

REGIONAL HOUSEHOLD TRAVEL SURVEY: *Ocean County Profile*



Why we travel

How we travel

*Who we are and how
often we travel*

When we travel

Where we travel

*How far and how
long we travel*

THE NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY (NJTPA) partnered with the New York Metropolitan Transportation Council (NYMTC) to sponsor a survey of weekday travel of metropolitan area residents. This profile provides results of the Regional Household Travel Survey (RHTS) for *Ocean County residents*.



IN OCEAN COUNTY, 573 households were surveyed about the travel activity of all household members (1,435 people). Similar to all counties in the NJTPA region, most travel by Ocean County residents is not work-related (79%). Located far from New Jersey’s urban core,

Ocean has the second highest percentage of travel that remains within the county at 82% (Monmouth has the highest). Ocean County has a very low share of commuting trips via public transit (3%) and few oriented toward New York City (about 2%). Walking is mostly for non-work travel in Ocean County.

County residents average about the same number of trips (4.2 per day) as the NJTPA region overall.

While travel durations are marginally shorter than NJTPA regional averages, trip distances are similar

to the region as a whole. Work trips average nearly

twice as long (31 minutes) as non-work trips

(16 minutes).

Ocean County Facts at a Glance	
2010 Census: Households	221,111
2010 Census: Population	576,567
Households Surveyed	573
Population Surveyed	1,435
Average Trips per Household (per day)	10.2
Average Trips per Person (per day)	4.1
% Trips Staying within County	85%
% Trips Using Transit	5%
% Trips Work Related	21%
Average Work Trip Duration	31 mins
Average Non-Work Trip Duration	16 mins

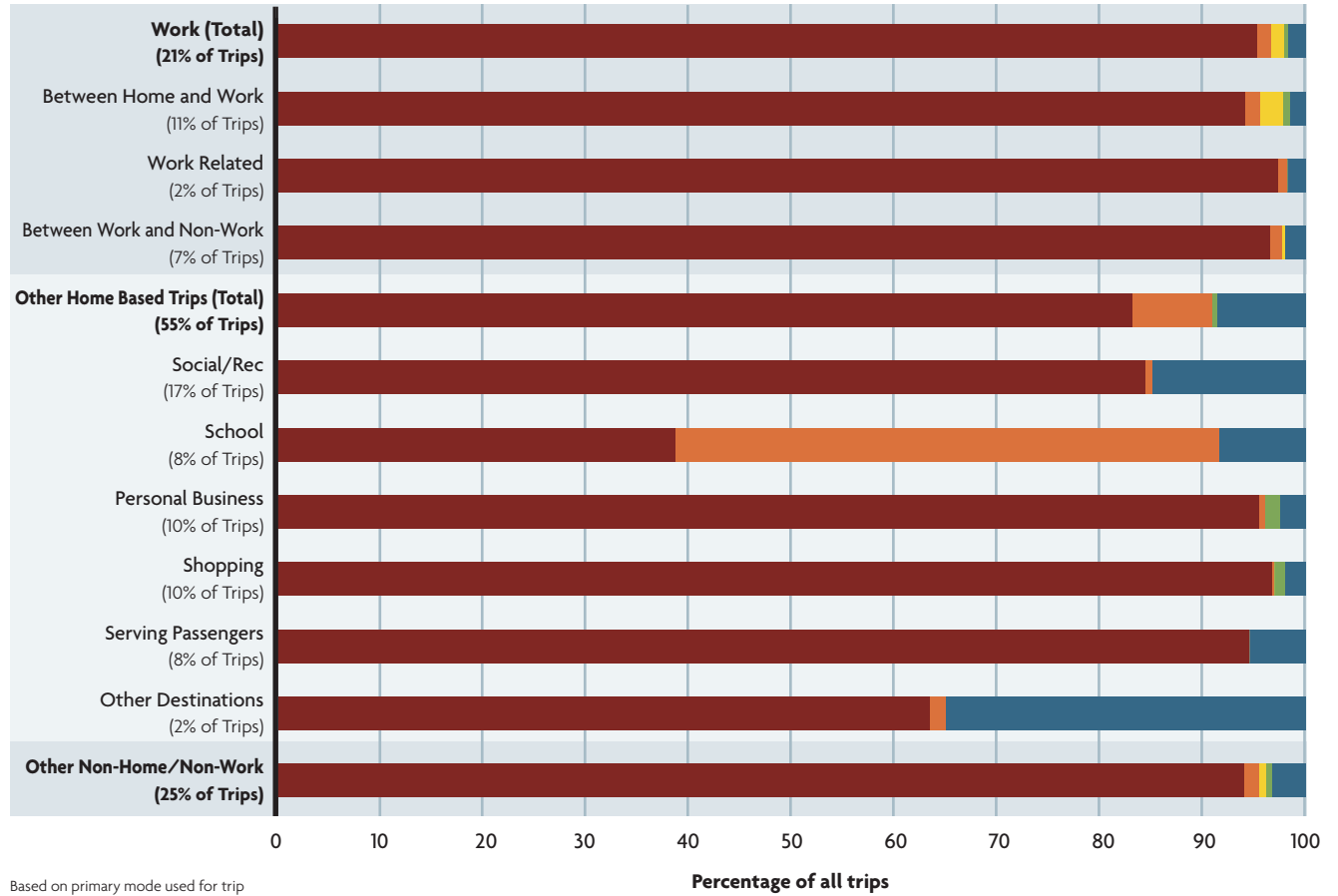
NOTE: The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose. Survey results may be subject to sampling variability and other sources of error. To find further detail on the survey process, the final report and detailed technical reports are available on the NJTPA website at www.njtpa.org.

More than three-fourths of Ocean County resident trips are unrelated to work.

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE

Ocean County

■ Auto ■ Bus ■ Rail or Ferry ■ Shared Ride or Taxi ■ Walk or Non-Motorized



Based on primary mode used for trip

The percentage of work trips that remain within the county is higher for Ocean than for any other NJTPA county.

TRIP PURPOSE BY DESTINATION

Ocean County

TRIP PURPOSE	WITHIN COUNTY	TO/FROM ADJOINING COUNTY (NOT NYC)	TO/FROM MANHATTAN	TO/FROM OTHER NYC	TO/FROM OTHER NJTPA COUNTY	TO/FROM ELSEWHERE IN METRO AREA	TO/FROM OUTSIDE OF METRO AREA	ENTIRELY OUTSIDE COUNTY**
Work	61%	16%	2%	*	5%	2%	3%	10%
Between Home and Work	64%	21%	3%	1%	7%	2%	3%	-
Work Related	63%	11%	3%	*	*	1%	*	22%
Between Work and Non-Work	56%	10%	1%	*	5%	3%	4%	21%
Other Home Based Trips	91%	5%	*	*	2%	*	2%	-
Social/Recreation	86%	6%	*	*	3%	*	4%	-
School	98%	1%	*	*	1%	*	*	-
Personal Business	89%	5%	*	*	2%	1%	2%	-
Shopping	94%	5%	*	*	*	*	*	-
Serving Passengers	95%	3%	*	1%	1%	*	*	-
Other Destinations	90%	10%	*	*	*	*	*	-
Other Non-Home/Non-Work	80%	5%	*	*	1%	1%	4%	9%

*less than 0.5% ** Trips that both begin and end outside the resident's home county

Only 3% of work trips made by Ocean County residents use public transit, among the lowest levels in the region.

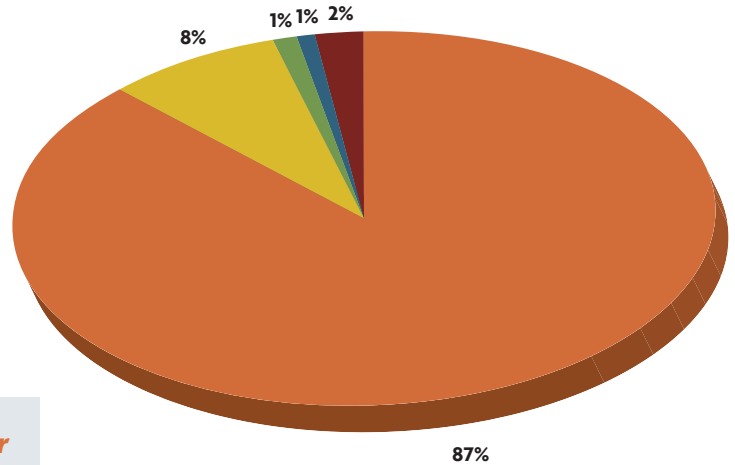
PERCENTAGE WORK TRAVEL BY MODE

Ocean County

- Auto driver
- Auto passenger
- Express bus
- Subway and PATH
- Walk

Modes 0.5% or less:

- Bike
- Commuter rail
- Ferry
- Light rail
- Local bus
- Other bus
- Others
- School bus
- Taxi or group ride



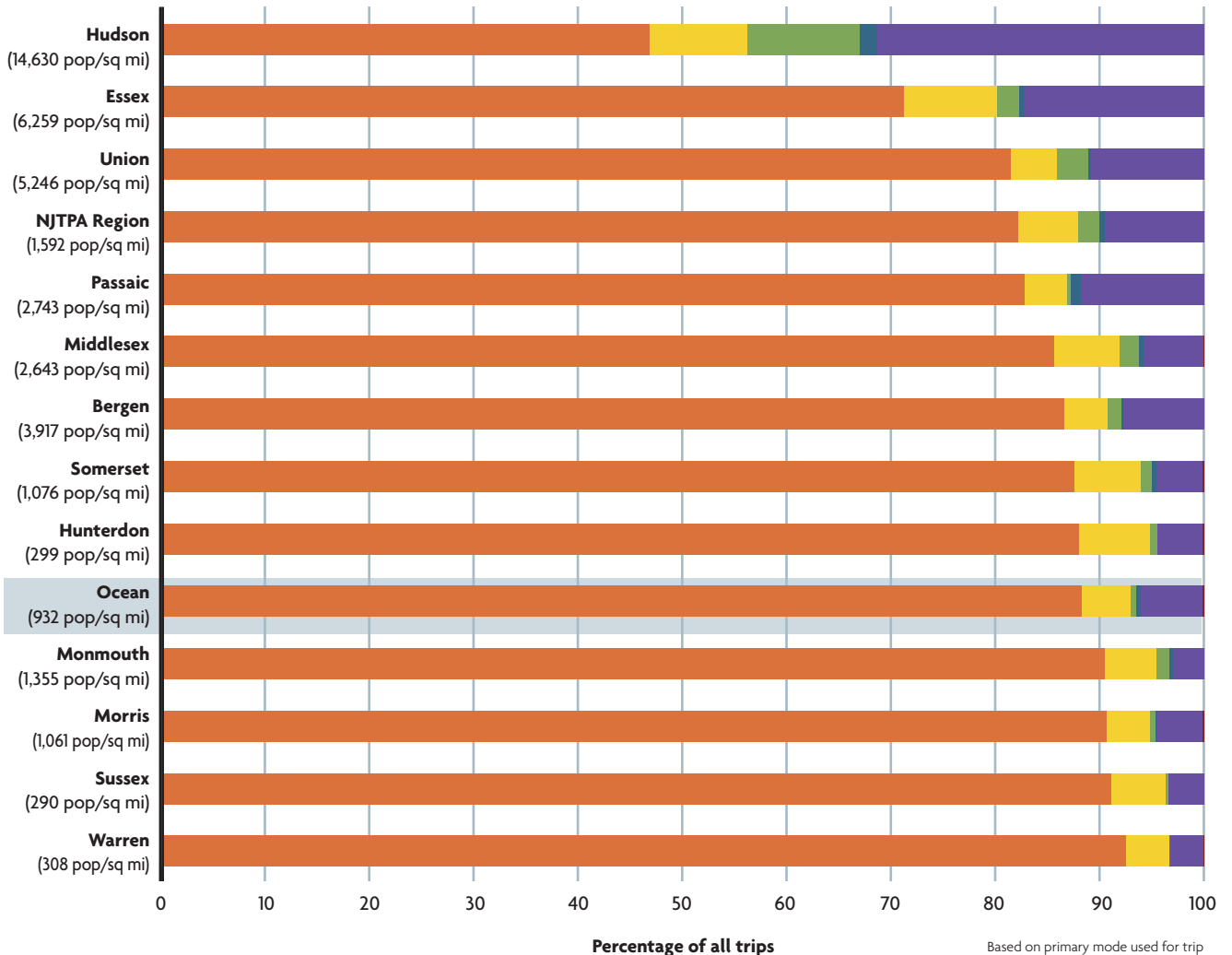
Ocean County's percentage of walking trips is similar to denser counties like Middlesex and Bergen.

▼ The counties are ordered from highest to lowest use of transit, walk and bike modes.

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Ocean County

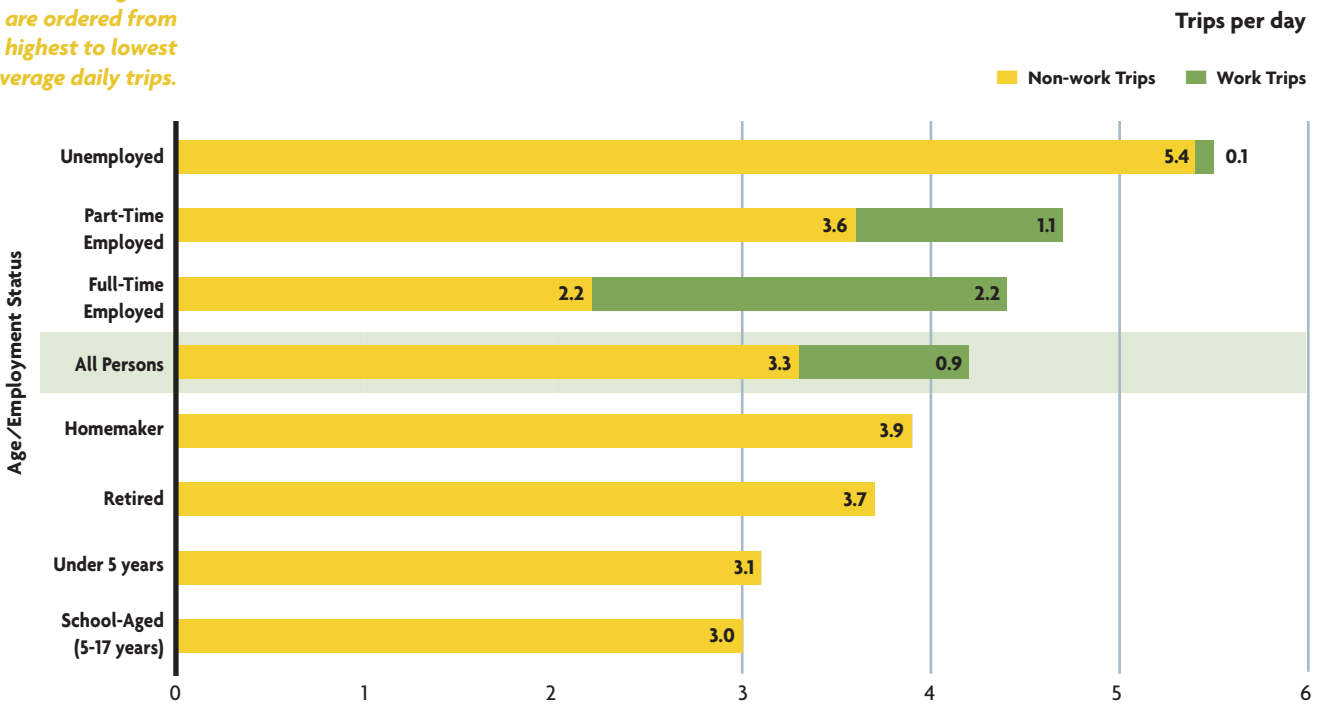
- Auto
- Bus
- Rail or Ferry
- Shared Ride or Taxi
- Walk or Non-Motorized



Ocean County residents make 4.2 trips per day on average, similar to regional residents overall.

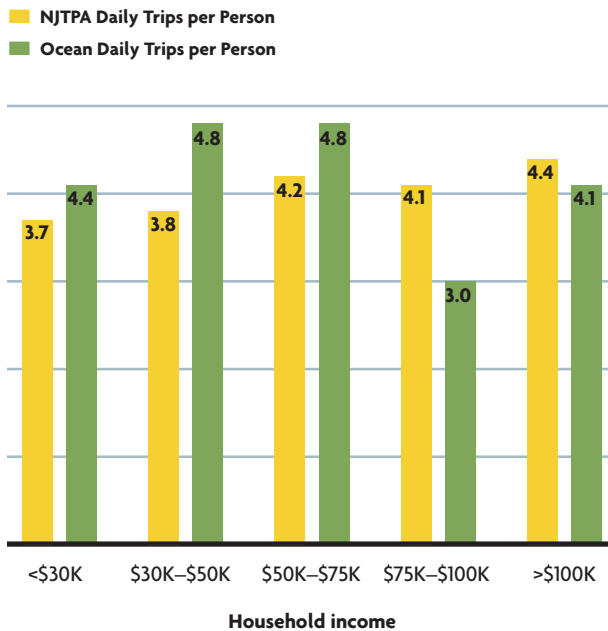
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

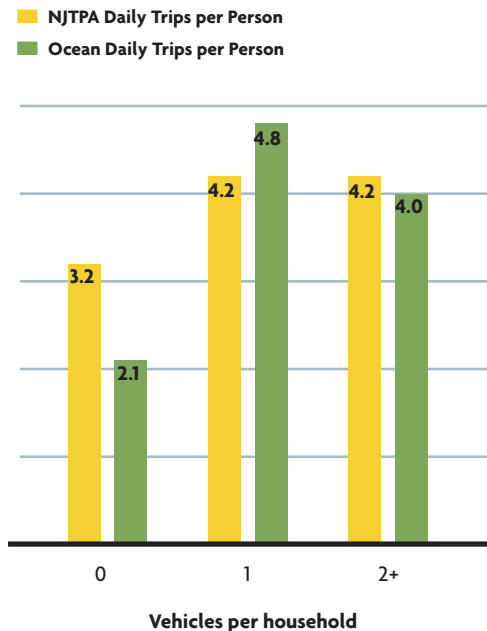


Moderate income residents of Ocean County and those owning single vehicles make more daily trips than similar residents elsewhere in the region.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

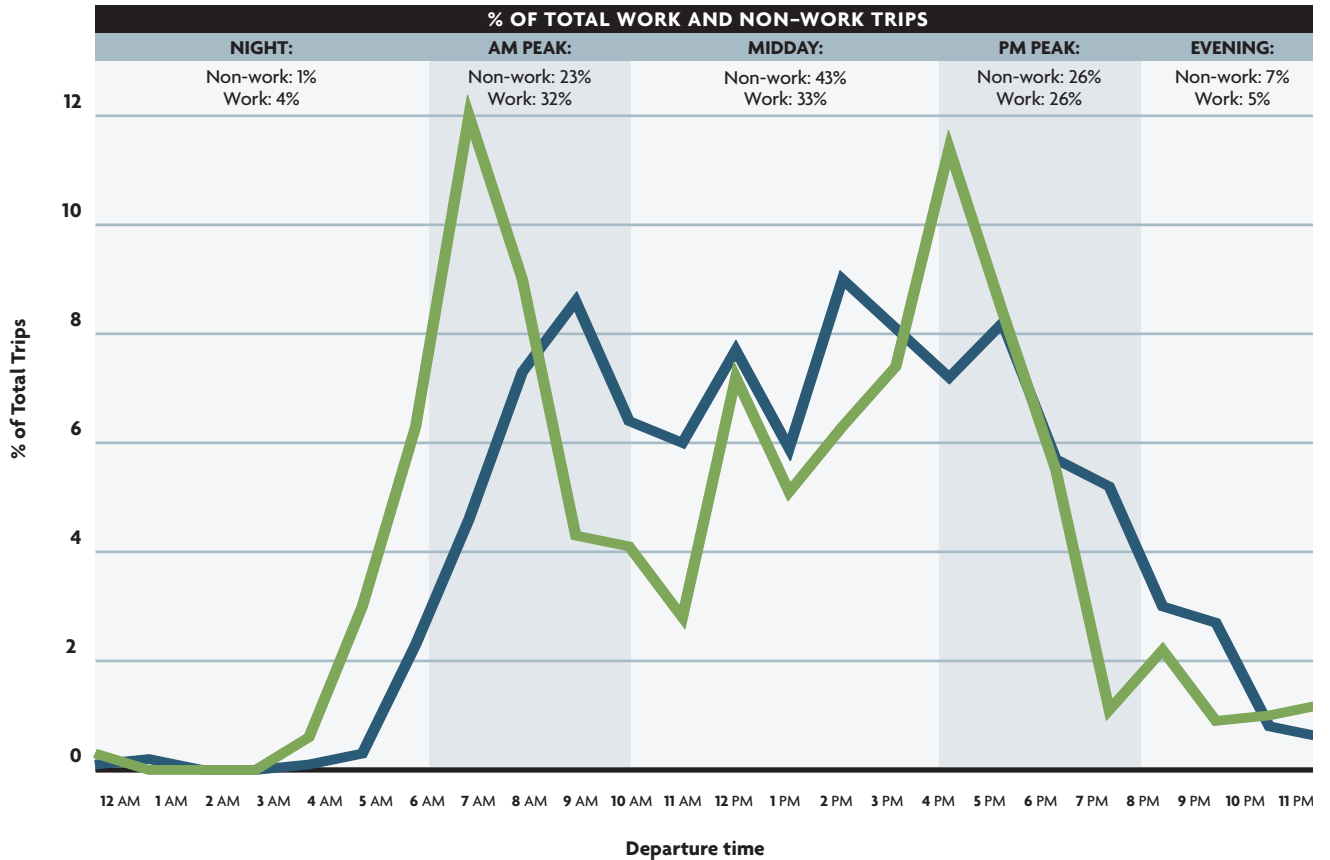


Typical weekday travel for both work and non-work purposes in Ocean County peaks during the morning and evening as in the NJTPA region as a whole.

TIME OF TRAVEL

Work and non-work trips

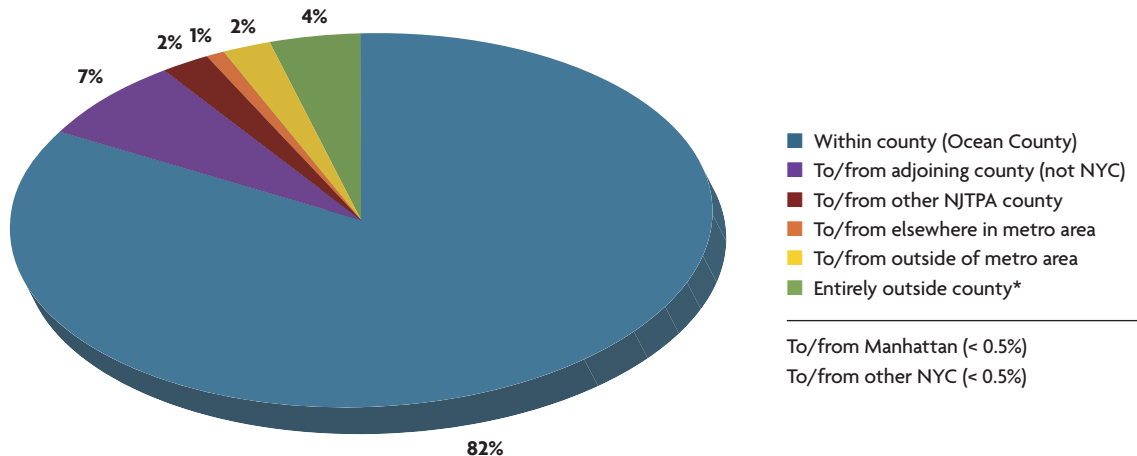
■ Work trips ■ Non-work trips



Even more than for most other NJTPA counties, Ocean County resident trips remain local or are to/from an adjoining county.

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Ocean County



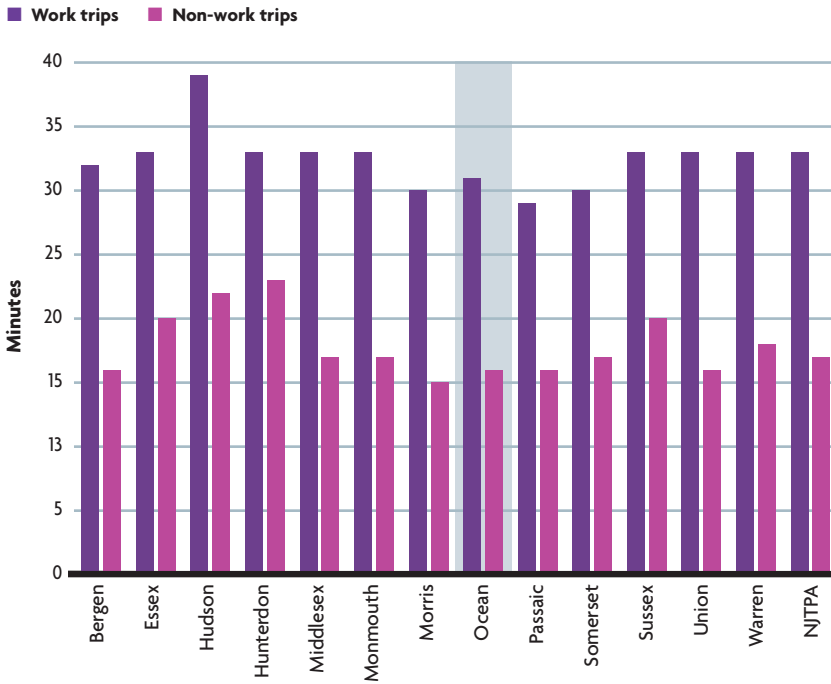
To/from Manhattan (< 0.5%)
 To/from other NYC (< 0.5%)

* Trips that both begin and end outside the resident's home county

Trips by Ocean County residents are among the shortest in duration in the region.

AVERAGE TRAVEL TIME IN MINUTES

Work and non-work trips



TRIP PURPOSE	AVERAGE TRAVEL TIME (IN MINUTES)	AVERAGE TRIP DISTANCE (IN MILES)
Full-Time Employed	24.4	9.1
Part-Time Employed	19.9	6.5
Unemployed	15.6	4.8
Homemaker	16.5	6.0
Adult Student	9.4	2.2
Retired	11.0	2.1
School Age (<17 yrs)	17.1	3.3
Under 5 yrs	12.6	3.4

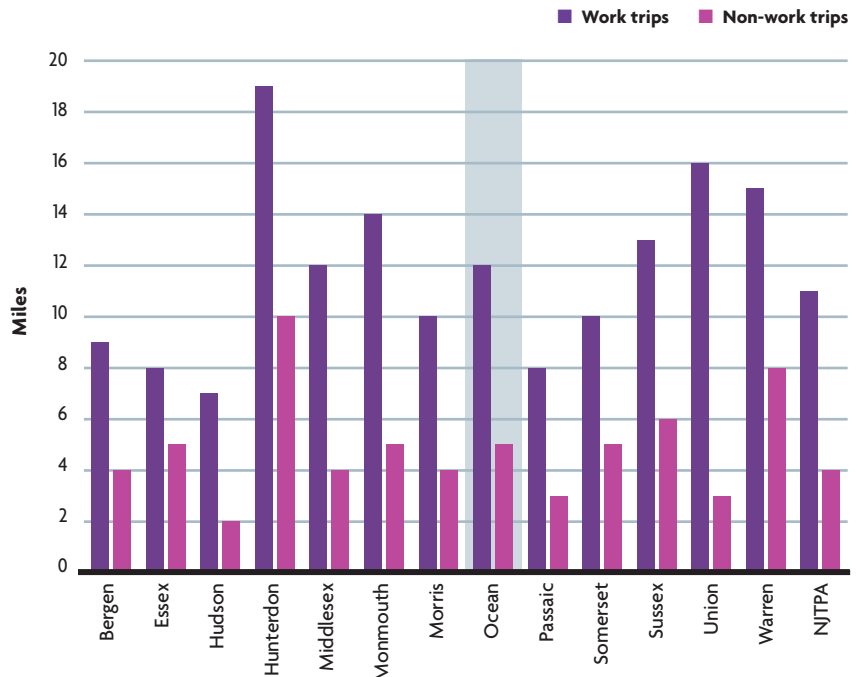
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Ocean County work trips is 10 minutes less than the average travel time.

Ocean County resident work trips are much longer in time and distance than non-work trips.

AVERAGE TRIP DISTANCE IN MILES

Work and non-work trips

TRIP PURPOSE	AVERAGE TRAVEL TIME (IN MINUTES)	AVERAGE TRIP DISTANCE (IN MILES)
Work	30.9	11.6
Between Home and Work	35.2	13.8
Work Related	29.2	8.0
Between Work and Non-Work	25.0	9.4
Other Home Based Trips	17.0	4.6
Social/Recreation	19.7	6.7
School	19.2	2.8
Personal Business	17.7	5.4
Shopping	14.3	3.6
Serving Passengers	11.4	2.5
Other Destinations	19.5	2.8
Other Non-Home/Non-Work	15.0	5.3



THE 2010/11 REGIONAL HOUSEHOLD TRAVEL SURVEY (RHTS) collected data on the travel behavior characteristics and related demographics from 18,965 households in the New York/New Jersey/Connecticut metropolitan area (including 7,574 households from the 13 county NJTPA region). This survey was a follow-up to one conducted in 1997/98 and found generally similar travel patterns. The RHTS was completed to provide information to update regional travel demand forecasting models and for other studies that will assist transportation professionals and decision-makers in better understanding the needs of the traveling public.



To find further detail on the survey process, the final report and detailed technical reports are available on the NJTPA website at www.njtpa.org.

Key Definitions

TRIP: A trip (also called linked trip) is defined as a journey from an origin place to a destination place for a particular purpose (excluding the “purpose” of changing modes of travel). Therefore, if a traveler drives from home to a train station, takes the train to work, and walks from the train station to a final work destination, this is defined as one trip (from the home origin to the work destination). The trip from home to the train station is described as an “Unlinked Trip” or “Trip Segment”.

PRIMARY MODE: Since a trip can include many modes of travel, a “primary” mode is used when reporting on trip patterns. The primary mode is based on the hierarchy of modes. A generalized version of the hierarchy follows (in decreasing order): (1) School Bus, (2) Taxi, (3) Commuter Rail, (4) Express Bus, (5) Subway, LRT, Tram, PATH, Ferry, (6) Other Bus, (7) Shared Auto, (8) Local Bus, (9) Auto, (10) Bike, (11) Walk, (12) Air Train or Other. A more detailed version is available in the RHTS Final Report.



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