

# REGIONAL HOUSEHOLD TRAVEL SURVEY: *Bergen 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 *Bergen County residents*.



**IN BERGEN COUNTY**, 972 households were surveyed about the travel activity of all household members (2,351 people). Similar to all counties in the NJTPA region, most travel by Bergen County residents is not work-related (78%) and stays within the county (78%). For work

trips, Bergen County residents have the fourth highest share of commutes using public transit in the region (after Hudson, Essex and Union). Over 40% of public transit work trips use express bus service. Bergen has the second highest percentage of its work trips going into Manhattan, accounting for 13% of all work trips. (Hudson is first with 31%; Essex is similar with about 13%.) Bergen County residents tend to make more trips for all purposes than those in other counties, even accounting for factors like income and the presence of children that tend to increase trip making. Travel times and trip distances are similar to the NJTPA regional average, with work trips generally longer (32 minutes) than non-work trips (16 minutes). Bergen County residents make more than half of their trips, for both work and non-work purposes, during morning and evening peak periods (6am-10am and 4pm-8pm, respectively).

<b>Bergen County Facts at a Glance</b>	2010 Census: Households	<b>335,730</b>
	2010 Census: Population	<b>905,116</b>
	Households Surveyed	<b>972</b>
	Population Surveyed	<b>2,351</b>
	Average Trips per Household (per day)	<b>11.8</b>
	Average Trips per Person (per day)	<b>4.6</b>
	% Trips Staying within County	<b>82%</b>
	% Trips Using Transit	<b>6%</b>
	% Trips Work Related	<b>22%</b>
	Average Work Trip Duration	<b>32 mins.</b>
	Average Non-Work Trip Duration	<b>16 mins.</b>

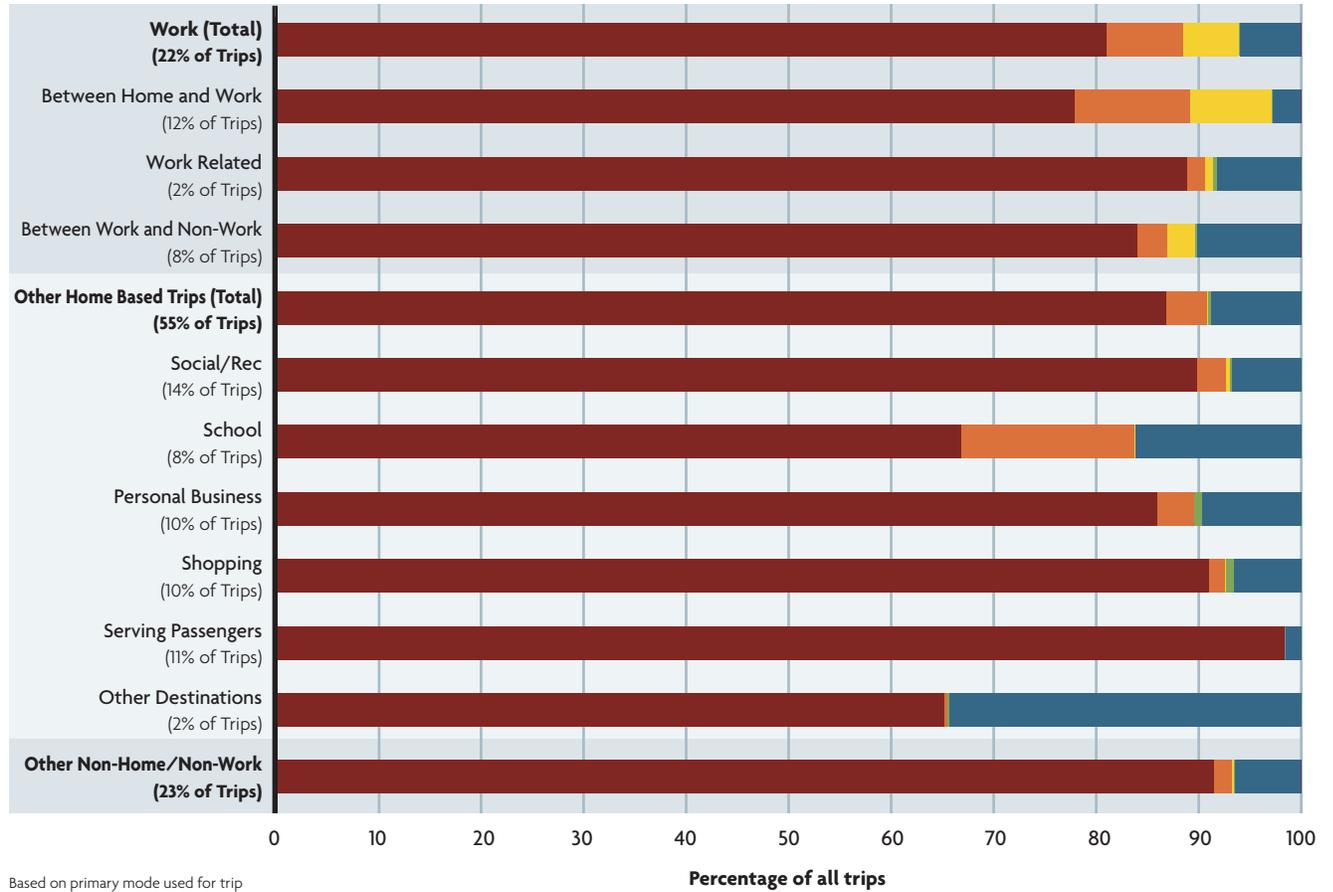
**NOTE:** The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose. 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](http://www.njtpa.org).

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

**PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE**

Bergen County

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



Based on primary mode used for trip

Non-work trips in Bergen County tend to be local. Thirteen percent of Bergen County resident work trips are to Manhattan (second among counties in the NJTPA region).

**TRIP PURPOSE BY DESTINATION**

Bergen 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**
<b>Work</b>	53%	15%	13%	2%	6%	3%	*	8%
Between Home and Work	53%	16%	16%	4%	8%	3%	*	-
Work Related	46%	13%	9%	*	*	1%	*	31%
Between Work and Non-Work	56%	14%	9%	*	4%	3%	*	15%
<b>Other Home Based Trips</b>	88%	7%	2%	1%	1%	1%	1%	-
Social/Recreation	85%	7%	2%	1%	2%	2%	2%	-
School	92%	5%	1%	*	1%	*	*	-
Personal Business	86%	9%	3%	*	1%	*	1%	-
Shopping	86%	11%	1%	1%	*	1%	*	-
Serving Passengers	94%	2%	1%	2%	*	1%	*	-
Other Destinations	87%	9%	3%	*	*	*	*	-
<b>Other Non-Home/Non-Work</b>	78%	4%	4%	*	1%	*	*	13%

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

Overall, 13% of work trips by Bergen County residents use transit, ranking fourth in the NJTPA region.

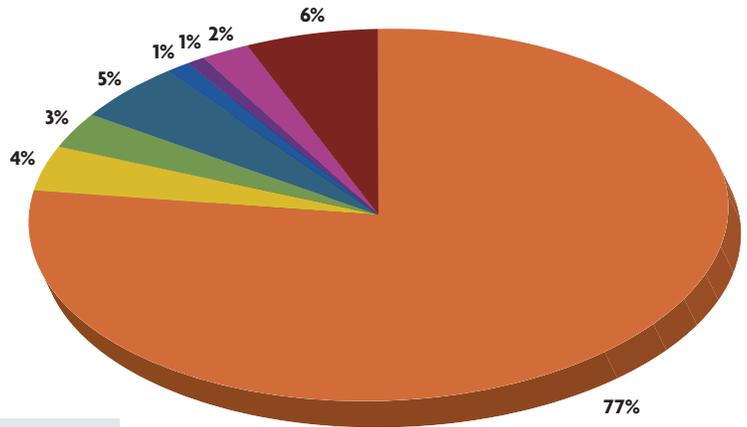
**PERCENTAGE WORK TRAVEL BY MODE**

**Bergen County**

- Auto driver
- Auto passenger
- Commuter rail
- Express bus
- Local bus
- Other bus
- Subway and PATH
- Walk

Modes 0.5% or less:

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



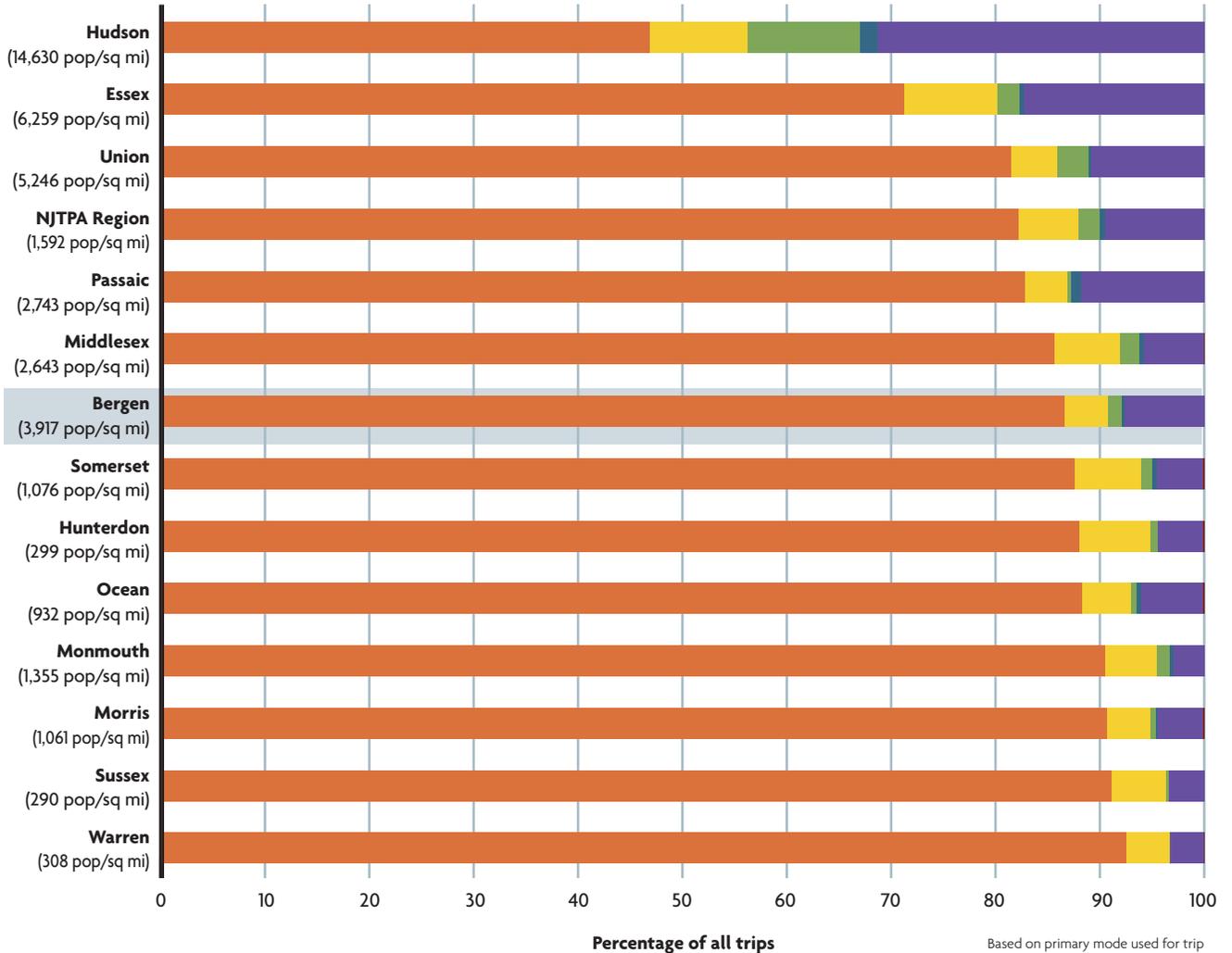
Bergen County has a modest share of walk and bike trips.

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

**PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY**

**Bergen County**

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



Based on primary mode used for trip

Bergen County residents make 4.6 trips per day, more than the region's residents do overall (4.1 per day).

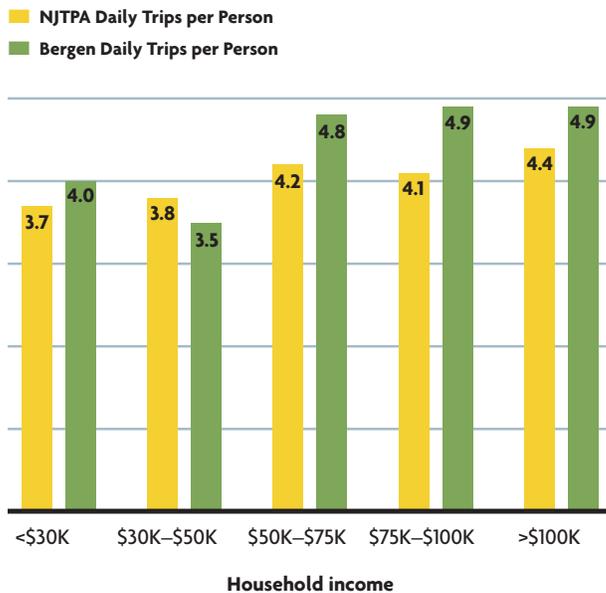
▼ The categories are ordered from highest to lowest average daily trips.

### MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

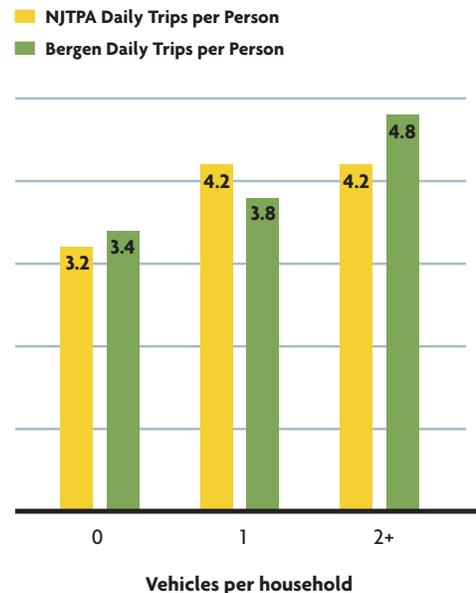


As in the rest of the NJTPA region, Bergen County residents with higher incomes and vehicle ownership make more trips.

### DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



### DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

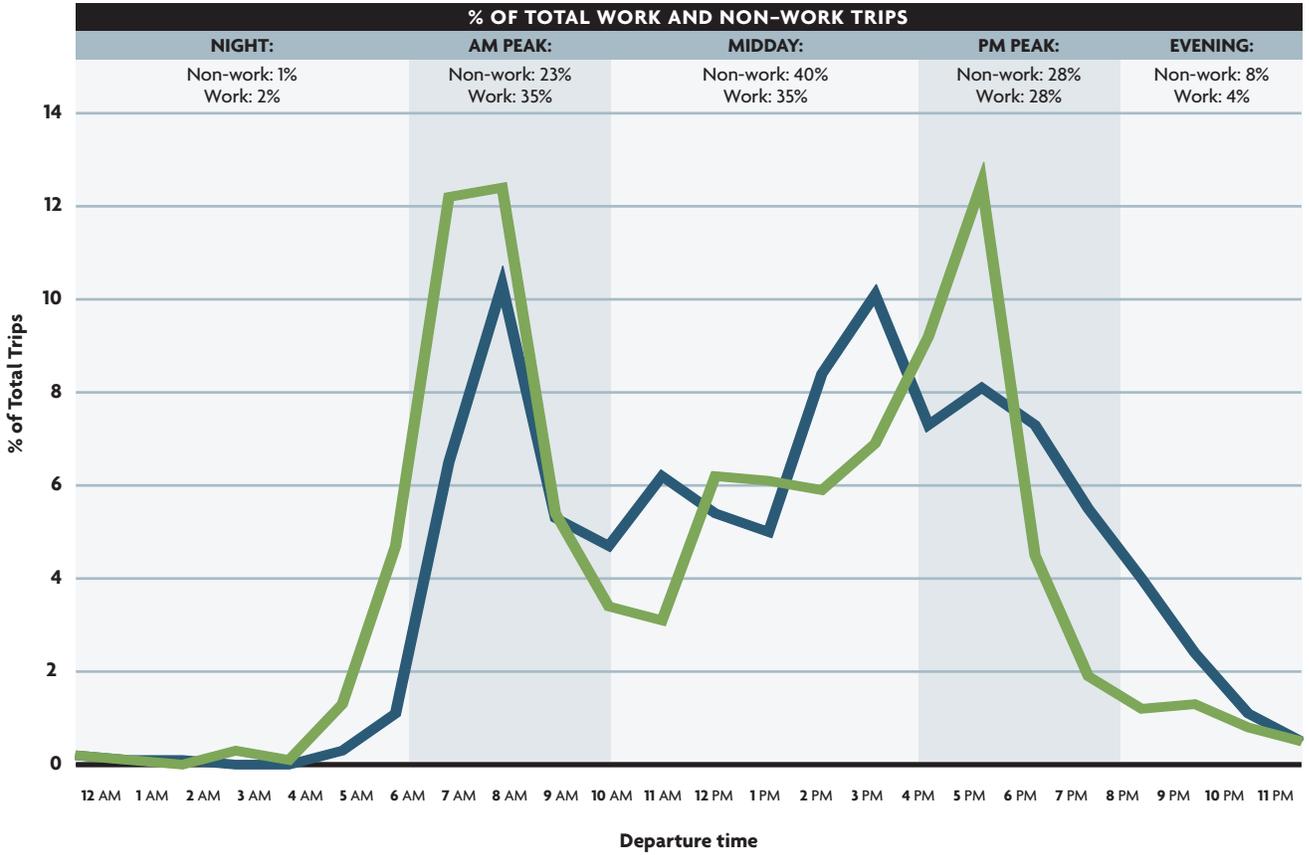


Typical weekday travel for both work and non-work purposes in Bergen County peaks during the morning and evening as in the NJTPA region as a whole.

### TIME OF TRAVEL

Work and non-work trips

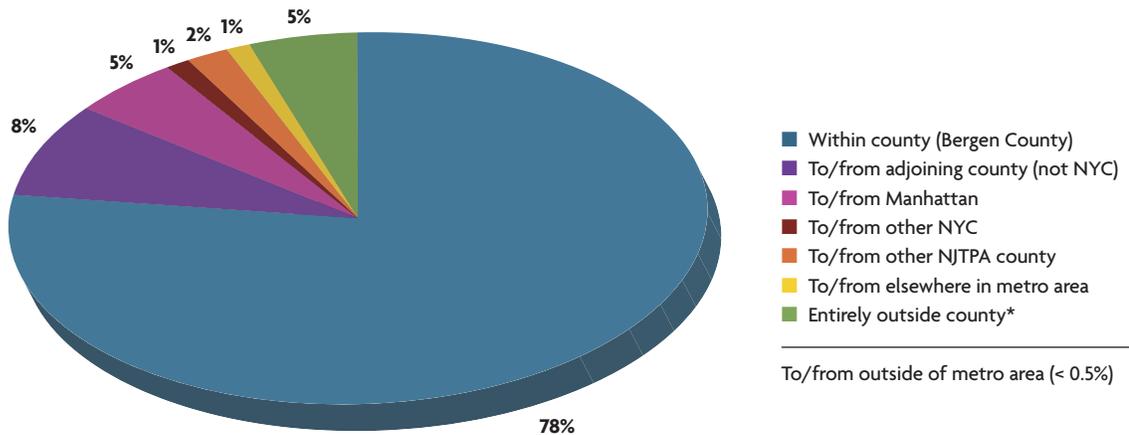
■ Work trips ■ Non-work trips



Most trips by Bergen County residents either remain within the county or are to/from an adjoining county.

### PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

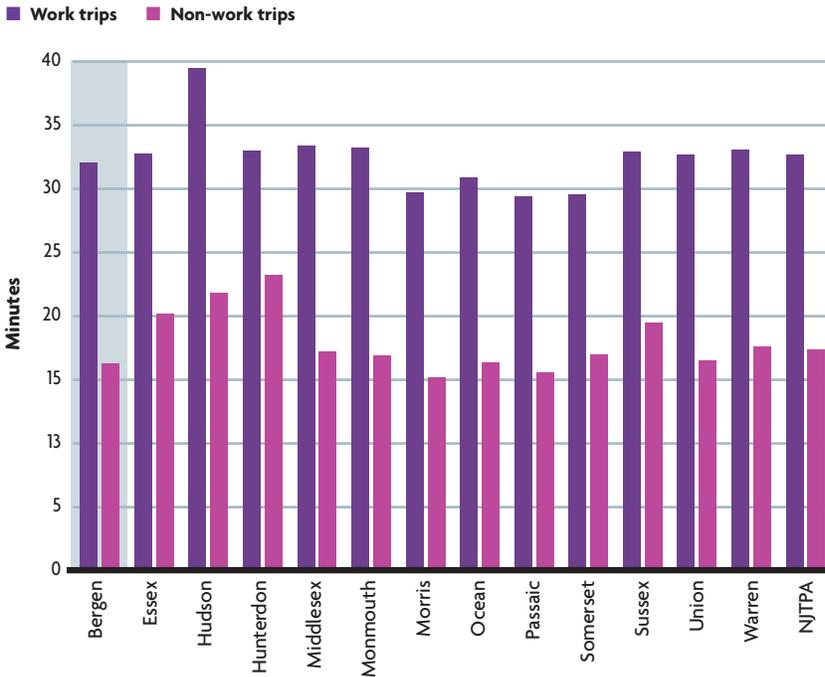
Bergen County



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

### 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	24.0	7.6
Part-Time Employed	18.0	4.2
Unemployed	18.3	5.5
Homemaker	13.8	3.4
Adult Student	25.4	7.1
Retired	21.1	3.7
School Age (<17 yrs)	12.3	2.0
Under 5 yrs	13.0	2.8

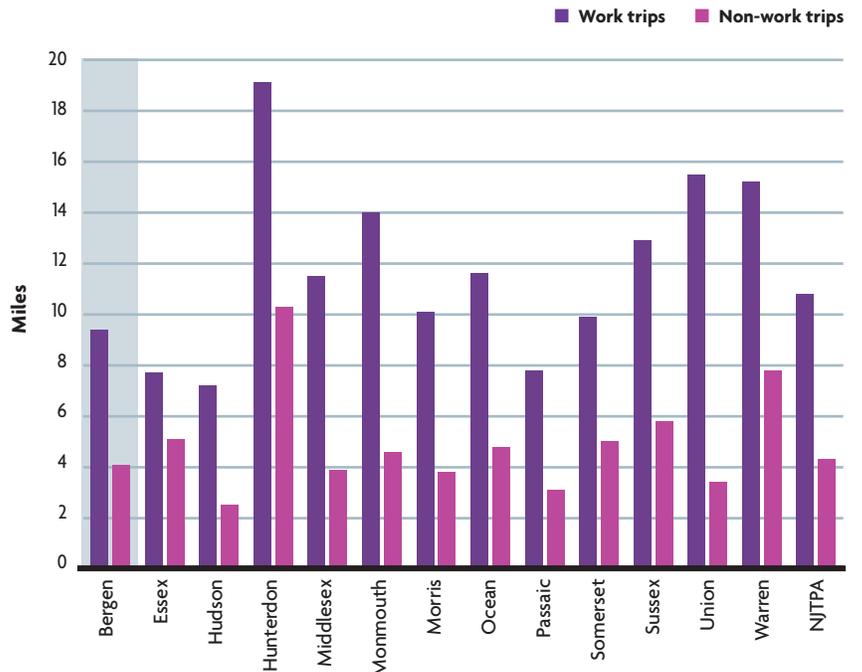
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Bergen County work trips is 10 minutes less than the average travel time.

*Bergen County work trips tend to be about twice as long in both time and distance as 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)
<b>Work</b>	<b>32.1</b>	<b>9.4</b>
Between Home and Work	38.6	10.5
Work Related	21.8	6.1
Between Work and Non-Work	24.6	8.4
<b>Other Home Based Trips</b>	<b>16.6</b>	<b>3.5</b>
Social/Recreation	20.3	5.2
School	16.9	2.6
Personal Business	18.9	4.2
Shopping	14.6	2.8
Serving Passengers	11.5	2.1
Other Destinations	16.6	3.8
<b>Other Non-Home/ Non-Work</b>	<b>15.3</b>	<b>5.5</b>



**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](http://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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