



Are We There Yet?



A Report on Summer Traffic Bottlenecks and Steps Needed to Ensure that Our Favorite Vacation Destinations Remain Accessible





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Technical data on summer travel bottlenecks was prepared by Cambridge Systematics, an internationally recognized, consulting firm that has been providing planning, policy, and management solutions for more than 25 years.

AAA is a not-for-profit, full taxpaying federation of automobile clubs and full-service travel agencies in the U.S. and Canada. With over 48 million members, the organization serves as an advocate for motorists and the traveling public.



The American Highway Users Alliance is a nonprofit organization advocating in the interests of motorists – whether they travel by automobile, truck, bus, motorcycle or RV – and businesses that depend on good roads. The group promotes policies that make highway travel safe and congestion-free.



TRIP is a nonprofit transportation research organization that promotes transportation policies that relieve traffic congestion, improve air quality, make highway travel safer and enhance economic productivity.



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Executive Summary

Summer trips to favorite getaways are an American tradition, providing needed rest and relaxation for stressed families and friends. But it is getting harder to get to some of those great spots at the beach, at the lake, in the mountains or in the country as many of the nation's roads leading to these desirable vacation destinations are becoming more congested during the summer. Congestion caused by inadequate and outdated roads also has significant safety consequences and the frustration experienced by some families stuck in traffic on their way to popular vacations spots may result in reduced safety.

This report looks at trends in summer vacation trips, travel on major roads leading to popular tourist destinations, and the level of traffic delays caused by road and highway bottlenecks on routes leading to these areas. Bottlenecks are sections of roads, highways, and bridges that lack adequate capacity to handle peak traffic loads during periods of high demand. Bottlenecks can choke traffic, delaying motorists, causing crashes, wasting fuel, emitting unnecessary pollutants and green house gases, taking time away from daytrips or vacations. Although most often thought of as a commuter problem on urban and suburban roads, bottlenecks have a major impact on leisure travelers away from metropolitan areas.

With work-related travel accounting for only 18 percent of all trips in the United States, it is critical that more attention be given to addressing the needs of non-commuting trips. This study is a first-of-its-kind effort to examine a particular segment of non-commuting travel: recreational and tourist trips. The report concludes with suggestions for minimizing travel delays during summer vacation trips.

Sources of information for this study include the Federal Highway Administration, the travel and tourism industry, and state departments of transportation, who supplied information on summer travel bottlenecks.

The major findings of the study include:

Getting to beaches, lakes and other favorite summer travel destinations is becoming more difficult, as both the level of tourism and the amount of travel on roads and highways leading to these locations continues to increase.

- The 2005 summer travel season is expected to be the nation's busiest summer travel vacation period ever, with 328 million leisure trips (trips for recreation of at least 50 miles) expected to occur during the summer of 2005 – an increase of 2.3 percent from the previous summer.
- The summer is traditionally the busiest vacation season of the year, with 33 percent of all leisure travel in the United States occurring during the summer months.
- The summer is the busiest driving period of the year. In fact, July and August were the top two highest highway vehicle travel months in the U.S. in 2004.
- The two most popular planned travel activities during the summer months are visiting friends and relatives (75 percent) and going to a beach or lake (70 percent).
- When Americans go on vacation, they are most likely to travel by private vehicle. For U.S. vacation trips of 100 miles or longer, one way, 85 percent of trips are taken by private vehicles; 12 percent are taken by airplane and the remaining three percent are

taken by other means, including rental cars and trains.

- The average duration of vacation trips is decreasing, with Americans spending less time away from home for individual trips, but traveling more often. The average number of nights away from a home for a summer traveler's longest trip of the summer in 2005 is expected to be 7 nights, compared to 7.6 nights in 2004. This emphasis on shorter trips is likely to make the level of convenience of highway access to a vacation destination even more critical than in the past
- Traffic volume, measured by the amount of traffic per-lane-mile, is actually increasing faster on rural roads than on major urban roads. Most of the routes leading to the nation's favorite summer tourist destinations are rural. From 1990 to 2002, traffic per-lane-mile on major rural roads increased by 29 percent compared to an 18 percent increase on major urban roads.
- Going on vacation is big business in the U.S. Total travel and tourism spending in the United States by domestic and foreign visitors is expected to be \$633 billion in 2005, supporting 7.3 million jobs.


Many of the nation's most popular summer tourist destinations, including sea shores, lake regions, and national parks, experience significant traffic delays on roads that serve as primary access routes for visitors.

- The ten summer tourist destinations with the worst summer delays as a result of traffic bottlenecks are: the Oregon Coast, the Tidewater region of Virginia, the Maryland/Delaware shore, Branson, Mo., the Outer Banks of North Carolina, Cape Cod, Mass., the New Jersey shore, California's Napa Valley, the Pennsylvania Dutch and Amish Country, and the Catskill Mountains region in New York.

- The rankings are determined by a composite index, which is based on total overall traffic delays, estimated delays per trip and total number of summer trips on bottlenecks for each region.
- A list of each bottleneck for the 25 summer tourist destinations with high levels of traffic delays as a result of bottlenecks can be found in Appendix A.
- Travel delays on roads leading to urban tourist attractions – such as the large theme parks around Orlando – were not included in this report, because it was not possible to separate tourism and commuting traffic in the analysis conducted for this report.
- Congested roads are particularly vulnerable to experience even more significant traffic delays when there are vehicle crashes, severe weather or lanes are closed for construction.

Without improvements to these roads and highways, it is likely that seasonal traffic congestion on these routes will get worse.

- Tourism continues to increase and rural communities, particularly those that enjoy access to desirable recreational features like lakes, beaches, and mountains, continue to enjoy significant population gains.
- Rural counties that have high levels of natural amenities – a mild climate, varied topography or access to surface water – averaged a 120 percent increase in population from 1970 to 1996, whereas rural areas that offered few natural amenities averaged only a 1 percent population increase during the same period.



Cooperation among motorists and transportation agencies is needed to help relieve traffic congestion related to summer tourism travel. The following are suggestions to help people minimize delays as they travel to their favorite vacation destinations during the summer months.

Drivers:

- Avoid peak travel periods: Consider avoiding travel at peak travel times, such as Friday and Sunday afternoons.
- Access latest travel information: Many state and local transportation agencies now make current traffic information available online or through local broadcast media, which may alert drivers to travel problems that should be avoided.
- Consider alternatives to driving: Traditional public transit is impractical for reaching most tourist spots, but many top summer destinations are served by private buses, which can accommodate luggage.
- If you must travel during peak times, allow ample time to reach your destination, drive responsibly, take frequent breaks to stay alert, and plan activities to keep passengers entertained.

Transportation agencies:

- Improve the efficiency of the road or highway: Improved signal coordination and programs to quickly clear crashes and broken-down vehicles can improve traffic efficiency.
- Minimize traffic construction delays: Improved work zone design and good planning of road improvement projects can minimize traffic disruption and reduce delays. As they do for major commuter

routes, transportation agencies should minimize lane closures during peak recreational travel times.

- Improved traveler information: The availability of real-time information on road closures, weather-related road conditions, and delays from road construction and accidents can enable the public to make sound travel decisions that can help reduce traffic congestion. En-route permanent and portable message signs, highway advisory radio, and internet-accessible information can be a big help.
- Expand road and highway capacity: Adding road capacity along major tourism corridors is an effective strategy to improve access to key tourism destinations. Added lanes along existing routes, widened roads, improved interchanges, and added or lengthened turn lanes can allow a road or highway to carry significant increases in traffic, without experiencing traffic congestion.
- Numerous states, including Florida, Maryland, North Carolina and Texas have implemented programs to relieve traffic congestion on summer tourism access routes, including the widening of key routes, improved traveler information and the speedy clearance of broken down vehicles and traffic accidents.

Fun All Summer Long

Loading the family in the car and heading out on summer vacation is an American tradition. But it is getting harder to get to those great spots at the beach, at the lake, in the mountains or in the country, as the nation's roads and highways are getting increasingly congested, particularly those that head to some of our favorite summer vacation spots. Congestion caused by inadequate and outdated roads and bridges has safety consequences, increasing the potential for aggressive driving and resulting in more crashes.

Getting to many of the nation's favorite vacation destinations will be even more difficult this summer. The 2005 summer travel season is expected to be the nation's busiest summer travel vacation period ever, with 328 million leisure trips (trips for recreation of at least 50 miles) expected to occur during the summer of 2005 – an increase of 2.3 percent from the previous summer, according to the Travel Industry Association of America. The summer is traditionally the busiest vacation period of the year, with 33 percent of all leisure travel in the United States occurring during the summer months. The two most popular planned travel activities during the summer months are visiting friends and relatives (75 percent) and going to a beach or lake (70 percent).

When Americans go on vacation, they overwhelmingly choose to travel by private vehicle. For U.S. vacation trips of 100 miles or longer (one way), 85 percent of trips are taken in private cars, SUVs, recreation vehicles, motorcoaches and motorcycles; 12 percent are taken by airplane and the remaining three percent are taken by other means.

The average duration of vacation trips is decreasing. Americans spend less time away from home for individual trips but are taking more of these shorter duration trips. Long summer vacations are increasingly being replaced by a series of shorter getaways. In fact, the average number of nights away from home for a traveler's longest trip in the summer of 2005 is expected to be 7 nights, down from 7.6 nights in 2004. This emphasis on shorter, more frequent trips is likely to make the level of convenience of highway access to a vacation destination even more critical than in the past.

Going on vacation is big business in the U.S. Total travel and tourism expenditures in the United States by domestic and foreign visitors is expected to be \$633 billion in 2005, supporting 7.3 million jobs. The travel and tourism industry is one of the three largest employers in 29 states.

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Summer Travel Trends

The summer months are the busiest travel months in the year. In fact, July and August were the two highest highway vehicle travel months in the U.S. in 2004. And while urban traffic congestion may be reduced somewhat in the summer as schools close and many commuters go on vacation, traffic congestion does not disappear. Routes leading to many of the nation's most popular recreational areas can have summertime congestion that rivals the backups in many urban areas.

To learn which vacation destinations and which routes experienced the highest volume of traffic delays, state departments of transportation were asked to identify their

worst summer vacation-related traffic bottlenecks and to provide data on the routes and the level of traffic delays on these corridors. Traffic bottlenecks are sections of roads, highways, and bridges that lack adequate capacity to handle peak traffic loads during periods of high demand, such as summer vacation season. The result of a bottleneck is that traffic flow is choked, delaying motorists.

Congested roads are then particularly vulnerable to experience even more significant traffic delays when there are vehicle crashes, severe weather, or lanes closed for construction. The data allowed an analysis of traffic congestion delays on roads and highways leading to the nation's popular summer vacation areas.

The focus of the survey of state departments of transportation was on recreational traffic congestion. Most of the routes identified by state departments of transportation were primarily in rural locations leading to major tourist areas, such as beaches and resort towns. Without improvements to these roads and highways, it is likely that seasonal traffic congestion on these routes will get worse.

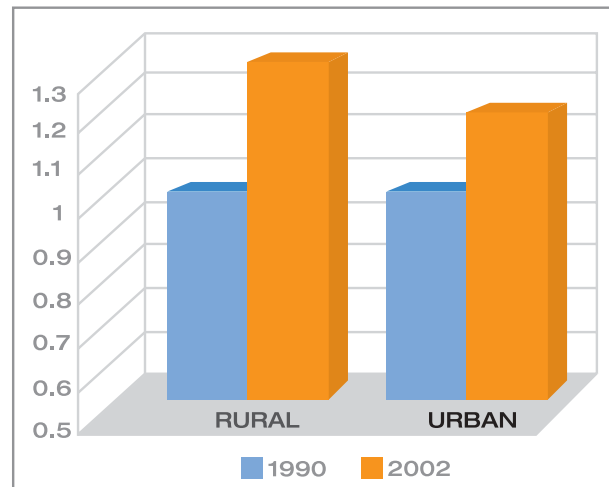
Tourism continues to increase and rural communities, particularly those that enjoy access to desirable recreational features like lakes, beaches and mountains, continue to enjoy significant population gains. In fact, a study found that rural counties that had high levels of natural amenities – a mild climate,

varied topography or access to surface water – averaged a 120 percent increase in population from 1970 to 1996, whereas rural areas that offered few natural amenities averaged only a 1 percent population increase during the same period.

Traffic volume, measured by the amount of traffic per-lane-mile, is actually increasing faster on major rural roads than on major urban roads. Major roads are

defined as interstate highways and all arterial routes, which are typically roads that connect urban and rural regions and also form the major road grid in towns and cities. From 1990 to 2002, traffic per-lane-mile on major rural roads increased by 29 percent compared to an 18 percent increase on major urban roads.

Chart 1. Increase in vehicle miles of travel on major rural and urban roads, 1990 to 2002 (1 = 1990 level)



Source: TRIP analysis of Federal Highway Administration data


Summer Traffic Bottlenecks

State departments of transportation were asked in early 2005 to list sections of roads and highways that experience significant traffic delays as a result of seasonal traffic spikes for travel to popular tourist destinations. In their responses, the states identified numerous bottlenecks on routes leading to major summer recreation areas. The routes include major and minor highways – from interstates to two-lane rural roads. The destinations are a mix of ocean shore areas: the Oregon Coast and the New Jersey shore; national parks: Yosemite and Acadia; and lakes: Lake Wallenpaupack in Pennsylvania and Lake Winnepesaukee in New Hampshire. These routes regularly experience summer traffic congestion because of a high volume of traffic. But traffic congestion on these routes becomes significantly worse when there are accidents, severe weather, or if lanes are closed because of road construction.

Travel delays on roads leading to urban tourist attractions – such as major theme parks near Orlando – were not included in this report because it was not possible to separate tourism and commuting traffic in the analysis conducted for this report.

The following ranking is based on a composite index, that combined the total amount of traffic delays to a destination as a result of traffic bottlenecks, the total number of summer trips to a destination, and the estimated delay per trip on each bottleneck. The ten summer tourist destinations with the worst summer traffic delays as a result of traffic bottlenecks are: the Oregon Coast, the Tidewater region of Virginia, the Maryland/Delaware shore, Branson, Mo., the Outer Banks of North Carolina, Cape Cod, Mass., the New Jersey shore, California's Napa Valley, the Pennsylvania Dutch and Amish Country, and the Catskill Mountains region in New York. Information on the road or highway bottleneck(s) for each summer tourist destination can be found in Appendix A.

- 1. Oregon Coast:** US-20, US-30, US-26 and SR-18 and SR-22 provide access between Oregon's Willamette Valley and the Pacific coastline, often winding through the rugged Coast Range. This area is known for an abundance of recreational opportunities, a growing wine industry and picturesque scenery.
- 2. Tidewater region, Virginia:** I-64 is the main artery that carries travelers to several key tourist destinations in Southeastern Virginia, including Williamsburg's historic and theme park attractions and the nearby Atlantic coastline areas including Norfolk and Virginia Beach.
- 3. Maryland/Delaware Shore:** The US-50 corridor, including the Chesapeake Bay Bridge and SR-404, provide beach-goers with access to the Maryland and Delaware shores, which boast Atlantic coastline as well as recreational opportunities.
- 4. Branson, Missouri:** This hot-spot for music and entertainment in Southwestern Missouri is also a popular destination because of the surrounding lakes and campgrounds. US-65 and MO76 serve as major routes in and out of the Branson area, accommodating a broad mix of cars, RVs, and motorcoaches.
- 5. Outer Banks, North Carolina:** Visitors to the Outer Banks enjoy beaches, water sports, dining, shopping and historical sites. US-158 provides northern access to these popular barrier islands.
- 6. Cape Cod, Massachusetts:** Extending into the Atlantic Ocean off the southeastern tip of Massachusetts, this popular summer-time



destination area offers beaches, sailing, fishing, recreation, shopping and entertainment options for the whole family. Traffic from the north, west, and south merges at the Sagamore Rotary, funneling traffic onto the Sagamore Bridge/US-6 and on to Cape Cod.

7. **New Jersey Shore:** The central New Jersey coastline provides beach goers with Atlantic Ocean beaches and various other attractions during the summer months. NJ SR 72 is one of the Jersey Shore's most congested beach roads, providing the only access to Long Beach Island and its more than 16 beach areas.
8. **Napa Valley, California:** This world-renowned valley north of San Francisco is a favorite destination of tourists for vineyards, fine dining, and a range of outdoor recreation. State Route 29 is a key access route for this area.
9. **Pennsylvania Dutch/Amish Country:** Located in southeastern Pennsylvania, Lancaster County is known for the nearby Amish communities, scenic countryside, outlet shopping, theatres, museums and even an amusement park. US-30, near the Lancaster County line, is one of the most popular tourist routes.
10. **Catskill Mountains, New York:** Long renowned as a prime vacation destination, the Catskills offer visitors to southeastern New York State an opportunity to enjoy pure air and water, parks and forests, cascading waterfalls, grand panoramic views, and historic villages. Interstate 87 and SR-17 provide access to this area.
11. **Pocono Mountains/Lake Wallenpaupack, Pennsylvania:** Lake Wallenpaupack, located in the heart of the Pocono Mountains, is an important year-round tourism and outdoor recreation destination for boating, fishing, hiking and skiing. It's within driving distance from many cities in Pennsylvania, New Jersey and New York, making it a popular vacation choice. US-6, SR-590 and SR-507 carry large amounts of traffic in and out of this popular region.
12. **Provo Canyon, Utah:** US-189 parallels the Provo River, one of Utah's prominent fly-fishing streams, as it winds through Provo Canyon. It also provides critical access to the Wasatch and Uinta mountain ranges. US-6 is a critical access road between the populations in the north and Lake Powell, Canyonlands, Moab, and other Southern Utah attractions.
13. **Yosemite/Mammoth/Sierra NV Mtns, California:** Yosemite National Park in the Sierra Nevada Mountains offers its 3.2 million annual visitors mountains, forests, waterfalls, and meadows. Together with Mammoth Lakes and other destinations in the mountains, summer traffic is carried in from both Northern and Southern California. SR-120 carries much of the traffic from the West, while visitors to the Eastern Sierra Nevadas encounter a major bottleneck as they leave Los Angeles on SR-14.
14. **Asheville, North Carolina:** Located near the Smoky Mountains and just off the Blue Ridge Parkway in Western North Carolina, visitors are drawn to the area's mountains, recreational and cultural opportunities. I-40 and I-26 converge in Asheville.
15. **Sun Valley, Idaho:** Nestled into the middle of the Sawtooth Mountain Range in central Idaho, Sun Valley offers visitors beautiful mountain scenery, year-round outdoor recreation and a host of other entertainment options. SR-75 provides access to this region.

- 16. **Lake Tahoe Area, Nevada - California:** I-80 provides the main access for travelers to Lake Tahoe coming from the Sacramento and San Francisco areas to enjoy Lake Tahoe's outdoor recreation, beautiful scenery and entertainment.
- 17. **Lake Winnepesaukee, New Hampshire:** US-3 near Meredith provides access to the Lake Winnepesaukee region, which includes lake and mountain vistas, family attractions, historic sites, outdoor activities and shopping.
- 18. **Yellowstone National Park, Wyoming - Idaho - Montana:** Natural wonders, camping and recreation lure nearly three million visitors to Yellowstone each year. US-191 carries Yellowstone visitors from south and west of the park to their destinations.
- 19. **Presque Isle State Park, Pennsylvania:** Located just north of Erie, Pa., Presque Isle State Park is a 3,200-acre peninsula that arches into Lake Erie. The park is reached by PA Route 832 or by boat. Presque Isle is a recreational destination for about four million visitors each year.
- 20. **Acadia National Park, Maine:** Located on Mount Desert Island off the coast of Maine, about 45 miles southeast of Bangor, Acadia National Park offers summertime visitors many opportunities for outdoor recreation. SR-3 carries traffic from the mainland to the island.
- 21. **New Hampshire's White Mountains:** SR-16 serves as a vital route into New Hampshire's White Mountains, which offer family attractions and outdoor recreation.
- 22. **Lake George, New York:** Lake George is located at the foothills of the Adirondacks, and provides visitors with beaches, boating, recreational opportunities, shopping, museums and entertainment. SR-9 provides visitors with access to the lake and surrounding area.
- 23. **Myrtle Beach, South Carolina:** Myrtle Beach and the "Grand Strand" offer visitors beaches, shopping, amusement parks, water sports, golfing, fishing and historic sites. US-501 carries travelers to this area that lies far from an interstate highway.
- 24. **Whitewater region, Idaho:** Salmon, Idaho bills itself as the "Whitewater Capital of the World", and is the region's major gateway to mountains, lakes, rivers and national forests. US-93 is a two-lane, Scenic Byway that follows the Salmon River and serves as the area's major artery to recreational destinations in the area.
- 25. **The Hamptons, Long Island, New York:** The Hamptons, well known as the summer playground for many celebrities, offers guests beaches, upscale shopping, nightlife, boating, wineries and outdoor recreation. SR-27 takes travelers to the eastern tip of Long Island, where the Hamptons are located.





Strategies to Reach Your Summer Vacation Destination

Cooperation among motorists and transportation agencies is needed to help relieve traffic congestion related to summer tourism travel. The following are suggestions to help people minimize traffic delays as they travel to their favorite vacation destinations during the summer months.

Drivers:

- **Avoid peak travel periods:** Consider avoiding travel at peak travel times. Peak periods vary for different destinations, but often are Friday and Sunday afternoons and evenings.
- **Access latest travel information:** Many state and local transportation agencies now make current traffic information available online or through local broadcast media, which can alert drivers to travel problems that should be avoided.
- **Consider alternatives to driving:** Traditional public transit is impractical for reaching most tourist spots, but many top summer destinations are served by private buses that can accommodate luggage.
- **Prepare for congestion:** If you must travel during peak times, allow ample time to reach your destination, drive responsibly, take frequent breaks to stay alert and plan activities to keep passengers entertained.

Transportation agencies:

- **Improve the efficiency of the road or highway:** Improved signal coordination and programs to quickly clear crashes and broken down vehicles can improve traffic efficiency.
- **Minimize traffic construction delays:** Improved work zone design and good planning of road improvement projects can minimize traffic disruption and reduce delays. As they do for major commuter routes, transportation agencies should minimize lane closures during peak recreational travel times.
- **Improved traveler information:** The availability of real-time information on road closures, weather-related road conditions, and delays from road construction and accidents, can enable the public to make sound travel decisions that can help reduce traffic congestion. En-route permanent and portable message signs, highway advisory radio, and internet-accessible information can be a big help.
- **Expand road and highway capacity:** Adding road capacity along major tourism corridors is an effective strategy to improve access to key tourism destinations. Added lanes along existing routes, widened roads, improved interchanges and added or lengthened turn lanes can allow a road or highway to carry significant increases in traffic, without experiencing traffic congestion.

What Transportation Agencies Are Doing to Relieve Summer, Tourism-Related Traffic Congestion

Florida: Two projects are underway to ease traffic flow to and from the beach in the Panama City area. An elevated road is being constructed over the congested Thomas Drive intersection to improve beach access. And state routes 77 and 79 are being widened from two-lanes to four-lanes to ease traffic congestion to and from the beach area and provide safer evacuation routes.

Maryland: Since the mid-1980s, the Maryland State Highway Administration has implemented a program originally called “Reach the Beach,” to help relieve summer traffic congestion headed from the Washington and Baltimore metro areas to the Maryland and Delaware shore. The program has included numerous improvements to portions of US 50, including the removal of all traffic signals from Annapolis to the Chesapeake Bay Bridge, the replacement of two-lane drawbridges with wider and taller structures, widening of key road segments and the improvement of numerous interchanges. The state encourages travelers to “Go Early...Stay Late”, provides updated beach-related traffic information to the public through a toll-free hotline and electronic message signs and radio advisories along beach- access routes. Maryland also has an incident management program that quickly clears broken down vehicles or accident locations along the major beach-access routes.

North Carolina: The state transportation department has recently completed or will soon complete several projects that will improve access to summer tourist areas. These projects include: the four-laning of portions of U.S. 64, which provides access from the central part of the state to North Carolina’s Outer Banks; the construction of the U.S. 17 Wilmington Bypass, which will provide a direct route from Interstate 40 to U.S. 17, which is a main route to the Brunswick County beaches; turn lane improvements on N.C. 211 South onto Oak Island, which will help reduce the backups that result in the summer from tourists going onto the island. The North Carolina Department of Transportation’s traveler information website – ncsmartlink.org – has served 1.2 million visitors in its last five years of operation. The site provides access to traffic cameras and information on traffic delays caused by construction, accidents or weather.

Oregon: The Oregon Department of Transportation is trying to minimize traffic congestion on popular summer tourism roads caused by road and bridge construction by routing traffic onto parallel highways and restricting road closures and construction-related delays on these routes to nighttime or low traffic hours.

Texas: In February, 2005 the Texas Department of Transportation completed a project to raise and widen Park Road 22 which connects Corpus Christi with major summer tourist destinations of Mustang Island, Padre Island and Port Aransas. The project raised roadway by six feet to help prevent flooding. Travel lanes were also widened.





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Appendix

Destination	Route	Bottleneck Description	No. of Summer Trips	No. of Lanes	Seasonal Vehicle-Miles of Travel
Acadia National Park, ME	SR-3	Between Ellsworth and Acadia National Park	1,307,306	2	26,146,120
Asheville, NC	I-40	I-40/I-26 interchange in Asheville, NC	6,188,000	4	123,760,000
Asheville, NC	I-26	I-26 throughout Henderson County	4,914,000	4	98,280,000
Branson, MO	US-65	MO76 to MO265, Branson	2,275,000	2	45,500,000
Branson, MO	SR-76	MO376 to US65/MO76 interchange	1,342,796	2	26,855,920
Cape Cod, MA	US-6	Sagamore Bridge	2,512,146	2	50,242,920
Catskill Mountains, NY	I-87	I-87 SB from Kingston South	8,508,500	6	170,170,000
Catskill Mountains, NY	SR-17	NY17 in Orange County	4,460,547	4	89,210,940
Hamptons, NY	SR-27	To/from South Hamptons	2,667,847	4	53,356,940
Kalispell/Glacier National Park, MT	SR-83	Clearwater Jct to Bigfork	271,180	2	5,423,600
Lake George, NY	SR-9	Through Lake George, NY	1,183,000	2	23,660,000
Lake Tahoe, CA and NV	I-80	I-80 between SF, Sacramento and NV border	8,645,000	6	172,900,000
Lake Winnepesaukee, NH	US-3	US3/NH25 in Meredith, NH	1,274,000	2	25,480,000
Maryland/Delaware Shore	SR-404	MD404 near Denton	1,396,850	2	27,937,000
Maryland/Delaware Shore	US-50	US50 to Ocean City	6,370,000	4	127,400,000
Myrtle Beach, SC	US-501	To/from Myrtle Beach	5,723,900	4	114,478,000
Napa Valley, CA	SR-29	Napa to St. Helena	2,093,000	2	41,860,000
New Jersey Shore	SR-72	NJ72 to/from Ship Bottom	2,347,709	2	46,954,180
Oregon Coast	SR-18	Between Willamette Valley and Oregon Coast	1,774,500	2	35,490,000
Oregon Coast	US-20	Between Willamette Valley and Oregon Coast	1,547,000	2	30,940,000
Oregon Coast	US-30	Between Willamette Valley and Oregon Coast	1,446,900	2	28,938,000
Oregon Coast	SR-22	Between Willamette Valley and Oregon Coast	1,137,500	2	22,750,000
Oregon Coast	US-26	Between Willamette Valley and Oregon Coast	555,100	2	11,102,000
Outer Banks, NC	US-158	US158 throughout Currituck & Dare Counties	3,549,000	4	70,980,000
PA Dutch/Amish Country	US-30	Near Lancaster County line	2,290,470	2	45,809,400
Pocono Mountains, PA	US-6	To/from Lake Wallenpaupack	1,424,423	2	28,488,460
Pocono Mountains, PA	SR-590	To/from Lake Wallenpaupack	913,094	2	18,261,880
Pocono Mountains, PA	SR-507	To/from Lake Wallenpaupack	553,917	2	11,078,340
Presque Isle Park, PA	SR-832	Between US20 to Presque Isle Park	1,105,650	2	22,113,000
Provo Canyon, UT	US-6	Near Helper	1,274,000	2	25,480,000
Provo Canyon, UT	US-189	Near Provo Canyon	1,052,415	2	21,048,300
Sun Valley, ID	SR-75	Between Hailey and Ketchum	1,324,414	2	26,488,280
Tidewater Region, VA	I-64	Near Williamsburg	7,268,807	4	145,376,140
White Mountains, NH	SR-16	Near North Conway, NH	1,095,185	2	21,903,700
Whitewater Region, ID	US-93	Salmon area	728,000	2	14,560,000
Yellowstone National Park	US-20	Through the Island Park area	546,000	2	10,920,000
Yellowstone National Park	US-191	West Yellowstone to I-90	1,262,261	2	25,245,220
Yosemite National Park, CA	SR-120	To/from Yosemite National Park	1,283,100	2	25,662,000
Yosemite/Mammoth/Sierra NV Mtns, CA	SR-14	SR14 in Los Angeles and Kern Counties	873,600	2	17,472,000

Source: Cambridge Systematics analysis of data from state Departments of Transportation