

REGIONAL HOUSEHOLD TRAVEL SURVEY: *Essex 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 *Essex County residents*.



IN ESSEX COUNTY, 787 households were surveyed about the travel activity of all household members (1,867 people). Similar to all counties in the NJTPA region, most travel by Essex County residents is not work-related (78%) and stays within the county (72%). For work

trips, Essex County residents have the second highest share of commutes using public transit (after Hudson County). About two-thirds of Essex public transit work trips use either local bus or commuter rail. Essex has a relatively large percentage of work trips into Manhattan among NJTPA counties (after Hudson and similar to Bergen), accounting for 13% of all its work trips. Essex County is also second in the region for walk and bike trips with 17%. While average Essex work travel time (33 minutes) is similar to the region's, trip distances are shorter, possibly due to the greater use of slower travel modes (local bus and walk). Non-work trips were slightly longer than for the region as a whole (20 minutes compared to 17 minutes).

Essex County Facts at a Glance	2010 Census: Households	283,712
	2010 Census: Population	783,969
	Households Surveyed	787
	Population Surveyed	1,867
	Average Trips per Household (per day)	9.8
	Average Trips per Person (per day)	4.0
	% Trips Staying within County	76%
	% Trips Using Transit	11%
	% Trips Work Related	22%
	Average Work Trip Duration	33 mins
Average Non-Work Trip Duration	20 mins	

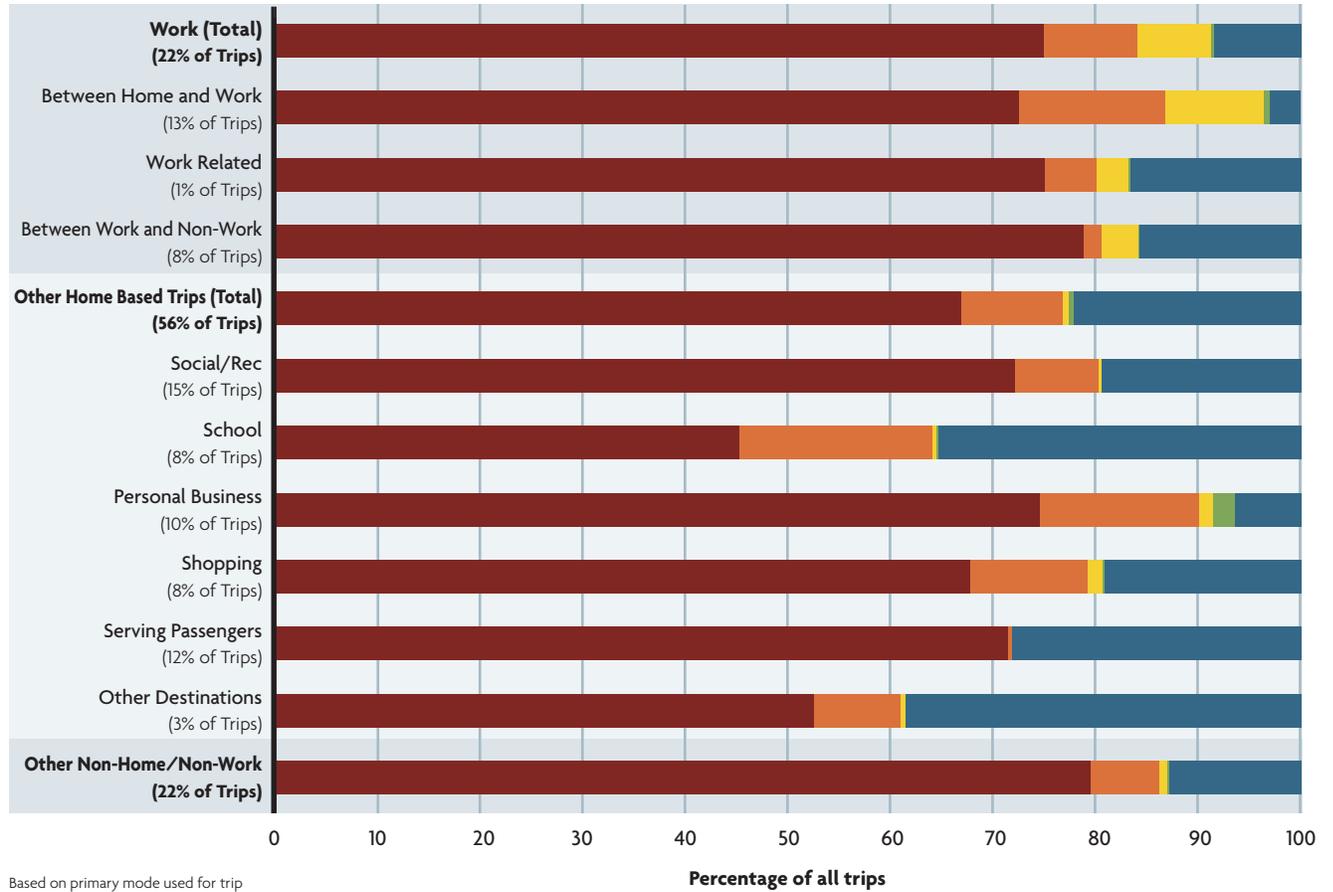
NOTE: The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose. Survey 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 Essex County resident trips are unrelated to work.

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE

Essex 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 Essex County tend to be local. Thirteen percent of Essex County resident work trips are to Manhattan (third among counties in the NJTPA region).

TRIP PURPOSE BY DESTINATION

Essex 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	45%	22%	13%	1%	8%	1%	*	10%
Between Home and Work	50%	23%	15%	1%	9%	1%	*	-
Work Related	34%	19%	10%	*	3%	*	*	35%
Between Work and Non-Work	38%	21%	10%	*	8%	*	*	23%
Other Home Based Trips	84%	8%	2%	*	5%	*	*	-
Social/Recreation	80%	9%	4%	*	6%	*	*	-
School	94%	3%	*	*	2%	*	*	-
Personal Business	75%	16%	2%	*	5%	1%	*	-
Shopping	75%	12%	2%	*	10%	*	*	-
Serving Passengers	97%	2%	*	*	1%	*	*	-
Other Destinations	87%	6%	*	2%	4%	*	*	-
Other Non-Home/Non-Work	68%	13%	4%	*	7%	*	*	9%

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

PERCENTAGE WORK TRAVEL BY MODE

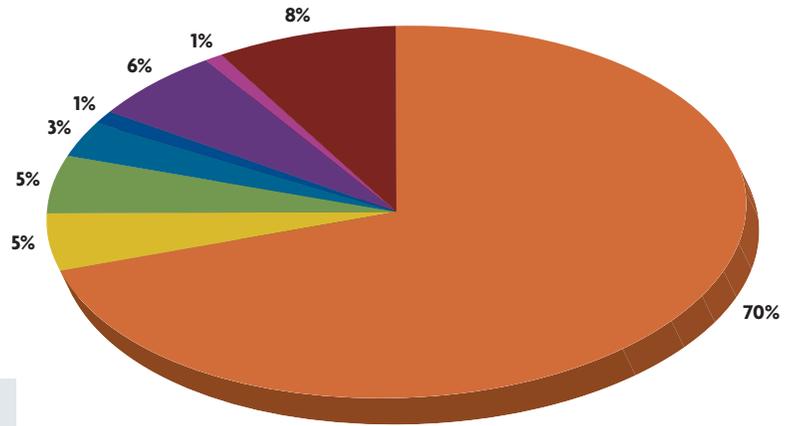
Essex County

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

Modes 0.5% or less:

- Bike
- Ferry
- Other bus
- Others
- School bus
- Taxi or group ride

Overall, 16% of work trips by Essex County residents use public transportation, ranking second in the NJTPA region. Essex is also second in work trips by walking (8%).



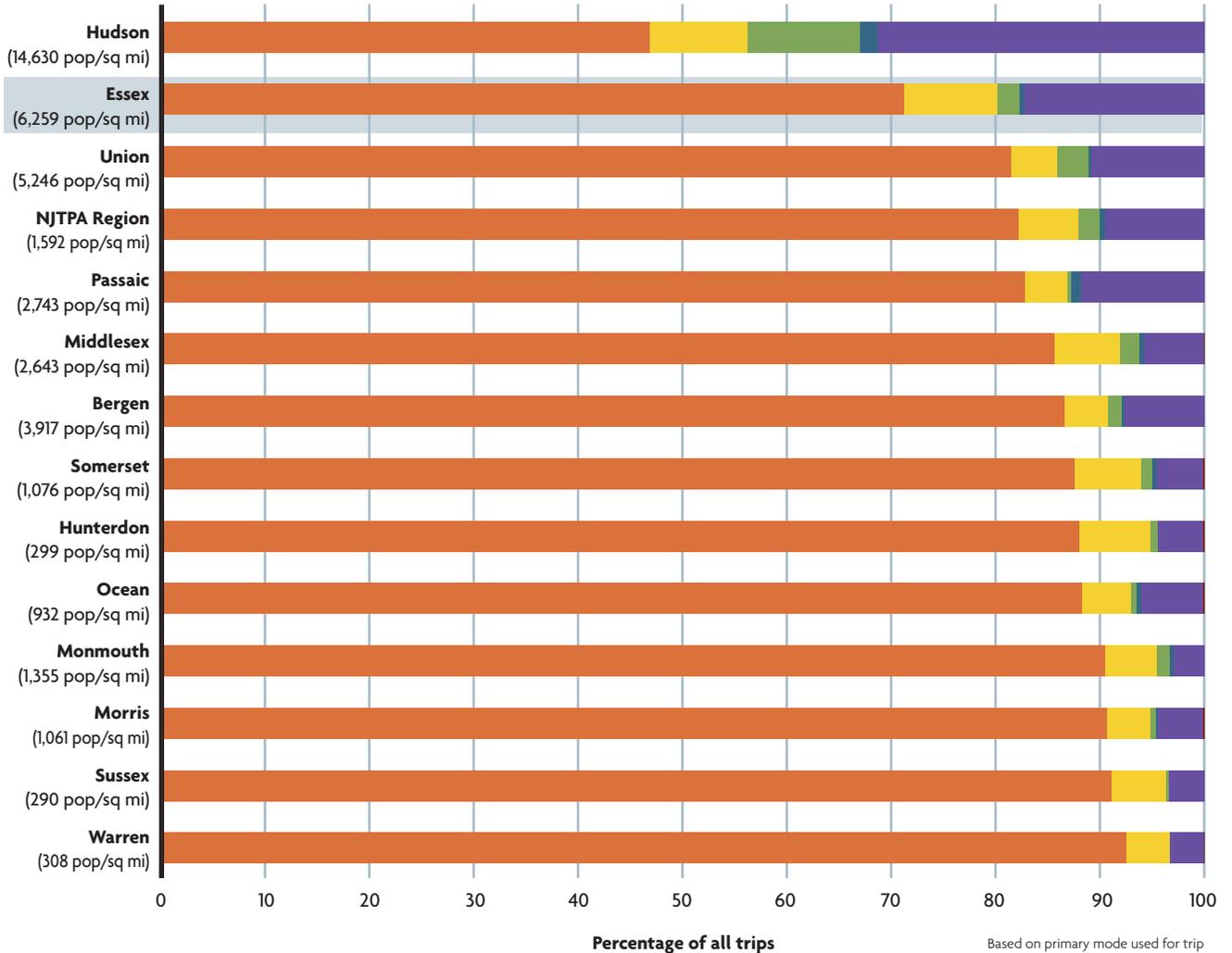
Essex County residents use buses and walk more than other residents in the NJTPA region.

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Essex County

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

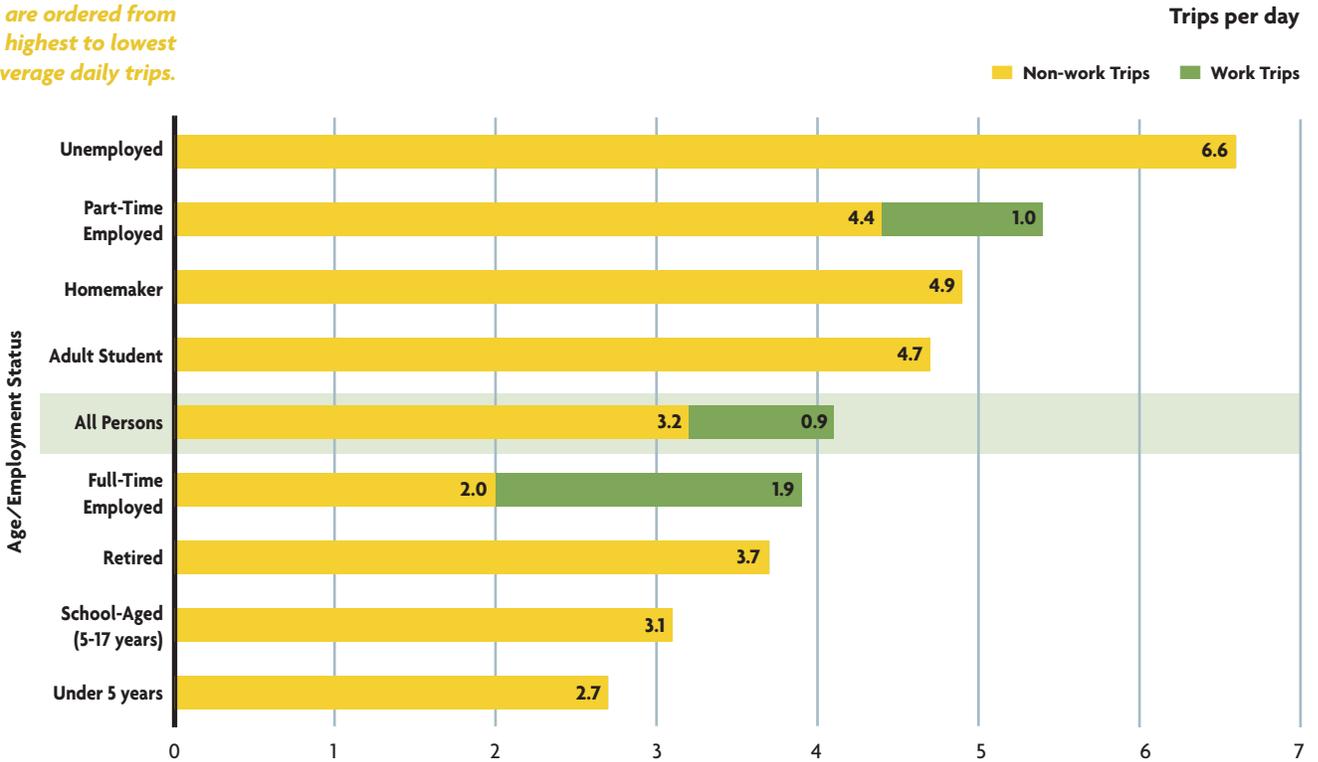


Based on primary mode used for trip

Essex County residents make 4.0 trips per day, similar to regional residents overall.

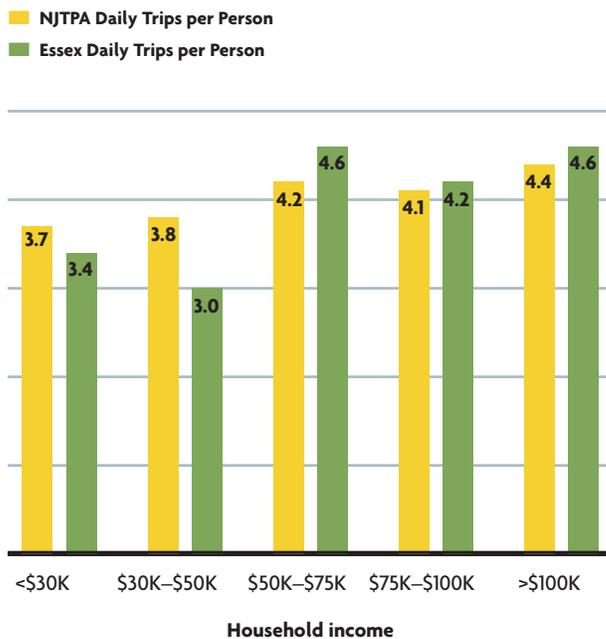
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

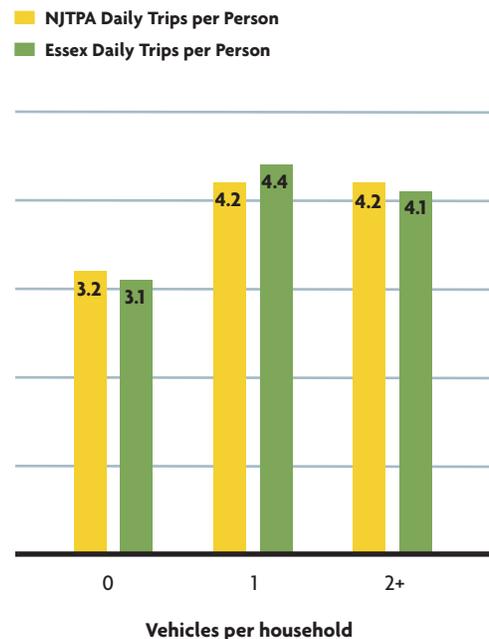


Essex County residents with lower incomes make somewhat fewer trips than similar residents elsewhere in the region.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

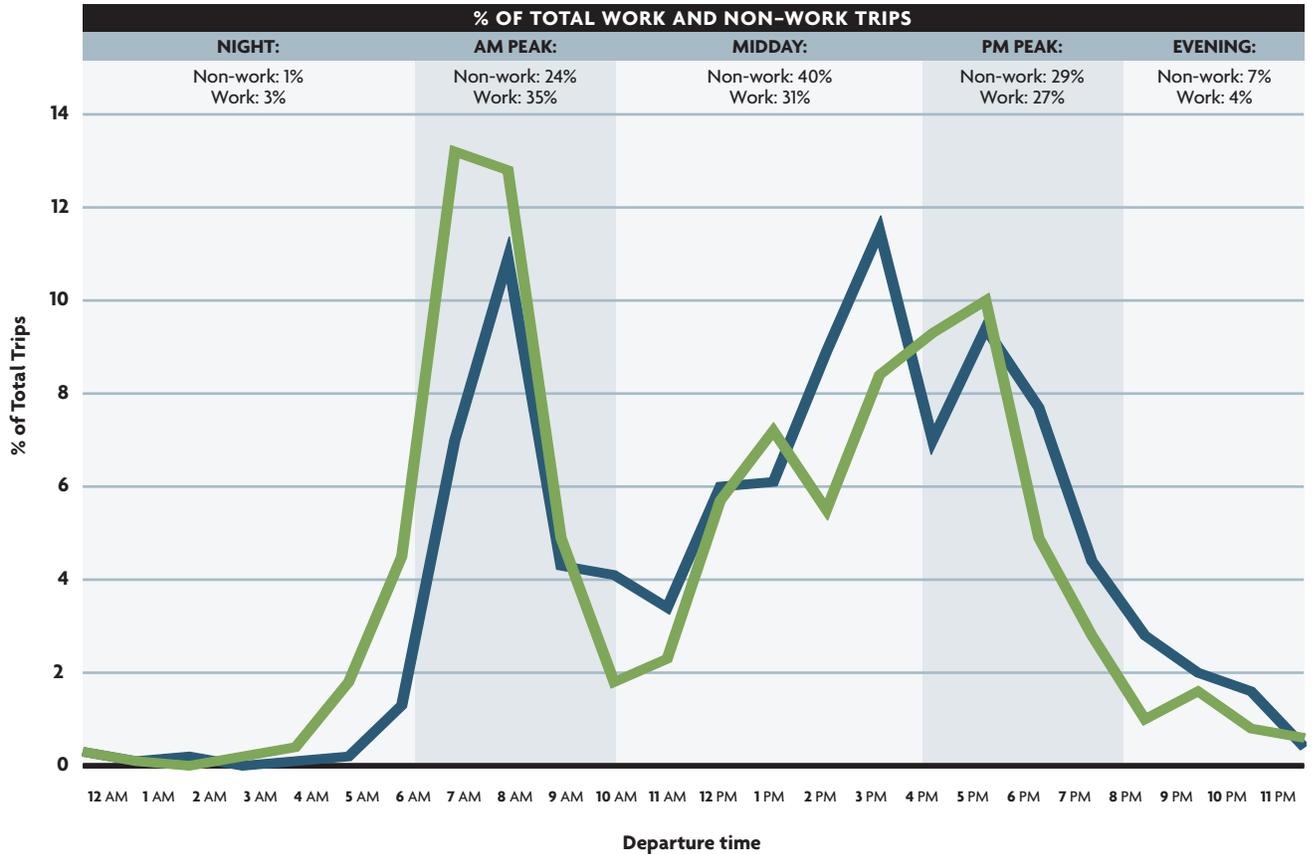


Typical weekday travel for both work and non-work purposes in Essex County peaks during the morning and evening as in the NJTPA region overall.

TIME OF TRAVEL

Work and non-work trips

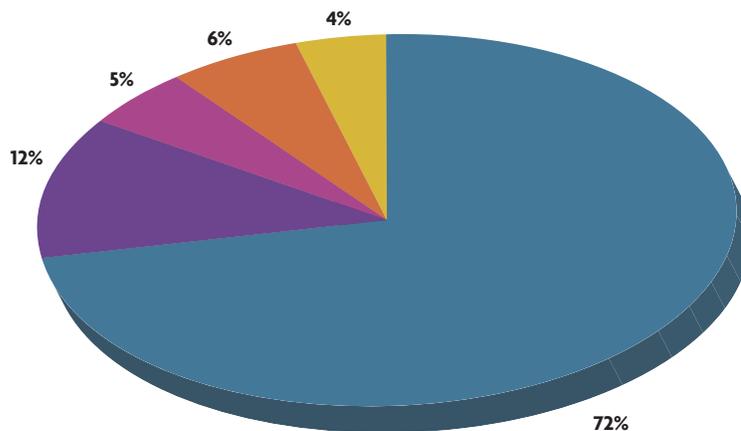
■ Work trips ■ Non-work trips



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

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Essex County



- Within county (Essex County)
- To/from adjoining county (not NYC)
- To/from Manhattan
- To/from other NJTPA county
- Entirely outside county*

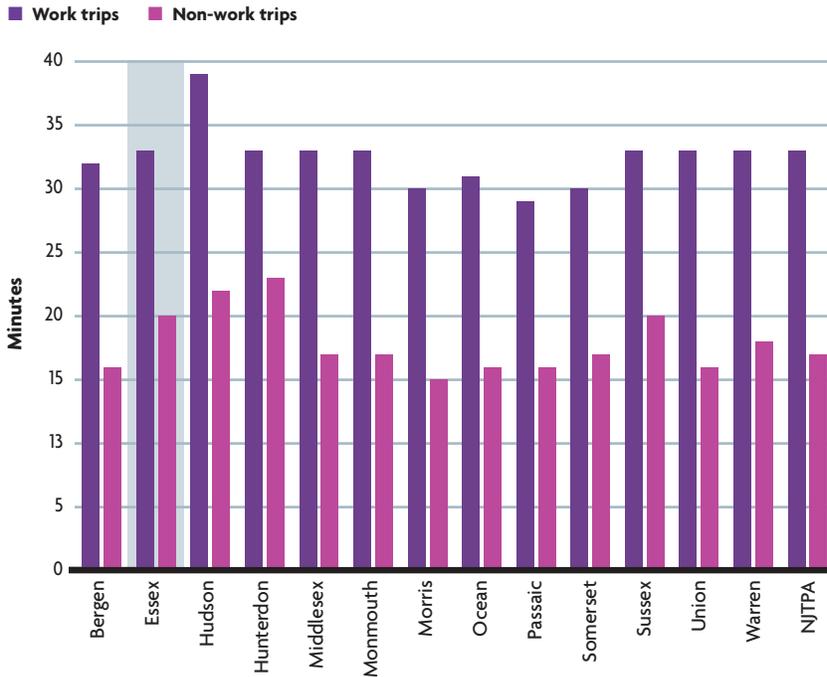
To/from other NYC (< 0.5%)
 To/from elsewhere in metro area (< 0.5%)
 To/from outside of metro area (< 0.5%)

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

Non-work travel times for Essex County residents are slightly longer than regional averages.

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	26.2	8.9
Part-Time Employed	19.2	4.1
Unemployed	24.4	4.2
Homemaker	14.2	1.7
Adult Student	31.7	3.2
Retired	20.7	4.4
School Age (<17 yrs)	19.1	2.3
Under 5 yrs	18.6	2.4

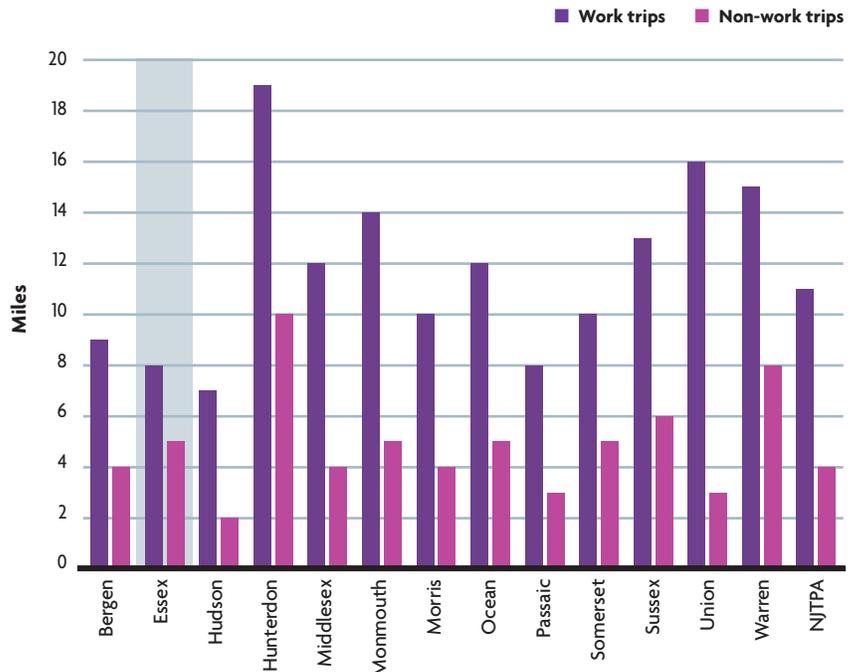
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Essex County work trips is 10 minutes less than the average travel time.

Essex County work trips tend to be shorter in distance than those from other counties.

AVERAGE TRIP DISTANCE IN MILES

Work and non-work trips

TRIP PURPOSE	AVERAGE TRAVEL TIME (IN MINUTES)	AVERAGE TRIP DISTANCE (IN MILES)
Work	32.8	7.7
Between Home and Work	40.0	8.9
Work Related	25.0	7.0
Between Work and Non-Work	22.5	5.7
Other Home Based Trips	20.0	3.0
Social/Recreation	21.0	3.8
School	17.1	1.7
Personal Business	28.5	5.0
Shopping	20.6	2.8
Serving Passengers	11.8	1.3
Other Destinations	24.6	2.4
Other Non-Home/ Non-Work	20.7	10.5



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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One Newark Center, 17th Floor, Newark, NJ 07102
973-639-8400 Fax: 973-639-1953

www.njtpa.org

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