4th |
| 31-40 | 59.7 | 5th |
| 22-25 | 59.2 | 6th |
| 41-50 | 58.3 | 7th |
| 26-30 | 57.4 | 8th |

Table 2.5 Frequency of Trip Reductions by Age Group at Higher Gasoline Prices

# CHAPTER THREE

# CONCLUSIONS AND RECOMMENDATIONS

## CONCLUSIONS

The analysis of recreational data developed in this study and presented in Chapter Two has resulted in several conclusions regarding the impact of gasoline price and short supply on recreational travel.

- Recreational Travel: The analysis of travel on Washington highways shows that recreational travel is more sensitive to gasoline price increases and shortages than average weekday travel due to higher priority placed on work trips. Recreational travel tends to return to pre-crisis amounts when gasoline becomes readily available and prices stabilize.

- Gasoline Prices: The increasing price of gasoline is the primary reason stated by Washington respondents (through the telephone survey) for changes in recreational travel. This is supported by the fact that traffic volumes fell substantially during 1979 and 1980, a time when gasoline prices rose and supplies were sometimes limited.

- Trip Frequency: The telephone survey of Washington residents showed that recreational travelers are taking fewer trips than in the past and expect to be taking fewer in the future if gasoline prices increase. Trip frequency is the most price-sensitive trip characteristic analyzed.

- Trip Duration: The length in time of a recreational trip is the least price-sensitive trip characteristic analyzed. Respondents to the telephone survey indicated that the duration of a recreational trip would in most instances remain at previous levels even if gasoline prices increase. The reason for this could be that the marginal transportation cost is perceived to be greater than the cost of staying for an additional period in a destination area.

- Trip Distance: The telephone survey indicates that higher gasoline cost tends to decrease trip distance. The survey results also indicate that travelers will decrease trip frequency before they decrease the distance they travel.

- Mode: Most respondents to the telephone survey indicated that the private vehicle would remain the primary mode of recreational travel. The survey showed that adjustments in trip frequency, duration, and distance, as well as shifts to more fuel-efficient vehicles are likely to take place before a change in mode. When mode changes were indicated, the preferred mode was air travel.

- Recreational Vehicles (RV's): Although the owners of recreational vehicles stated in the telephone survey that they would not be inclined to sell their RV's, their use of RV's had declined. This further supports the previous conclusion that trip frequency is highly sensitive to gasoline price changes.

## RECOMMENDATIONS

The conclusions in the previous section represent our present understanding of recreational travel. Presented below are recommendations to minimize the adverse effects of gasoline prices on recreational travel activity. The recommendations are intended to serve as guidelines to public and private agencies involved in facilitating and or encouraging recreational travel by offering efficient alternatives for consideration.

- Encourage the development of bicycling and hiking pathways

  Bicycling and hiking facilities enable the pursuit of non-fossil fuel consuming activities in contrast to motorboating, motorcycling, or snowmobiling. The development of these types of facilities should be encouraged.

- Encourage development of multi-activity recreational areas

  Recreational areas are needed to provide a variety of activities at one site. Many of the survey respondents indicated that increasing gas prices would not alter trip duration or distance. Hence, these recreational centers do not necessarily have to be located in or near population centers.

- Encourage development of recreational charter bus service

  Charter bus or van service can offer the public a fuel-efficient means of travel - particularly to those areas where the demand justifies it. Such services should be encouraged perhaps in combination with multi-activity recreational areas.

- Recreational activities should be developed in or near population centers

  This recommendation addresses the concern for reducing travel costs to reach recreational travel destinations. Combined with activities such as bicycling and hiking, the consumption of fossil-fuel can be considerably reduced for the total recreational trip.

- Encourage telecommunications

  Since visiting friends and relatives is one of the most important reasons for making recreational trips, development of less energy-intensive substitutes may result in reduced travel and subsequent energy and cost savings. Presently, telecommunications may not be a social or cost-effective substitute; however, as energy supplies dwindle, society may rely more on technological developments in this area.

- Encourage tourism shuttle service

  A shuttle service offering tourists tour packages of the local sights from their accommodations could provide a fuel-efficient alternative for sightseeing travelers. Local roadway congestion from seasonal tourist traffic can also be reduced as private vehicles are substituted by shuttle van or bus.

- Continued monitoring of recreational routes

  The data collected from on-going monitoring of recreational routes are essential elements in the identification of recreational travel trends and in the analysis of how the transportation system is meeting recreational travel demand. These data are also important in assessing travelers' responses to the restraining effects of energy shortages and price increases.

- Encourage intermodal integration

  Intermodal integration is the coordination of various types of modes through scheduling and information services which enable travelers to select energy-efficient modes to reach their destination(s). A computerized traveler information service can also serve as a reliable source of fuel supply information in addition to providing travelers with access to information for making trip decisions. The development of such a system should be actively pursued.

## IMPLEMENTATION AND USE

This report can be used by a variety of transportation and recreation planners. It provides some idea of the amount and types of recreational travel, identifies barriers to its growth and recommends some low cost projects and strategies to mitigate them. The methodology used is concise and can be reapplied by others at any future date to estimate change in recreational travel. The methodology can also be adapted to estimate change in other specific types of travel.

Immediate uses of this report will be its inclusion in the next update of the State Transportation Plan.

# APPENDIX A

# TELEPHONE SURVEY OF WASHINGTON RESIDENTS

# TELEPHONE SURVEY SPECIFICATIONS

INTERVIEWING TECHNIQUE: Random digit telephone dialing.

GEOGRAPHIC DISTRIBUTION: Samples will be taken in the state of Washington relative to population density. The following subareas will be surveyed.

| | |
|---|---|
| Seattle | Okanogan Co. |
| Spokane | Clark Co. |
| Yakima | Pasco |
| Olympia | Kennewick |
| Longview | Richland |
| Grant Co. | |

RESPONDENT QUALICATIONS: Qualified respondents will be male and female heads of households, or adults over the age of 18 years who have a valid driver's license.

SAMPLE SIZE: 1200 completed interviews. A 50/50 male-female split is desirable for all areas, however, a 45 percent male and 55 percent female quota split will be acceptable:

Desired sub-sample quota sizes:

| Area | | Quota | | |
|---|---|---|---|---|
| | | Block 1 | Block 2 | Block 3 |
| Seattle | 96 | 96 | 96 | |
| Spokane | 64 | 64 | 64 | |
| Yakima | 32 | 32 | 32 | |
| Olympia | 32 | 32 | 32 | |
| Longview | 32 | 32 | 32 | |
| Grant Co. | 32 | 32 | 32 | |
| Okanogan Co. | 31 | 31 | 31 | |
| Clark Co. | 32 | 32 | 32 | |
| Pasco | 49 | 49 | 49 | |
| Kennewick | | | | |
| Richland | | | | |
| Total | 1,200 | 400 | 400 | 400 |

NOTE: The price varies on questions 15, 16, 22
Block 1 used $1.50
Block 2 used $2.00
Block 3 used $3.00

# Attachment B

McClure Ziz, Inc.
1932 First Avenue
Seattle, WA 98101

**Job #166**

## Recreational Travel Study

Hello, this is _____ from MZI, a market research firm located in Seattle. We're doing a survey for the State Department of Transportation about recreation travel. Are you the (male/female) head of your household?

> IF NOT, ask to speak to someone who is. Check Male/female quota. If not available, record time for callback on call record sheet.

1. Do you currently have a valid driver's license (from any state)?

> IF NOT, ASK TO SPEAK TO someone who does, if that person is also a head of household. If none in household, terminate and record on call record sheet as a "4". If not available, record time for callback on call record sheet.

2. Have you taken any recreational or vacation trips lasting at least overnight since September of 1980 (in last 6 months)?

| | |
|---|---|
| YES | 1 |
| NO | 2 |

SKIP TO SECTION 2 Q. 5 ← NO

3. How many trips have you taken that last at least 5 days (4 overnights) since September of 1980?

4. And how many trips have you taken that lasted under 5 days, but at least overnight since that time?

IF TOOK BOTH TYPES OF TRIPS, SAY:

First I'd like to talk about the longer vacation trip(s) you've taken.

ASK Q.A - N FOR THOSE TRIPS. THEN RETURN TO Q.A. AND SAY,

Now, I'd like to talk about the shorter trip(s) you've taken.

ASK Q.A. - N FOR THOSE TRIPS.

A. Thinking about the most recent trip you've taken, where did you go? Was it within Washington State, or outside of it? (PRIMARY ACTIVITY)

| | Long Trip | Short Trip |
|---|---|---|
| WITHIN STATE: What part of state? | (10) | (45) |
| San Juan Islands Northwest part of State | 1 | 1 |
| Puget Sound area | 2 | 2 |
| Olympic Peninsula | 3 | 3 |
| Cascade Mountains | 4 | 4 |
| Southwest part of State | 5 | 5 |
| Northeast part of State | 6 | 6 |
| Southeast part of State | 7 | 7 |
| OUTSIDE WASHINGTON STATE: Was that within the continental United States, or outside of it? | | |
| Inside continental U.S. | 8 | 8 |
| Outside continental U.S. | 9 | 9 |

B. About how many miles from home did you travel to get there? (INCLUDE PLANE MILES)

| | (11) | (46) |
|---|---|---|
| 0 - 50 miles | 1 | 1 |
| 51 - 100 miles | 2 | 2 |
| 101 - 200 miles | 3 | 3 |
| 201 - 500 miles | 4 | 4 |
| 501+ miles | 5 | 5 |
| DON'T KNOW | 6 | 6 |

Respondent's Phone Number: _____

Interview's Name _____ Date _____

| | | | | | |
|---|---|---|---|---|---|
| King County | 1 | Longview | 5 | | |
| Spokane | 2 | Grant County | 6 | Male | 1 |
| Yakima | 3 | Okanogan | 7 | Female | 2 |
| Olympia | 4 | Clark | 8 | | |
| | | Tri-Cities | 9 | | |

| | | Long Trip (12) | Short Trip (47) |
|---|---|---|---|
| C. How did you get there? By your own vehicle, plane, train, some other way: | | | |
| SKIP TO Q.E | Own vehicle | 1 | 1 |
| | Plane | 2 | 2 |
| | Bus | 3 | 3 |
| | Train | 4 | 4 |
| | Boat | 5 | 5 |
| Did you take a vehicle onto the ferry? | Ferry | | |
| | Other | | |
| | YES | 6 | 6 |
| SKIP TO Q.E | NO | 7 | 7 |
| D. Did you drive any vehicles once you got to your destination? | | (13) | (48) |
| | YES | 1 | 1 |
| SKIP TO Q.H | NO | 2 | 2 |
| E. What type of vehicle was that? A car, pick-up truck, motorhome, or some other type? | | (14) | (49) |
| | Car | 1 | 1 |
| Was that with a camper top or without one? | Pickup Truck | | |
| | With Camper | 2 | 2 |
| | Without | 3 | 3 |
| | Motorhome | 4 | 4 |
| | Recreational van | 5 | 5 |
| SKIP TO Q.G | Motorcycle | 6 | 6 |
| | Other: | | |
| F. Did you have a trailer of any sort on that? | | (15) | (50) |
| | YES | | |
| | NO | 1 | 1 |
| How large was that trailer? How many axles did it have? | | | |
| | One axle (pair of wheels) | 2 | 2 |
| | Two axles (pairs of wheels) | 3 | 3 |
| | DON'T KNOW | 4 | 4 |
| G. About how many miles did you travel while you were at your destination? | | (16) | (51) |
| | 0 - 50 miles | 1 | 1 |
| | 51 - 100 miles | 2 | 2 |
| | 101 - 200 miles | 3 | 3 |
| | 201 - 500 miles | 4 | 4 |
| | 500+ miles | 5 | 5 |
| | DON'T KNOW | 6 | 6 |
| H. I'd like to talk a bit now about what you did on your trip. First of all, did you stay overnight at one place, or go to several different places? | | (17) | (52) |
| | One | 1 | 1 |
| SKIP TO Q.J | Several | 2 | 2 |

I. What type of place was that: a vacation home, a hotel or motel, a campground, or someplace else? (FOR MAIN ACCOMMODATION)

| | | |
|---|---|---|
| Vacation Home | 1 | 1 |
| Hotel/Motel | 2 | 2 |
| Campground | 3 | 3 |
| Backcountry | 4 | 4 |
| Friend/Relative's Home | 5 | 5 |
| Boat | 6 | 6 |
| Other: | _____ | _____ |
| | _____ | _____ |

How long did that trip last? For how many nights?

# _____ # _____

NOW SKIP TO Q. K

J. I'm going to read some different types of places you might have stayed and for each one, please tell me how many nights you spent at each.

| | | Number of of Nights | Number of Nights |
|---|---|---|---|
| (18) | vacation home | _____ none 0 | _____ none 0 |
| (19) | hotel/motel | _____ none 0 | _____ none 0 |
| (20) | campground | _____ none 0 | _____ none 0 |
| (21) | backcountry | _____ none 0 | _____ none 0 |
| (22) | friend or relative's home | _____ none 0 | _____ none 0 |
| (23) | boat | _____ none 0 | _____ none 0 |
| (24) | any other types of place? | | |
| | _____ | _____ none 0 | _____ none 0 |
| | _____ | | |

K. What are all the different kinds of things you did on that (vacation) (trip), like sightseeing, visiting friends or relatives, cultural activities or outdoor activities?
What others? What others?
(PROBE FOR KEY CATEGORIES)

| (DON'T READ LIST) | (25-44) | (60-79) |
|---|---|---|
| Visit friend/relatives | 01 | 01 |
| Indoor recreation (bowling, bridge, etc.) | 02 | 02 |
| Sightseeing | 03 | 03 |
| Spectator sports | 04 | 04 |
| Reunions, conventions, cultural events | 05 | 05 |
| OUTDOOR | | |
| Camping | 06 | 06 |
| Picknicking | 07 | 07 |
| Hiking | 08 | 08 |
| Hunting | 09 | 09 |
| Fishing | 10 | 10 |
| Horseback Riding | 11 | 11 |
| Bicycling | 12 | 12 |
| Swimming | | |
| Pool | 13 | 13 |
| Lake, beach, ocean | 14 | 14 |
| Skiing | 15 | 15 |
| Snowmobiling | 16 | 16 |
| Other snow/ice activities | 17 | 17 |
| Boating | | |
| Motor | 18 | 18 |
| Non-motor (Sailing) | 19 | 19 |
| Water-skiing | 20 | 20 |
| Softball/baseball | 21 | 21 |
| Golfing | 22 | 22 |
| Tennis | 23 | 23 |
| Other sports | 24 | 24 |
| Off-road vehicle | 25 | 25 |
| Wildlife viewing/studying | 26 | 26 |
| Other: _____ | | |

L. Which of those would you say was the main activity or reason for your trip?

(41-42) (76-77)

__ __

M. Including yourself, how many people went on that trip? #____ #____

N. Finally, about how much money would you estimate that you spent on that trip, including meals, lodging, travel, and any activities you did?

| | (44) | (79) |
|---|---|---|
| $1 - 50 | 0 | 0 |
| $51 - 100 | 1 | 1 |
| $101 - 150 | 2 | 2 |
| $151 - 200 | 3 | 3 |
| $201 - 300 | 4 | 4 |
| $301 - 500 | 5 | 5 |
| $501 - 1000 | 6 | 6 |
| $1001 - 2000 | 7 | 7 |
| $2001 or more | 8 | 8 |
| Don't know | 9 | 9 |

REPEAT Q. A-N FOR SHORT TRIP, IF ANY TAKEN

5. Thinking about the number of recreational or vacation trips you've made in the past year or so, how would you compare it to the number you took three or four years ago? Would you say you've been taking ...

(10)

| | |
|---|---|
| More trips | 1 |
| Fewer trips | 2 |
| Or about the same number of trips | 3 |
| DON'T KNOW | 4 |

6. In comparison to three or four years ago, would you say your trips are ...

(11)

| | |
|---|---|
| Farther from home | 1 |
| Closer to home | 2 |
| Or about the same distance | 3 |
| DON'T KNOW | 4 |

7. Have they generally been ...

(12)

| | |
|---|---|
| Longer | 1 |
| Shorter | 2 |
| Or about the same number of days | 3 |
| DON'T KNOW | 4 |

IF "ABOUT THE SAME" TO Q. 5, 6, AND 7, SKIP TO Q. 9

8. What accounts for the changes you've mentioned in the kinds of trips you've been taking?
(DO NOT READ LIST)

(13)

| | |
|---|---|
| GASOLINE PRICES | 1 |
| ECONOMY | 2 |
| OTHER:_____ | |
| _____ | |
| _____ | |
| DON'T KNOW | 9 |

9. If the price of gasoline stays at the price it is now, do you expect you'll take ...

(14)

| | |
|---|---|
| More vacation or recreational trips | 1 |
| Fewer trips | 2 |
| Or about the same number of trips this coming year as compared to last? | 3 |
| DON'T KNOW | 4 |

10. Do you expect your trips will be ...

(15)

| | |
|---|---|
| Farther from home | 1 |
| Closer to home | 2 |
| Or about the same distance this year as compared to last? | 3 |
| DON'T KNOW | 4 |

11. Do you expect your trips will be ...

(16)

| | |
|---|---|
| Longer | 1 |
| Shorter | 2 |
| Or about the same number of days this coming year as compared to last? | 3 |
| DON'T KNOW | 4 |

12. How do you expect to travel on most of the trips you will take this coming year? By your own vehicle, plane, train, or some other way? (17)

| | |
|---|---|
| Own vehicle | 0 |
| Plane | 1 |
| Bus | 2 |
| Train | 3 |
| Boat | 4 |
| Ferry | |
| Other: _____ | 5 |
| DON'T KNOW | 6 |

SKIP TO Q. 15 ← Plane, Bus, Train, Boat

SKIP TO Q. 15 ← Other

Do you plan to take a vehicle on the ferry?

| | |
|---|---|
| YES | 7 |
| NO | 8 |
| DON'T KNOW | 9 |

SKIP TO Q. 15 ← NO, DON'T KNOW

---

13. What type of vehicle would that be? A car, pick-up truck, motorhome, or some other type? (18)

| | |
|---|---|
| Car | 1 |
| Pick-up truck | |
| With camper top | 2 |
| without | 3 |
| Motorhome | 4 |
| Recreational Van | 5 |
| Motorcycle | 6 |
| Other: _____ | |
| DON'T KNOW | 9 |

With a camper top or without one? ← Pick-up truck

---

14. Do you think you'll have a trailer of any sort on that? (19)

| | |
|---|---|
| YES | |
| NO | 1 |
| DON'T KNOW | 2 |

How large would that trailer be? How many axles would it have? ← YES

| | |
|---|---|
| One axle (pair of wheels) | 3 |
| Two axles (pair of wheels) | 4 |
| DON'T KNOW | 5 |

---

15. What if the price of gasoline increases to $2.00 per gallon this year --- do you expect that you'll take ... (20)

| | |
|---|---|
| More vacation or recreational trips | 1 |
| Fewer trips | 2 |
| Or about the same number or trips this coming year as you planned? | 3 |
| DON'T KNOW | 4 |
| GASOLINE PRICE WON'T AFFECT | 5 |

SKIP TO Q. 18 ← GASOLINE PRICE WON'T AFFECT

---

16. If gasoline were $2.00 per gallon, do you expect your trips will be ... (21)

| | |
|---|---|
| Farther from home | 1 |
| Closer to home | 2 |
| Or about the same distance this coming year as you planned? | 3 |
| DON'T KNOW | 4 |

---

17. Would your trips be ... (22)

| | |
|---|---|
| Longer | 1 |
| Shorter | 2 |
| Or about the same number of days as you planned | 3 |
| DON'T KNOW | 4 |

18. Do you expect you'll use any different way to get there than you're planning now? (23)

SKIP TO Q.20 ← YES 1; NO 2; DON'T KNOW 3

19. How do you think you'd get there instead? (24)

| | |
|---|---|
| Car | 0 |
| Pickup truck | 1 |
| Motorhome | 2 |
| Recreational van | 3 |
| Motorcycle | 4 |
| Plane | 5 |
| Bus | 6 |
| Train | 7 |
| Boat | 8 |
| Ferry | 9 |
| Other: _____ | 0 |
| DON'T KNOW | X |

20. How many vehicles do you have in your household? (25) # _____

SKIP TO DEMOS ← NONE 0

21. What are the make, model, and year of those vehicles? (FOR EACH, ASK:) About how many miles is that (MAKE) driven a week? (NOT INCLUDING MOTORCYCLES, TRAILERS)

| | MAKE | MODEL | YEAR | (54-58) 0-50 | 51-100 | 101-200 | 201-500 | 501+ | Don't Know |
|---|---|---|---|---|---|---|---|---|---|
| (26-30) | _____ | _____ | _____ | 1 | 2 | 3 | 4 | 5 | 6 |
| | _____ | _____ | _____ | 1 | 2 | 3 | 4 | 5 | 6 |
| | _____ | _____ | _____ | 1 | 2 | 3 | 4 | 5 | 6 |
| | _____ | _____ | _____ | 1 | 2 | 3 | 4 | 5 | 6 |
| | _____ | _____ | _____ | 1 | 2 | 3 | 4 | 5 | 6 |

22. If gasoline were $2.00 a gallon, do you think you would...

a) Sell any recreational vehicles you own such as a camper, motorhome or trailer? (31)
Would you replace it with a more fuel-efficient one, or not? ← YES; NO 1; DON'T KNOW 2

REPLACE 3
NOT REPLACE 4
DON'T OWN 5
DON'T KNOW 6

b) Sell (any of) your present car(s) or truck(s) due to this gasoline price? (32)
Would you replace it with a more fuel-efficient model, or not? ← YES; NO 1; DON'T KNOW 2

REPLACE 3
NOT REPLACE 4
DON'T KNOW 5

The next few questions are so we can group your answers with other people like yourself.

23. Including yourself, how many people live in your household? (33) #_____

24. Are you currently employed? (34)

YES

Is that full time or part time?

Full 1

Part 2

NO

Are you retired, a homemaker, or a student?

RETIRED 3

HOMEMAKER 4

STUDENT 5

UNEMPLOYED 6

25. What is the highest level of education you've completed? (35)

| | |
|---|---|
| Less than high school | 1 |
| Completed high school | 2 |
| Some college or trade school | 3 |
| Completed college | 4 |
| Post-graduate study | 5 |
| REFUSED | 6 |

26. How old are you? (IF NECESSARY, READ LIST) (36)

| | |
|---|---|
| Under 18 | 0 |
| 18-21 | 1 |
| 22-25 | 2 |
| 26-30 | 3 |
| 31-40 | 4 |
| 41-50 | 5 |
| 51-60 | 6 |
| 61-70 | 7 |
| Over 70 | 8 |
| REFUSED | 9 |

27. What was your total annual household income last year, including everybody in your home? Was it ... (37)

| | |
|---|---|
| Under $5000 | 1 |
| 5 - 10,000 | 2 |
| 10 - 15 | 3 |
| 15 - 20 | 4 |
| 20 - 25 | 5 |
| 25 - 35 | 6 |
| 35 - 50 | 7 |
| Over 50,000 | 8 |
| REFUSED | 9 |

That concludes our survey. Thanks so very much for your time and cooperation!

## CHARACTERISTICS OF TRAVELERS

### Proportion of Population Traveling

The percent of the sample population indicating that they took some kind of recreation trip whether extended or short or both was 59 percent. Of those responding that they took a trip, less than one-third indicated that the trip was extended (lasting five days or more). However, close to one-half of the respondents indicated that they took shorter trips (overnight to five days). About 18 percent of the respondents took both an extended and short trip during the survey period.

The significant portion of the sample population taking recreational travel trips indicates the relatively high value placed on vacations. Although factors such as inflation and the general slowing down of the national economy may be acting to suppress or constrain extended recreational travel activity, still almost one-third of the survey respondents indicated that they took one or more extended trips lasting five days or more during the survey period. More of the survey respondents (46 percent) indicated they took one or more short recreation trips during the survey period.

| Season | Number Interviewed | Number Taking Extended Trips | Number Taking Short Trips | Number Taking No Trips | Number Taking Both Short And Extended Trips |
|---|---|---|---|---|---|
| A-W* | 1,204 | 338 | 503 | 535 | 172 |
| S-S** | 1,215 | 427 | 600 | 460 | 272 |

*Autumn to winter
**Spring to summer

Table 1 Proportion of Washington Residents Making Recreational Trips

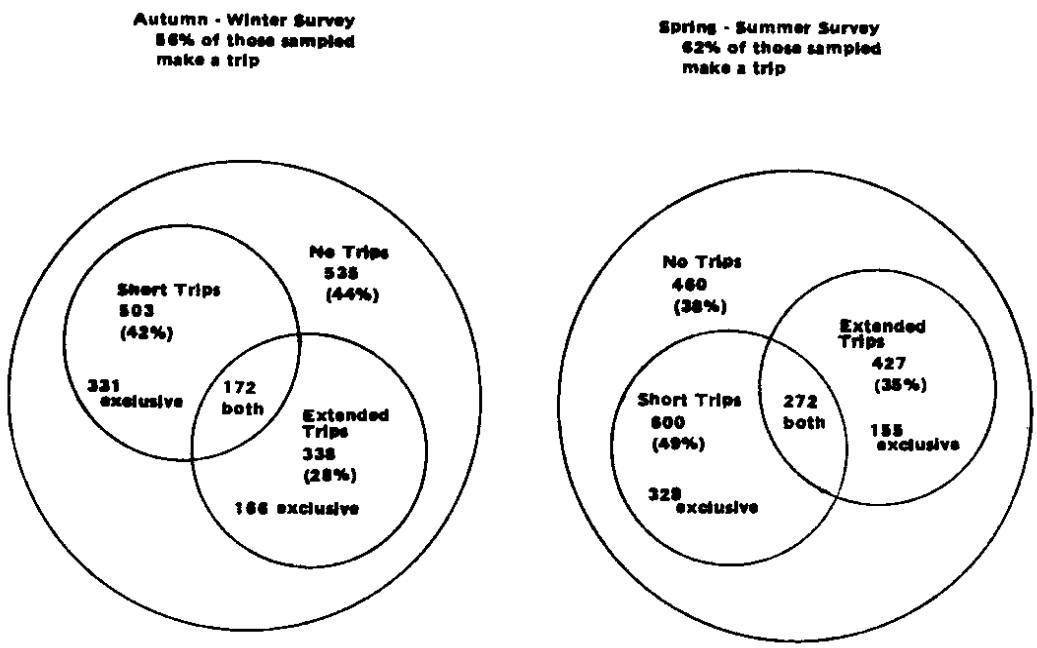



Figure 1 Proportion of Washington Residents Making Recreational Trips

Income

The income categories used in the surveys ranged from under $5,000 per year to over $50,000 annually. Those who responded most frequently that they took recreational trips earned between $15,000 and $25,000 per year. Those earning between $25,000 and $35,000 annually were the second most frequent travelers. For all income groups, except those earning $50,000+ annually, short trips were taken more frequently than extended trips (Table 2-a).

The discrete income groups were also analyzed. The $50,000+ group was the highest in per capita travel (95.5 percent), followed by the $25,000 to $35,000 group (87.8 percent), and the $35,000 to $50,000 per year group (86.1 percent). In contrast, the group earning under $5,000 per year showed a per capita travel rate of 51.5 percent. In general, those with higher salaries responded more frequently that they took a recreational trip, and those earning less ($5,000 to $15,000 per year) responded less frequently that they made a recreational travel trip during the survey period (Table 2-b).

| Income Categories | Extended Trips | | Short Trips | | Totals | |
|---|---|---|---|---|---|---|
| | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Under $5K | 20 | 2.6% | 32 | 3.2% | 52 | 3.0% |
| $5K - 15K | 118 | 15.6 | 189 | 19.1 | 307 | 17.6 |
| $15K - 25K | 180 | 23.8 | 256 | 25.8 | 436 | 24.9 |
| $25 - 35K | 152 | 20.1 | 208 | 21.0 | 360 | 20.6 |
| 35K - 50K | 111 | 14.7 | 137 | 13.8 | 248 | 14.2 |
| $50K + | 67 | 8.9 | 60 | 6.0 | 127 | 12.4 |
| No Response | 108 | 14.3 | 109 | 11.0 | 217 | 12.4 |
| Total | 756 | 100.0% | 991 | 100.0% | 1,747 | 100.0% |

Table 2-a Income Distribution of Tripmakers

| Income Groups | Total Sample | Total Tripmakers | Percent Tripmakers |
|---|---|---|---|
| Under $5K | 101 | 52 | 51.5% |
| $5k - 15K | 537 | 307 | 57.2 |
| $15K - 25K | 623 | 436 | 70.0 |
| $25K - 35K | 410 | 360 | 87.8 |
| $35K - 50K | 288 | 248 | 86.1 |
| $50K + | 133 | 127 | 95.5 |
| No Response | 327 | 217 | 66.3 |

Table 2-b Ratio of Tripmakers to Sample by Income

Age

Survey respondents who indicated that they took some kind of recreational trip (extended and/or short) during the survey period were represented in all age groups.

The age group 31 to 40 comprised the largest group indicating that they made a trip, followed by those in the age groups 26 to 30, and 51 to 60 (Table 3-a).

The highest per capita (80.6 percent) trip makers of any age group were the individuals 31 to 40 years old. This group was following by the 18 to 21 age groups with 74.2 percent of that group having taken a recreational trip during the survey period. Individuals between 51 to 70 years of age were also found to be traveling at rate close to the 18 to 30 year age group. Hence, the survey indicates that recreational travel is not limited to any age group, but is an activity participated in by all age groups at fairly even rates of participation (Table 3-b).

| | Extended Trips | | Short Trips | | Totals | |
|---|---|---|---|---|---|---|
| Age Group | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| 18-21 | 27 | 3.6% | 45 | 4.5% | 72 | 4.1% |
| 22-25 | 76 | 10.0 | 115 | 11.6 | 191 | 10.9 |
| 26-30 | 121 | 160.0 | 157 | 15.9 | 278 | 15.9 |
| 31-40 | 196 | 25.9 | 272 | 27.5 | 468 | 26.8 |
| 41-50 | 94 | 12.4 | 146 | 14.7 | 240 | 13.7 |
| 51-60 | 121 | 16.0 | 137 | 13.8 | 258 | 14.8 |
| 61-70 | 92 | 12.1 | 80 | 8.1 | 172 | 9.8 |
| 71 + | 23 | 3.0 | 31 | 3.1 | 54 | 3.1 |
| No Response | 8 | 1.0 | 8 | 0.8 | 16 | 0.9 |
| Totals | 758 | 100.0% | 991 | 100.0% | 1,749 | 100.0% |

Table 3-a Age Distribution of Tripmakers

| Age Groups | Total Sample | Total Tripmakers | Percent Tripmakers |
|---|---|---|---|
| 18-21 | 97 | 72 | 74.2% |
| 22-25 | 260 | 191 | 73.5 |
| 26-30 | 376 | 278 | 73.9 |
| 31-40 | 581 | 468 | 80.6 |
| 41-50 | 362 | 240 | 66.3 |
| 51-60 | 358 | 258 | 72.1 |
| 61-70 | 241 | 172 | 71.4 |
| 71 + | 105 | 54 | 51.4 |

Table 3-b Ratio of Tripmakers to Sample by Age

Employment Status

The majority of those responding that they made a recreational travel trip during the survey period indicated they were employed full-time (58.9 percent). Homemakers were the next largest group of travelers (13.8 percent). The smallest group of travelers were the unemployed (3.1 percent). The distribution of travelers by employment status is presented in Table 4-a.

Within employment groups, the highest per capita response were students (87.5 percent), as mentioned in Table 4-b. Part-time workers had a per capita rate of 79 percent. The unemployed responded the least frequently to having taken a recreational trip (54.6 percent). Seventy-four percent of the full time workers interviewed indicated that they made a trip during the survey period.

| Employment Status of the Respondent | Extended Trips | | Short Trips | | Total by Educational Level | |
|---|---|---|---|---|---|---|
| | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Full-time | 436 | 57.4% | 596 | 60.0% | 1,032 | 58.8% |
| Part-time | 74 | 9.8 | 91 | 9.2 | 165 | 9.4 |
| Retired | 98 | 12.8 | 105 | 10.6 | 203 | 11.6 |
| Homemaker | 103 | 13.6 | 139 | 14.0 | 242 | 13.8 |
| Student | 27 | 3.6 | 29 | 2.9 | 56 | 3.2 |
| Unemployed | 21 | 2.8 | 33 | 3.3 | 54 | 3.1 |
| Totals | 759 | 100.0% | 993 | 100.0% | 1,752 | 100.0% |

Table 4-a Employment of Status of Tripmakers

| Employment Status of the Respondent | Total Sample | Total Tripmakers | Percent Tripmakers |
|---|---|---|---|
| Full-time | 1,386 | 1,032 | 74.5% |
| Part-time | 209 | 165 | 79.0 |
| Retired | 312 | 203 | 65.1 |
| Homemaker | 343 | 242 | 70.1 |
| Student | 64 | 56 | 87.5 |
| Unemployed | 99 | 54 | 54.6 |
| No Response | 5 | | |
| Totals | 2,418 | 1,752 | 72.5 |

Table 4-b Ratio of Tripmakers to Sample by Employment Status

Educational Level

Individuals with some college education responded most frequently that they took a recreational trip during the survey period.

The group with some college education comprised the largest group of recreational travelers (35.2 percent), followed by high school graduates (25.2 percent) and college graduates (18.8 percent) as shown in Table 5-a. However, individuals with post-graduate education had the highest per capita trip rate. Ninety-seven percent of those interviewed (see Table 5-b) with post-graduate education indicated that they took a trip during the survey period.

In contrast, 56.3 percent of the individuals with less than high school education indicated they took a recreational trip during the survey period. The educational groups with the highest response rates to having made a trip were those with some college, college graduates and post-graduates. Those with less educational experience appear to travel less.

| Educational Level | Extended Trips | | Short Trips | | Totals | |
|---|---|---|---|---|---|---|
| | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Less than H.S. | 761 | 7.5% | 76 | 7.6% | 133 | 7.6% |
| High School | 182 | 23.9 | 260 | 26.2 | 442 | 25.2 |
| Some College | 262 | 34.3 | 355 | 35.8 | 617 | 35.2 |
| College Grad. | 151 | 19.9 | 179 | 18.0 | 330 | 18.8 |
| Post-Graduate | 105 | 13.8 | 117 | 11.8 | 222 | 12.6 |
| No Response | 4 | 0.5 | 6 | 0.6 | 10 | 0.6 |
| Total | 761 | 100.0% | 993 | 100.0% | 1,754 | 100.0% |

Table 5-a Educational Level of Tripmakers

| Employment Status of the Respondent | Total Sample | Total Tripmakers | Percent Tripmakers |
|---|---|---|---|
| Less than H.S | 236 | 133 | 56.3% |
| High School | 730 | 442 | 60.5 |
| Some College | 805 | 617 | 76.6 |
| College Grad. | 392 | 330 | 84.2 |
| Post-Grad. | 227 | 222 | 97.8 |
| No Response | 26 | 10 | 38.5 |
| Totals | 2,416 | 1,754 | 72.6% |

Table 5-b Ratio of Tripmakers to Sample by Educational Level

Number in Travel Party

An average of three people were found to travel together on any given recreational trip whether for an extended period of time lasting five days or more, or for shorter trips of overnight to five days. Travel parties of two people were the most common (39.7 percent), followed by travel parties of four and three people. Individuals traveling alone accounted for 10 percent of the responses. Large groups ranging from five people to eight or more accounted for close to 18 percent of the sample population making trips.

| | Extended Trips | | Short Trips | | Totals | |
|---|---|---|---|---|---|---|
| Party Size | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| One | 75 | 9.8% | 112 | 10.2% | 187 | 10.0% |
| Two | 301 | 39.2 | 439 | 40.0 | 740 | 39.7 |
| Three | 118 | 15.4 | 176 | 16.0 | 294 | 15.8 |
| Four | 129 | 16.8 | 175 | 15.9 | 304 | 16.3 |
| Five | 59 | 7.7 | 74 | 6.7 | 133 | 7.1 |
| Six | 18 | 2.3 | 38 | 3.5 | 56 | 3.0 |
| Seven | 14 | 1.8 | 24 | 2.2 | 38 | 2.0 |
| Eight + | 51 | 6.6 | 56 | 5.1 | 107 | 5.7 |
| ? | 3 | 0.4 | 4 | 0.4 | 7 | 0.4 |
| Totals | 768 | 100.0% | 1,098 | 100.0% | 1,866 | 100.0% |

Average Party Size: Extended Trips - 3.2 Persons
Short Trips - 3.1 Persons

Table 6 Travel Party Size

## TOP FIVE REASONS FOR RECREATION TRIPS

"Visiting friends and relatives" was the most frequent trip purpose indicated by respondents. Other trip purposes among the top five varied only slightly from season to season, and for extended and short trips (see Table 7).

SPRING AND SUMMER

| Rank | Activity | Total | Long Trip | Short Trip |
|---|---|---|---|---|
| 1st | Visit Friends/Rel. | 242 | 129 | 113 |
| 2nd | Rest/Relaxation | 196 | 67 | 129 |
| 3rd | Sightseeing | 127 | 68 | 59 |
| 4th | Fishing | 92 | 33 | 59 |
| 5th | Reunion/Conventn./ Cultural Events | 64 | 33 | 31 |

AUTUMN AND WINTER

| Rank | Activity | Total | Long Trip | Short Trip |
|---|---|---|---|---|
| 1st | Visit Friends/Rel. | 289 | 112 | 177 |
| 2nd | Sightseeing | 108 | 59 | 49 |
| 3rd | Reunion/Conventn./ Cultural Events | 71 | 22 | 49 |
| 4th | Rest/Relaxation | 65 | 27 | 38 |
| 5th | Fishing | 31 | 8 | 23 |

SUMMARY OF SURVEY YEAR

| Rank | Activity | Total | Long Trip | Short Trip |
|---|---|---|---|---|
| 1st | Visit Friends/Rel. | 531 | 241 | 290 |
| 2nd | Rest/Relaxation | 261 | 94 | 167 |
| 3rd | Sightseeing | 235 | 127 | 108 |
| 4th | Reunion/Conventn./ Cultural Events | 135 | 55 | 80 |
| 5th | Fishing | 123 | 41 | 82 |

Table 7 Top Five Trip Purposes

## TRAVEL MODE

### Mode Summary

The majority of the respondents indicated that they used their own vehicle as a mode of travel during recreational trips. A further breakdown of these vehicles is presented in the next section. Seasonal distributions of travel modes reveal the use of planes during the autumn and winter is twice as high as during the spring and summer seasons. An increase in bus ridership is also evident during the autumn and winter in contrast to the spring and summer. This situation may be due to adverse weather conditions which may be influencing decisions about traveling in a private vehicle during autumn and winter months (Table 8-b).

| Travel Mode | Freq. | Percent |
|---|---|---|
| Own Vehicle | 1,542 | 82.9% |
| Plane | 190 | 10.2 |
| Bus | 27 | 1.5 |
| Train | 11 | 0.6 |
| Ferry w/Vehicle | 13 | 0.7 |
| Ferry w/out Vehicle | 4 | 0.2 |
| Another's Vehicle | 64 | 3.4 |
| Boat | 9 | 0.5 |
| Total | 1,860 | 100.0% |

Table 8-a Travel Mode Summary

SPRING AND SUMMER

| Travel Mode | Extended Trips | | Short Trips | | Totals by Mode | |
|---|---|---|---|---|---|---|
| | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Own Vehicle | 337 | 79.1% | 549 | 92.1% | 886 | 86.7% |
| Plane | 59 | 12.2 | 12 | 2.0 | 71 | 7.0 |
| Bus | 5 | 1.0 | 3 | 0.5 | 8 | 0.8 |
| Train | 4 | 0.8 | -0- | -0- | 4 | 0.4 |
| Ferry w/Veh. | -0- | -0- | 1 | 0.2 | 1 | 0.1 |
| Ferry w/o Veh. | -0- | -0- | 4 | 0.7 | 4 | 0.4 |
| Another's Veh. | 19 | 4.0 | 20 | 3.4 | 39 | 3.8 |
| Boat | 2 | 0.4 | 7 | 1.2 | 9 | 0.9 |
| Totals | 426 | 100.0% | 596 | 100.0% | 1,022 | 100.0% |

AUTUMN AND WINTER

| Travel Mode | Extended Trips | | Short Trips | | Totals by Mode | |
|---|---|---|---|---|---|---|
| | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Own Vehicle | 217 | 63.6% | 439 | 88.3% | 656 | 78.3% |
| Plane | 98 | 28.7 | 21 | 4.2 | 119 | 14.2 |
| Bus | 8 | 2.3 | 11 | 2.2 | 19 | 2.3 |
| Train | 5 | 1.5 | 2 | .4 | 7 | 0.8 |
| Ferry w/Veh. | 2 | .6 | 10 | 2.0 | 12 | 1.4 |
| Ferry w/o Veh. | -0- | -0- | -0- | -0- | -0- | -0- |
| Another's Veh. | 11 | 3.2 | 14 | 2.8 | 25 | 3.0 |
| Boat | -0- | -0- | -0- | -0- | -0- | -0- |
| Totals | 341 | 100.0% | 497 | 100.0% | 838 | 100.0% |

Table 8-b Travel Mode by Season and Trip Length

Types of Vehicles in Use

More recreational trips occur in the spring and summer than in the autumn and winter. Also more trips of a shorter duration are made than extended trips lasting five days or more. Of these trips, 84.4 percent are made in private vehicles using the state's system of highways, streets and roads.

Several types of vehicles were identified by survey respondents who indicated they traveled during the survey period (see Table 9-a). The majority of the travelers

(69.0 percent) indicated they traveled in private automobile. Those traveling by pickup accounted for 19.5 percent of the group using vehicles. The use of pickups increased notably for short recreational trips during the spring and summer (see Table 9-b). Recreational vans were also popular on short trips despite seasonal factors such as weather, school or work.

| Vehicle Type | Freq. | Percent |
|---|---|---|
| Automobile | 1,187 | 69.0% |
| Pickup w/Camper | 169 | 9.8 |
| Pickup w/out Camper | 166 | 9.7 |
| Motorhome | 87 | 5.1 |
| Recreational Van | 74 | 4.3 |
| Motorcycle | 17 | 1.0 |
| Other | 19 | 1.1 |
| Totals | 1,719 | 100.0% |

Table 9-a Vehicle Type Summary

SPRING AND SUMMER

| | Extended Trips | | Short Trips | | Total By Vehicle Type | |
|---|---|---|---|---|---|---|
| Vehicle Type | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Automobile | 265 | 67.3% | 370 | 64.6% | 635 | 65.7% |
| Pickup with Camper | 39 | 9.9 | 68 | 11.9 | 107 | 11.1 |
| Pickup without Camper | 42 | 10.7 | 69 | 12.0 | 111 | 11.5 |
| Motorhome | 25 | 6.3 | 28 | 4.9 | 53 | 5.5 |
| Recreatnl. Van | 15 | 3.8 | 26 | 4.6 | 41 | 4.2 |
| Motorcycle | 4 | 1.0 | 6 | 1.0 | 10 | 1.0 |
| other | 4 | 1.0 | 6 | 1.0 | 10 | 1.0 |
| Totals | 394 | 100.0% | 573 | 100.0% | 967 | 100.0% |

AUTUMN AND WINTER

| | Extended Trips | | Short Trips | | Totals By Vehicle Type | |
|---|---|---|---|---|---|---|
| Vehicle Type | Freq. | Percent | Freq. | Percent | Freq. | Percent |
| Automobile | 209 | 72.9% | 343 | 73.8% | 552 | 73.4% |
| Pickup with Camper | 23 | 8.0 | 39 | 8.4 | 62 | 8.3 |
| Pickup without Camper | 25 | 8.7 | 30 | 6.4 | 55 | 7.3 |
| Motorhome | 13 | 4.5 | 21 | 4.5 | 34 | 4.5 |
| Recreatnl. Van | 11 | 3.9 | 22 | 4.7 | 33 | 4.4 |
| Motorcycle | 3 | 1.0 | 4 | 0.9 | 7 | 0.9 |
| Other | 3 | 1.0 | 6 | 1.2 | 9 | 1.2 |
| Totals | 287 | 100.0% | 465 | 100.0% | 752 | 100.0% |

Table 9-b Vehicle Type by Season and Trip Length

## DESTINATIONS OF RECREATIONAL TRIPS

Most of the recreational trips were for destinations outside the state of Washington but within the U.S. (36.5 percent). Within the state, northeastern Washington appears to be the most popular recreational trip destination for both extended and short trips during the spring and summer (see Table 10-a,b). However, the autumn and winter seasons appear to influence trip destinations so that short trips to the Puget Sound region become more frequent. Destinations outside the U.S. were mentioned fourth in frequency (8.9 percent) followed by trips to southwestern Washington (8.2 percent) and southeastern Washington (7.9 percent).

Seasonal factors such as weather, school and work appear to contribute only slightly to differences in trip destinations. Fewer trips are destined for the Cascade Mountains during the autumn and winter than in the spring and summer. On the other hand, more trips have the Puget Sound as their destination during the autumn and winter compared to the spring and summer (see Table 10-b).

| DESTINATIONS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | San-Juan N.W. WA | Puget Sound | Olympic Penn. | Cascade Mtn. | S.W. Wash. | N.E. Wash. | S.E. Wash . | Outside WA in US | Outside US | TOTAL |
| FREQUENCY | 72 | 215 | 87 | 121 | 153 | 224 | 147 | 683 | 166 | 1868 |
| PERCENT | 3.8 | 11.5 | 4.7 | 6.5 | 8.2 | 12.0 | 7.9 | 36.5 | 8.9 | 100 |

Table 10-a Destinations Summary

## SPRING AND SUMMER

| | DESTINATIONS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | San-Juan N.W. WA | Puget Sound | Olympic Penn. | Cascade Mtn. | S.W. Wash. | N.E. Wash. | S.E. Wash. | Outside WA in US | Outside US | TOTAL |
| FREQUENCY | 12 | 23 | 18 | 26 | 22 | 30 | 17 | 233 | 45 | 426 |
| PERCENT | 2.8 | 5.4 | 4.2 | 6.1 | 5.2 | 7.0 | 4.0 | 54.7 | 10.6 | 100 |
| SHORT TRIP | | | | | | | | | | |
| FREQUENCY | 23 | 78 | 32 | 61 | 72 | 106 | 74 | 122 | 31 | 599 |
| PERCENT | 3.8 | 13.0 | 5.3 | 10.2 | 12.0 | 17.7 | 12.4 | 20.4 | 5.2 | 100 |
| TOTAL | | | | | | | | | | |
| FREQUENCY | 35 | 101 | 50 | 87 | 94 | 136 | 91 | 355 | 76 | 1025 |
| PERCENT | 3.4 | 9.9 | 4.9 | 8.5 | 9.1 | 13.3 | 8.9 | 34.6 | 7.4 | 100 |

## AUTUMN AND WINTER

| | DESTINATIONS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | San-Juan N.W. WA | Puget Sound | Olympic Penn. | Cascade Mtn. | S.W. Wash. | N.E. Wash. | S.E. Wash. | Outside WA in US | Outside US | TOTAL |
| FREQUENCY | 6 | 16 | 11 | 4 | 8 | 20 | 9 | 204 | 65 | 343 |
| PERCENT | 1.7 | 4.7 | 3.2 | 1.2 | 2.3 | 5.8 | 2.6 | 59.5 | 19.0 | 100 |
| SHORT TRIP | | | | | | | | | | |
| FREQUENCY | 31 | 98 | 26 | 30 | 51 | 68 | 47 | 124 | 25 | 500 |
| PERCENT | 6.2 | 19.6 | 5.2 | 6.0 | 10.2 | 13.6 | 9.4 | 24.8 | 5.0 | 100 |
| TOTAL | | | | | | | | | | |
| FREQUENCY | 37 | 114 | 37 | 34 | 59 | 88 | 56 | 328 | 90 | 843 |
| PERCENT | 4.4 | 13.5 | 4.4 | 4.0 | 7.0 | 10.4 | 6.6 | 39.0 | 10.7 | 100 |

Table 10-b Destination by Season and Trip Length

## THE FREQUENCY, DISTANCE AND DURATION OF RECREATIONAL TRIPS

### Frequency

Frequency refers to the number of vacations which respondents indicated they took during the survey period. As mentioned previously, 59 percent of the sample responded that they took a recreational trip. Of the recreational trip making group, a total of 1,869 responses were obtained which included short, extended, or both types of trips taken during the survey period. The number of responses by type (long or short) of vacation is presented in Table 11-a. Frequencies are also ranked according to the five most common responses regarding the number and type of trips taken during the survey period (Table 11-b). The response most frequently recorded (26.3 percent) is one extended vacation. Whereas 16.6 percent of the responses indicated one short vacation, 22.4 percent indicated two to three short trips during the survey period.

In Table 11-c, it is shown that short trips are taken more frequently than extended trips but that a high percentage of tripmakers took at least one extended trip during the survey period.

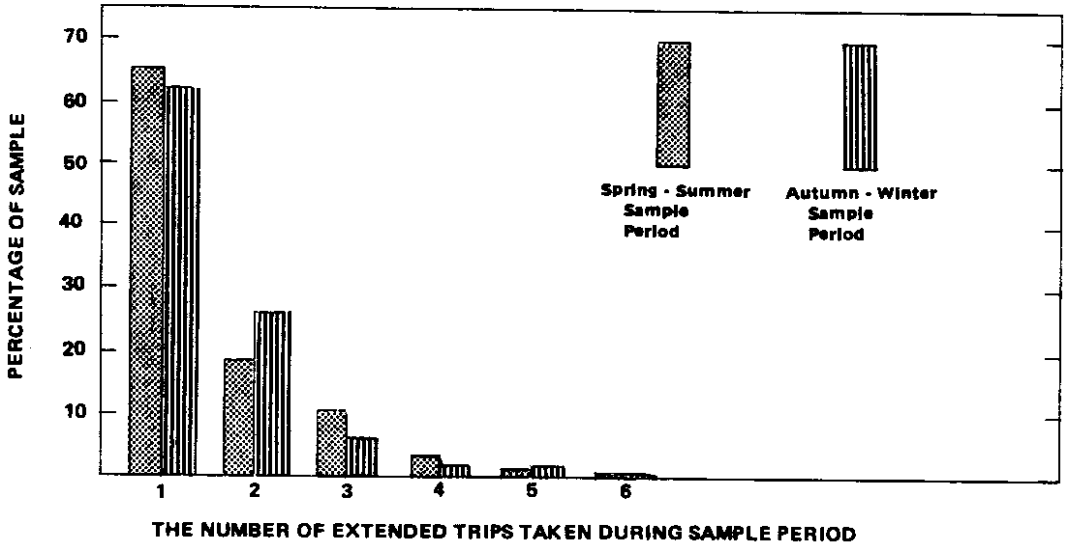
| Number of Vacations | Short | | Extended | | Total | |
|---|---|---|---|---|---|---|
| | Responses | % of Total | Responses | % of Total | Responses | Percent |
| One | 310 | 16.6% | 492 | 26.3% | 802 | 42.9% |
| Two | 228 | 12.2 | 165 | 8.8 | 393 | 21.0 |
| Three | 191 | 10.2 | 66 | 3.5 | 257 | 13.7 |
| Four | 107 | 5.7 | 19 | 1.0 | 126 | 6.7 |
| Five | 66 | 3.5 | 9 | 0.5 | 75 | 4.0 |
| Six | 58 | 3.1 | 5 | 0.3 | 63 | 3.4 |
| Seven | 15 | 0.8 | 3 | 0.2 | 18 | 1.0 |
| Eight | 16 | 0.8 | 1 | 0.1 | 17 | 0.9 |
| Nine | 4 | 0.2 | 1 | 0.1 | 5 | 0.3 |
| 10-14 | 67 | 3.5 | 1 | 0.1 | 68 | 3.6 |
| 15-19 | 28 | 1.5 | 3 | 0.1 | 26 | 1.4 |
| 20 + | 18 | 0.9 | 1 | 0.2 | 19 | 1.1 |
| Totals | 1,103 | 59.0% | 766 | 41.0% | 1,869 | 100.0% |

Table 11-a Frequency of Trips by Trip Length Summary

Trip Characteristics

| Rank | Number of Vacations | Duration | % of Total |
|---|---|---|---|
| 1st | 1 | Extended | 26.3% |
| 2nd | 1 | Short | 16.6 |
| 3rd | 2 | Short | 12.2 |
| 4th | 3 | Short | 10.2 |
| 5th | 2 | Extended | 8.8 |

Table 11-b Five Most Common Types of Trips by Frequency and Duration



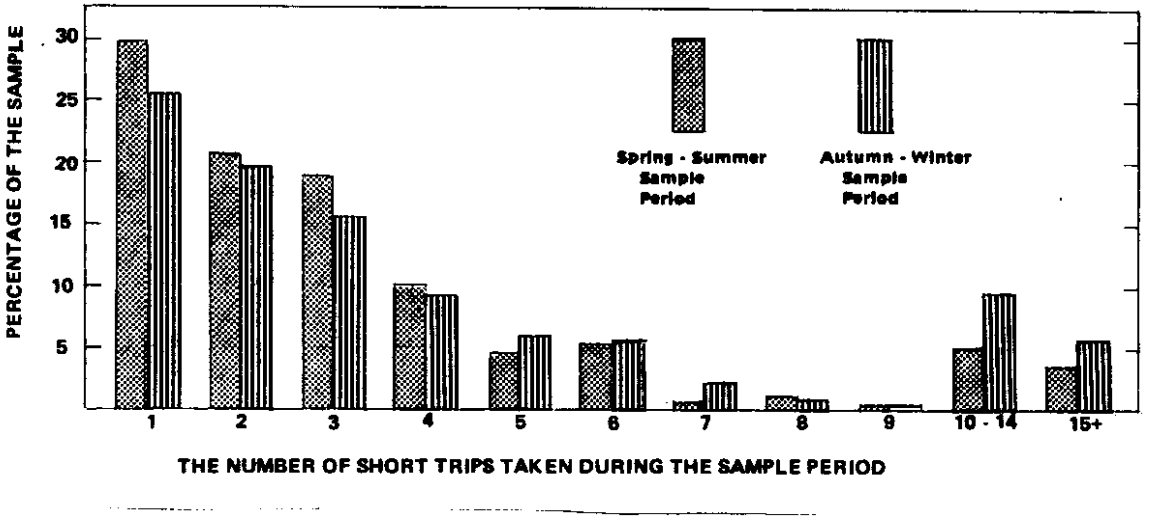




Table 11-c Trip Frequency by Duration and Season

Distance

The extended trip (over five days) averaged a distance of over 500 miles from home. This corresponds with the finding that the majority of extended trips were for destinations outside the state of Washington. The average distance of a short trip (under five days) was 200 miles from home. These trips of short duration were made mostly within the state. No significant differences in trip distances were found for spring and summer in contrast to autumn and winter.

| | DISTANCE – MILES | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0 - 50 | 51 - 100 | 101 - 200 | 201 500 | 501 + | Don't Know | TOTAL |
| FREQUENCY | 132 | 321 | 490 | 450 | 448 | 27 | 1868 |
| PERCENT | 7.1 | 17.2 | 26.2 | 24.1 | 24.0 | 1.4 | 100 |

Table 12-a Summary of Distance Traveled From Home

## SPRING AND SUMMER

| | DISTANCE – MILES | | | | | | |
|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | 0 - 50 | 51 - 100 | 101 - 200 | 201 500 | 501 + | Don't Knqw | TOTAL |
| FREQUENCY | 8 | 31 | 67 | 111 | 199 | 10 | 426 |
| PERCENT | 1.9 | 7.3 | 15.7 | 26.1 | 46.7 | 23 | 100 |
| SHORT TRIP | | | | | | | |
| FREQUENCY | 78 | 164 | 203 | 122 | 23 | 9 | 599 |
| PERCENT | 13.0 | 27.4 | 33.9 | 20.4 | 3.8 | 1.5 | 100 |

## AUTUMN AND WINTER

| | DISTANCE – MILES | | | | | | |
|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | 0 - 50 | 51 - 100 | 101 - 200 | 201 500 | 501 + | Don't Know | TOTAL |
| FREQUENCY | 2 | 17 | 37 | 78 | 202 | 7 | 343 |
| PERCENT | 0.6 | 5.0 | 10.8 | 22.7 | 58.9 | 2.0 | 100 |
| SHORT TRIP | | | | | | | |
| FREQUENCY | 44 | 109 | 183 | 139 | 24 | 1 | 500 |
| PERCENT | 8.8 | 21.8 | 36.6 | 27.8 | 4.8 | 0.2 | 100 |

Table 12-b Distance Traveled From Home by Season and Trip Length

Duration

Trip lengths were grouped by extended trips (four or more nights) and short trips (overnight to three nights). The frequency of both types of trips increased during the spring and summer as mentioned in previous sections of this study. However, seasonal factors are shown to have little effect on trip duration. Therefore, fewer trips were made during the autumn and winter, but the number of nights spent on the trip remained nearly the same as spring and summer trips (see Figures 2 and 3). The average trip length for extended trips was ten nights during the autumn-winter and eight nights during the spring-summer. Short trips average two nights per trip for all seasons.

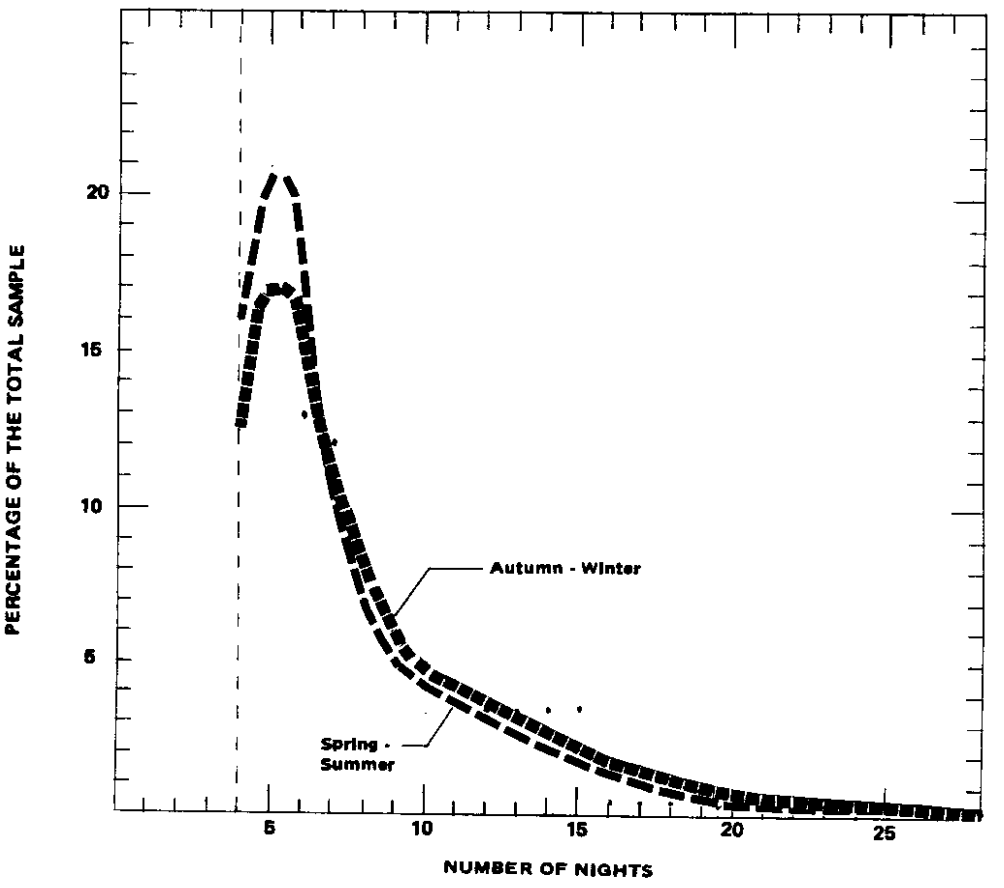



Figure 2 Duration of Long Trips

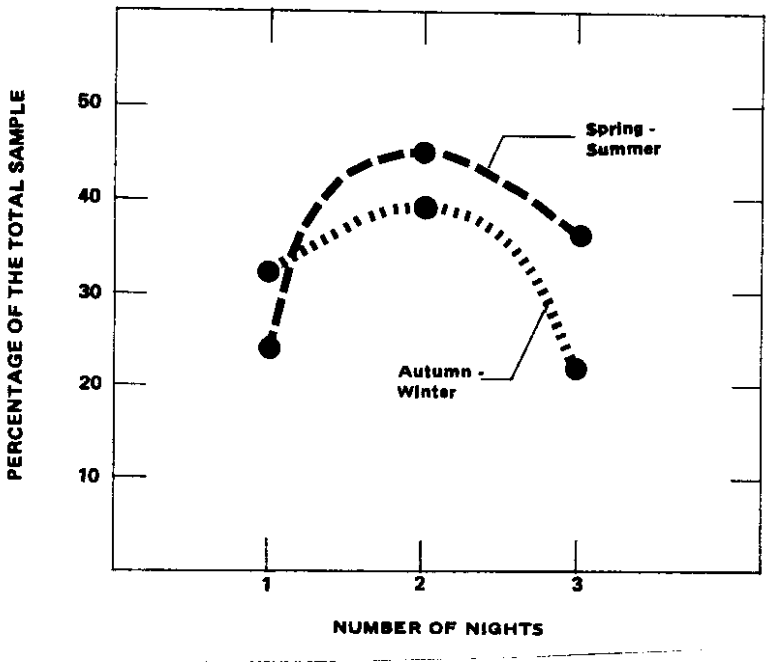



Figure 3 Duration of Short Trips

## AMOUNT OF MONEY SPENT

For extended recreational trips, an average of $620 was spent per trip in contrast to an average of $120 per trip for short recreational trips. An average of $500 more per trip is spent on extended recreational vacations and most of these trips (71 percent) are taken out of the state of Washington. Even though a greater number of trips were made during the spring-summer sample period, seasonal factors do not appear to influence the average amount of money spent on any given trip (see Tables 14-a and 14-b).

| AMOUNTS OF MONEY SPENT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | $1 - 50 | $50 - 100 | $101 - 150 | $151 - 200 | $201 - 300 | $301 - 500 | $500 - 1000 | $1001- 2000 | $2000 + | Don't Know | TOTAL |
| FREQUENCY | 388 | 363 | 157 | 165 | 173 | 202 | 167 | 83 | 50 | 120 | 1868 |
| PERCENT | 20.8 | 19.5 | 8.4 | 8.8 | 9.3 | 10.8 | 8.9 | 4.4 | 2.7 | 6.4 | 100% |

Table 14-a Summary of Expenditures

**SPRING AND SUMMER**

| AMOUNTS OF MONEY SPENT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | $1 - 50 | $51 - 100 | $101 - 150 | $151 - 200 | $201 - 300 | $301 - 500 | $501 - 1000 | $1001- 2000 | $2000 + | Don't Know | TOTAL |
| FREQUENCY | 23 | 33 | 17 | 40 | 50 | 82 | 79 | 39 | 14 | 43 | 425 |
| PERCENT | 5.4 | 7.8 | 4.0 | 9.4 | 11.8 | 19.3 | 18.6 | 9.2 | 3.3 | 11.3 | 100 |
| SHORT TRIP | | | | | | | | | | | |
| FREQUENCY | 194 | 163 | 59 | 60 | 46 | 27 | 11 | – | 1 | 34 | 600 |
| PERCENT | 32.3 | 28.0 | 9.8 | 10.0 | 7.7 | 4.5 | 1.8 | – | 0.2 | 5.7 | 100 |
| TOTAL | | | | | | | | | | | |
| FREQUENCY | 217 | 201 | 76 | 100 | 96 | 109 | 90 | 39 | 15 | 82 | 1025 |
| PERCENT | 21.2 | 19.6 | 7.4 | 9.8 | 9.4 | 10.6 | 8.8 | 3.8 | 1.4 | 8.0 | 100 |

**AUTUMN AND WINTER**

| AMOUNTS OF MONEY SPENT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | $1 - 50 | $51 - 100 | $101 - 150 | $151 - 200 | $201 - 300 | $301 - 500 | $501 - 1000 | $1001- 2000 | $2000+ | Don't Know | TOTAL |
| FREQUENCY | 12 | 25 | 22 | 17 | 36 | 65 | 66 | 44 | 34 | 22 | 343 |
| PERCENT | 3.5 | 7.3 | 6.4 | 5.0 | 10.5 | 19.0 | 19.2 | 12.8 | 9.9 | 6.4 | 100 |
| SHORT TRIP | | | | | | | | | | | |
| FREQUENCY | 159 | 137 | 59 | 48 | 41 | 28 | 11 | – | 1 | 16 | 500 |
| PERCENT | 31.8 | 27.4 | 11.8 | 9.6 | 8.2 | 5.6 | 2.2 | – | 0.2 | 3.2 | 100 |
| TOTAL | | | | | | | | | | | |
| FREQUENCY | 171 | 162 | 81 | 65 | 77 | 93 | 77 | 44 | 35 | 38 | 843 |
| PERCENT | 20.3 | 19.2 | 9.6 | 7.7 | 9.1 | 11.0 | 9.2 | 5.2 | 4.7 | 9.5 | 100 |

Table 14-b Expenditures by Season and Trip Length

## ACCOMMODATIONS

Most recreational travelers (32.1 percent) stayed with their friends and relatives. However, hotel-motel accommodations were also frequently used (27.7 percent), followed by stays at campgrounds (21.5 percent). During the spring and summer, more tripmakers indicated that they stayed at campgrounds than at other types of accommodations. Nonetheless, the homes of friends and relatives, and hotel-motel were mentioned among the three most frequent types of primary accommodations used on recreational trips throughout the survey period (see Tables 15-a and 15-b).

| ACCOMMODATIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Vacation Home | Hotel - Motel | Camp-ground | Back-country | Friends - Relatives Home | Boat | Others | TOTAL |
| FREQUENCY | 157 | 503 | 390 | 95 | 581 | 16 | 69 | 1811 |
| PERCENT | 8.7 | 27.7 | 21.5 | 5.3 | 32.1 | 0.9 | 3.8 | 100 |

Table 15-a Primary Accommodation Summary

## SPRING AND SUMMER

| | ACCOMMODATIONS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | Vacation Home | Hotel - Motel | Camp-ground | Back-country | Friends Relatives Home | Boat | Others | TOTAL |
| FREQUENCY | 41 | 94 | 101 | 15 | 135 | 8 | 14 | 408 |
| PERCENT | 10.0 | 23.0 | 24.8 | 3.7 | 33.1 | 2.0 | 3.4 | 100 |
| SHORT TRIP | | | | | | | | |
| FREQUENCY | 58 | 145 | 198 | 37 | 131 | 3 | 17 | 589 |
| PERCENT | 9.8 | 24.6 | 33.6 | 6.3 | 22.2 | 0.5 | 2.9 | 100 |
| TOTAL | | | | | | | | |
| FREQUENCY | 99 | 239 | 299 | 52 | 266 | 11 | 31 | 997 |
| PERCENT | 9.9 | 24.0 | 30.0 | 5.2 | 26.7 | 1.1 | 3.1 | 100 |

## AUTUMN AND WINTER

| | ACCOMMODATIONS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| EXTENDED TRIP | Vacation Home | Hotel - Motel | Camp-ground | Back-country | Friends Relatives Home | Boat | Others | TOTAL |
| FREQUENCY | 21 | 109 | 35 | 19 | 113 | 3 | 26 | 326 |
| PERCENT | 6.4 | 33.4 | 10.7 | 5.8 | 34.7 | 0.9 | 8.0 | 100 |
| SHORT TRIP | | | | | | | | |
| FREQUENCY | 37 | 155 | 56 | 24 | 202 | 2 | 12 | 488 |
| PERCENT | 7.6 | 31.8 | 11.5 | 4.9 | 41.4 | 0.4 | 2.5 | 100 |
| TOTAL | | | | | | | | |
| FREQUENCY | 58 | 264 | 91 | 43 | 315 | 5 | 38 | 814 |
| PERCENT | 7.1 | 32.4 | 11.2 | 5.3 | 38.7 | 0.6 | 4.7 | 100 |

Table 15-b Primary Accommodation by Season and Trip Length

# APPENDIX B

# ROADSIDE SURVEY OF OUT-OF-STATE TRAVELERS

ROADSIDE SURVEY OF OUT-OF-STATE VEHICLES

1. Vehicle type: (check one)

___ Small automobile (Rabbit, Omni, Chevette, Vega, Pinto)

___ Intermediate automobile (Cutlass, Aspen, Mustang)

___ Large automobile (LTD, Lincoln)

___ Car or pickup pulling camper, trailer, or boat (includes pickup with camper)

___ Motorhome

___ Pickup

2. Vehicle Occupancy ____

3. Age Distribution: (Record number (1,2,3, etc.) on the appropriate line under other passengers.)

| Driver (check one) | Other Passengers |
|---|---|
| ___ Under 18 | ___ Under 18 |
| ___ 18-21 | ___ 18-21 |
| ___ 22-25 | ___ 22-25 |
| ___ 26-30 | ___ 26-30 |
| ___ 31-40 | ___ 31-40 |
| ___ 41-50 | ___ 41-50 |
| ___ 51-60 | ___ 51-60 |
| ___ 61-70 | ___ 61-70 |
| ___ 70+ | ___ 70+ |

4. What was the purpose of you trip to Washington State?

___ Visit friends and/or relatives

___ Outdoor recreation (camping, skiing, fishing, softball)

___ Indoor participant recreation (bridge, basketball)

___ Reunions, conventions, cultural events, concerts, and fairs

___ Combined business-pleasure trip

___ Spectator sports

___ Sightseeing and pleasure driving

___ Visit a vacation home

___ Just passing through

5. What places did you visit? (check all that apply)

___ Olympic Peninsula

___ Southwestern Coast

___ Cascade Mountains

___ Puget Sound Metro. Area (Olympia, Tacoma, Seattle, Everett)

___ North-eastern Washington (Includes Spokane)

___ South-eastern Washington

___ North-western Washington (Includes San Juan Islands)

6. Would you estimate how much you and your party spent in Washington? $_____

7. And estimate how far did you travel in Washington? _____miles

8. How many days were you here? _____ days

9. Could you tell me why you chose to come to Washington?

___ Been here before and decided to come back.

___ Decided to see a new place.

___ Combination trip (Business-vacation or visiting relatives-vacation).

10. Would you have come to Washington if the nation-wide price of gas was:

a) $1.50/gallon ___ Yes ___ No

b) $2.00/gallon ___ Yes ___ No

c) $3.00/gallon ___ Yes ___ No

11. This next question attempts to determine what your future plans might be if the price of gasoline were to increase to $2.00 per gallon. We would like to know if your vacations and recreational travel would increase, decrease or stay the same.

Key: a. Increase
b. Remain the same
c. Decrease

a. Out-of-state vacation

a b c

b. Long (5 days or more) vacations

a b c

c. Short (overnight to 4 days) vacation

a b c

d. Vacations or recreational trips nearer home

a b c

e. Ownership of recreational vehicles (boat, camper, motorhome)

a b c

f. Vacationing by travel modes other than car or recreational vehicle

a b c

g. Automobile size

a b c

h. One day social-recreational driving

a b c

12. Did interest in seeing Mount St. Helens contribute to your desire to come to Washington? ___ Yes ___ No

13. Would the present ash conditions or further possible eruptions of Mount St. Helens keep you from returning to Washington? ___ Yes ___ No

14. What type of accommodations did you use?

___ Hotel or Motel

___ Trailer-recreational vehicle park

___ Campground

___ Friends or relatives

___ Backcountry

___ Other

**Nº 0386**

AGE

The age distribution of the out-of-state travelers is skewed toward the upper age range (41-60) when compared to the age distribution of licensed drivers in Washington. This observation is a direct contrast to the comparison of the telephone survey distribution with the licensed drivers age distribution. In this latter case, the younger ages (22-30) are over-represented. The out-of-state survey was conducted during October of 1980 - the off-season for "family trips." This reason, most probably, accounts for the over-representation of the older travelers.

| | Out-of-State Travelers | | Telephone Survey of Washington Residents | | Licensed Drivers in Washington | |
|---|---|---|---|---|---|---|
| Age Range | Freq. | Percent | Freq. | Percent | Age | Percent |
| Under 18 | 6 | 0.6 | 72 | 4.1 | 16 - 17 | 3.2 |
| 18 - 21 | 32 | 3.3 | 191 | 10.9 | 18 - 21 | 9.7 |
| 22 - 25 | 59 | 6.2 | 278 | 15.9 | 22 - 24 | 5.5 |
| 26 - 30 | 112 | 11.7 | 468 | 26.8 | 25 - 29 | 13.8 |
| 31 - 40 | 177 | 18.5 | 240 | 13.7 | 30 - 39 | 23.1 |
| 41 - 50 | 173 | 18.1 | 258 | 14.8 | 40 - 49 | 14.6 |
| 50 - 60 | 198 | 20.1 | 172 | 9.8 | 50 - 59 | 13.7 |
| 61 - 70 | 169 | 17.6 | 54 | 3.1 | 60 + | 16.4 |
| 70 + | 32 | 3.3 | 16 | 0.9 | | |
| Total | 958 | 100.0% | 1,749 | 100.0% | --- | 100.0% |

Table 16 Distribution of the Age of Out-of-State Travelers

NUMBER IN TRAVEL PARTY - VEHICLE OCCUPANCY

The average party size for out-of-state travelers during this survey was 2.2. This value is lower than the average party size of Washington residents (3.2) that was determined by the household survey. The lower average reflects the greater number of parties in the "40-70" age group, many of which travel as couples.

| Number in Party | Freq. | Percent |
|---|---|---|
| One | 170 | 17.7 |
| Two | 570 | 59.5 |
| Three | 120 | 12.5 |
| Four | 70 | 7.3 |
| Five | 16 | 1.7 |
| Six | 8 | 0.8 |
| Seven | 1 | 0.1 |
| Eight | 1 | 0.1 |
| Nine | 3 | 0.3 |
| Total | 959 | 100.0% |

Table 17 Vehicle Occupancy Distribution of Out-of-State Travelers

## TRIP PURPOSE

Visiting friends and relatives and sightseeing-pleasure driving are the most important reasons that out-of-state travelers make trips to and through Washington State. Business-pleasure, passing through, and outdoor recreation follow in importance. This ranking in trip purpose is similar to the top reasons that Washington residents make trips. NOTE: This survey allowed the respondents to state more than one trip purpose.

| Trip Purpose | Freq. | Percent | Rank |
|---|---|---|---|
| Visit Friends and Relatives | 481 | 50.2 | 1 |
| Outdoor Recreation | 75 | 7.8 | 5 |
| Indoor Recreation | 9 | 0.9 | 8 |
| Reunions and Cultural Events | 46 | 4.8 | 6 |
| Business-Pleasure | 118 | 12.3 | 3 |
| Spectator Sports | 9 | 0.9 | 8 |
| Sightseeing-Pleasure Driving | 447 | 46.6 | 2 |
| Visit a Vacation Home | 27 | 2.8 | 7 |
| Passing Through | 94 | 9.8 | 4 |

Table 18 Trip Purpose of Out-of-State Travelers

## TYPE OF VEHICLE USED

Most (76.3 percent) out-of-state travelers traveled by automobile. This value is close to the frequency (73.4 percent) that Washington State residents use automobiles (at their destinations) during the Autumn and Winter sample period.

Recreational vehicle combinations, which include cars or pickups pulling a camper, trailer or boat and pickups with campers, are the next most frequent vehicle types used by recreational travelers.

| Vehicle Type | Freq. | Percent |
|---|---|---|
| Small Auto - (Rabbit, Omni, Chevette, Vega, Pinto) | 237 | 24.8 |
| Intermediate Auto - (Cutlass, Aspen, Mustang) | 240 | 25.1 |
| Large Auto - (LTD, Lincoln) | 252 | 26.4 |
| Recreational Vehicle - Car or Pickup pulling camper, trailer or boat, pickup with camper | 109 | 11.4 |
| Motorhome | 44 | 4.6 |
| Pickup | 74 | 7.7 |
| Total | 956 | 100.0% |

Table 19 Vehicle Type Used by Out-of-State Travelers

## DISTANCE

The average distance traveled in Washington by out-of-state travelers is 320 miles. The most frequently mentioned mileage category is the 201-300 mile range.

| Miles Traveled | Frequency | Percent |
|---|---|---|
| 0 - 50 | 60 | 6.3 |
| 51 - 100 | 97 | 10.2 |
| 101 - 200 | 113 | 11.9 |
| 201 - 300 | 267 | 28.3 |
| 301 - 400 | 181 | 19.2 |
| 401 - 500 | 80 | 8.5 |
| 501 - 750 | 83 | 8.8 |
| 751 - 1000 | 52 | 5.5 |
| 1000 + | 12 | 1.3 |

Table 20 Estimation of Distance Traveled by Out-of-State Travelers in Washington

DURATION

Out-of-state travelers spent an average of 4.7 days in Washington. Most, however, spent two days.

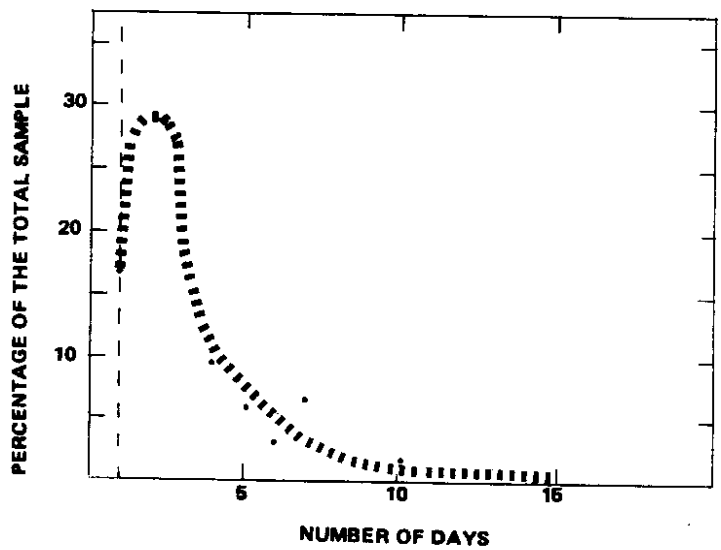



Figure 4 The Duration of Out-of-State Traveler's Trips in Washington

## AMOUNT OF MONEY SPENT

Out-of-state travelers spent an average of 170 dollars per party while traveling through Washington State. The distribution shown below resembles the expenditure distributions of Washington residents during short trips.

| Amount in Dollars | Frequency | Percent |
|---|---|---|
| $ 0 - 50 | 291 | 30.3 |
| 51 - 100 | 215 | 22.4 |
| 101 - 150 | 89 | 9.3 |
| 151 - 200 | 121 | 12.6 |
| 201 - 300 | 82 | 8.6 |
| 301 - 500 | 76 | 7.9 |
| 501 - 1000 | 41 | 4.3 |
| 1000 - 2000 | 11 | 1.2 |
| 2000 + | --- | --- |
| Don't know | 33 | 3.4 |
| Total | 959 | 100.0% |

Table 21 Expenditures by Out-of-State Travelers in Washington

## ACCOMMODATIONS

The most frequent accommodations used by out-of-state travelers are hotel-motels and friend-relatives. This preference was also observed among Washington residents. Respondents to this survey were allowed to state more than one type of accommodation; therefore, the percent column will total more than 100 percent.

| Accommodations | Freq. | Percent |
|---|---|---|
| Hotel-Motel | 426 | 44.4 |
| Trailer Park | 98 | 10.2 |
| Campground | 98 | 10.2 |
| Friends-Relatives | 406 | 42.3 |
| Backcountry | 5 | 0.5 |
| Other | 46 | 4.8 |

Table 22 Accommodations Used by Out-of-State Travelers

# APPENDIX C

## IN-STATE AND OUT-OF-STATE VEHICLE CLASSIFICATION AT ROADSIDE SURVEY LOCATIONS

## In-State and Out-of-State Vehicle Classification at Survey Locations

| LOCATION DATE | Universe of Travel Passing Survey Points | | | | | | | Sample Summary (Out-of-State only) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Cars & P.U. (in) (out) | Camper Veh. (in) (out) | Veh. w/ Trailers (in) (out) | Trucks (in) (out) | Single Unit Motor Homes Med. | Single Unit Motor Homes Hvy. | Summary In-State Out-State Trucks | Non-Rec. Thrown Out | Recreational Travelers Surveyed | Total Out-of-State Sampled |
| Idaho 10-8 | 1246 | 17 | 23 | 333 | 3 | 0 | 1289 | 199 | 71 | 270 |
| Eastbound | 2229 | 27 | 30 | | 11 | 1 | 2298 | | | |
| | | | | | | | 333 | | | |
| Idaho 10-9 | 1495 | 10 | 30 | 329 | 5 | 0 | 1540 | 174 | 58 | 232 |
| E.B. | 1178 | 11 | 23 | | 11 | 0 | 1223 | | | |
| | | | | | | | 329 | | | |
| Idaho 10-10 | 1621 | 13 | 38 | 331 | 9 | 9 | 1690 | 85 | 43 | 178 |
| E.B. | 1469 | 14 | 32 | | 4 | 4 | 1523 | | | |
| | | | | | | | 331 | | | |
| Idaho 10-11 | 1550 | 22 | 42 | 156 | 9 | 0 | 1623 | 79 | 54 | 133 |
| E.B. | 1048 | 18 | 27 | | 10 | 0 | 1103 | | | |
| | | | | | | | 156 | | | |
| Idaho 10-12 | 532 | 4 | 20 | 28 | 0 | 0 | 556 | 3 | 23 | 26 |
| E.B. | 269 | 7 | 9 | | 4 | 0 | 289 | | | |
| | | | | | | | 28 | | | |

## In-State and Out-of-State Vehicle Classification at Survey Locations

| LOCATION DATE | Universe of Travel Passing Survey Points | | | | | | | Sample Summary (Out-of-State only) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Cars & P.U. (in) (out) | Camper Veh. (in) (out) | Veh. w/ Trailers (in) (out) | Trucks (in) (out) | Single Unit Motor Homes Med. | Single Unit Motor Homes Hvy. | Summary In-State Out-State Trucks | Non-Rec. Thrown Out | Recreational Travelers Surveyed | Total Out-of-State Sampled |
| Blaine 10-1 | 393 | 4 | 2 | - | 1 | - | 400 | 162 | 80 | 242 |
| Northbound | 857 | 20 | 10 | - | 6 | 1 | 894 | | | |
| | | | | | | | 0 | | | |
| Blaine 10-2 | 368 | 7 | 0 | - | 4 | - | 379 | 133 | 75 | 208 |
| N.B. | 841 | 28 | 5 | - | 8 | - | 874 | | | |
| | | | | | | | 0 | | | |
| Blaine 10-3 | 694 | 10 | 3 | 2 | 4 | - | 713 | 118 | 87 | 205 |
| N.B. | 1137 | 27 | 8 | 1 | 6 | - | 1178 | | | |
| | | | | | | | 3 | | | |
| Blaine 10-4 | 1069 | 3 | 5 | 2 | 8 | 0 | 1087 | 104 | 52 | 156 |
| N.B. | 1241 | 19 | 15 | 1 | 7 | 1 | 1283 | | | |
| | | | | | | | 3 | | | |
| Blaine 10-5 | 406 | 10 | 2 | - | 8 | - | 426 | 84 | 76 | 160 |
| N.B. | 1311 | 50 | 18 | - | 8 | - | 1387 | | | |
| | | | | | | | 0 | | | |

## In-State and Out-of-State Vehicle Classification at Survey Locations

| LOCATION DATE | Universe of Travel Passing Survey Points | | | | | | | Sample Summary (Out-of-State only) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Cars & P.U. (in) (out) | Camper Veh. (in) (out) | Veh. w/ Trailers (in) (out) | Trucks (in) (out) | Single Unit Motor Homes Med. | Single Unit Motor Homes Hvy. | Summary In-State Out-State Trucks | Non-Rec. Thrown Out | Recreational Travelers Surveyed | Total Out-of-State Sampled |
| Vanc. 10-16 | 2890 | 36 | 78 | 1020 | 29 | - | 3033 | 59 | 65 | 124 |
| Southbound | 1497 | 29 | 43 | | 29 | 1 | 1599 | | | |
| | | | | | | | 1020 | | | |
| Vanc. 10-17 | 2609 | 18 | 48 | 780 | 32 | - | 2707 | 118 | 67 | 185 |
| S.B. | 1586 | 17 | 34 | | 25 | - | 1662 | | | |
| | | | | | | | 780 | | | |
| Vanc. 10-18 | 3130 | 22 | 57 | 342 | 26 | 1 | 3236 | 127 | 88 | 215 |
| S.B. | 1697 | 18 | 60 | | 33 | 1 | 1809 | | | |
| | | | | | | | 342 | | | |
| Vanc. 10-19 | 2513 | 28 | 67 | 201 | 21 | 1 | 2630 | 97 | 119 | 216 |
| S.B. | 2029 | 29 | 56 | | 33 | 0 | 2147 | | | |
| | | | | | | | 201 | | | |

Mechanical Counts of Daily Traffic at Survey Stations

| Date | Station | Direction | Volume | Direction | Volume |
|---|---|---|---|---|---|
| 10-01 | Blaine | NB | 2690 | SB | 3340 |
| 10-02 | " | NB | 3150 | SB | 3150 |
| 10-03 | " | NB | 4780 | SB | 4780 |
| 10-04 | " | NB | 5700 | SB | 5700 |
| 10-08 | Idaho | EB | 9400 | WB | 9160 |
| 10-09 | " | EB | 9760 | WB | 9350 |
| 10-10 | " | EB | 11180 | WB | 10430 |
| 10-11 | " | EB | 9460 | WB | 9040 |
| 10-17 | Vancouver | SB | 17930 | NB | 15780 |
| 10-18 | " | SB | 14520 | NB | 14220 |