

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



IN HUDSON COUNTY, 993 households were surveyed about the travel activity of all household members (2,068 people). Similar to all counties in the NJTPA region, most travel by Hudson County residents is not work-related (70%) and stays within the county (68%).

For work trips, Hudson has the highest percentage of commutes into Manhattan among NJTPA counties, 31%, reflecting its location and the availability of multiple transit services (bus, rail and ferry). For all types of trips, Hudson County residents make the most use of public transit (20% of trips) and walking (30%) among counties in the region and the fewest auto trips. Hudson County residents make fewer trips overall than those from most other counties, partially due to fewer auto trips conveying children or other passengers to destinations. Income seems to have little correlation with the number of trips a person makes in Hudson County, in contrast with the increased trip-making associated with higher incomes elsewhere. Both work and non-work travel times for Hudson are among the longest (averaging 39 and 22 minutes, respectively) while distances are short (7 miles for work, 2 miles for non-work). This may partially be due to being able to walk or take public transit to desired destinations that are nearby, corresponding to shorter average distances but longer travel durations.

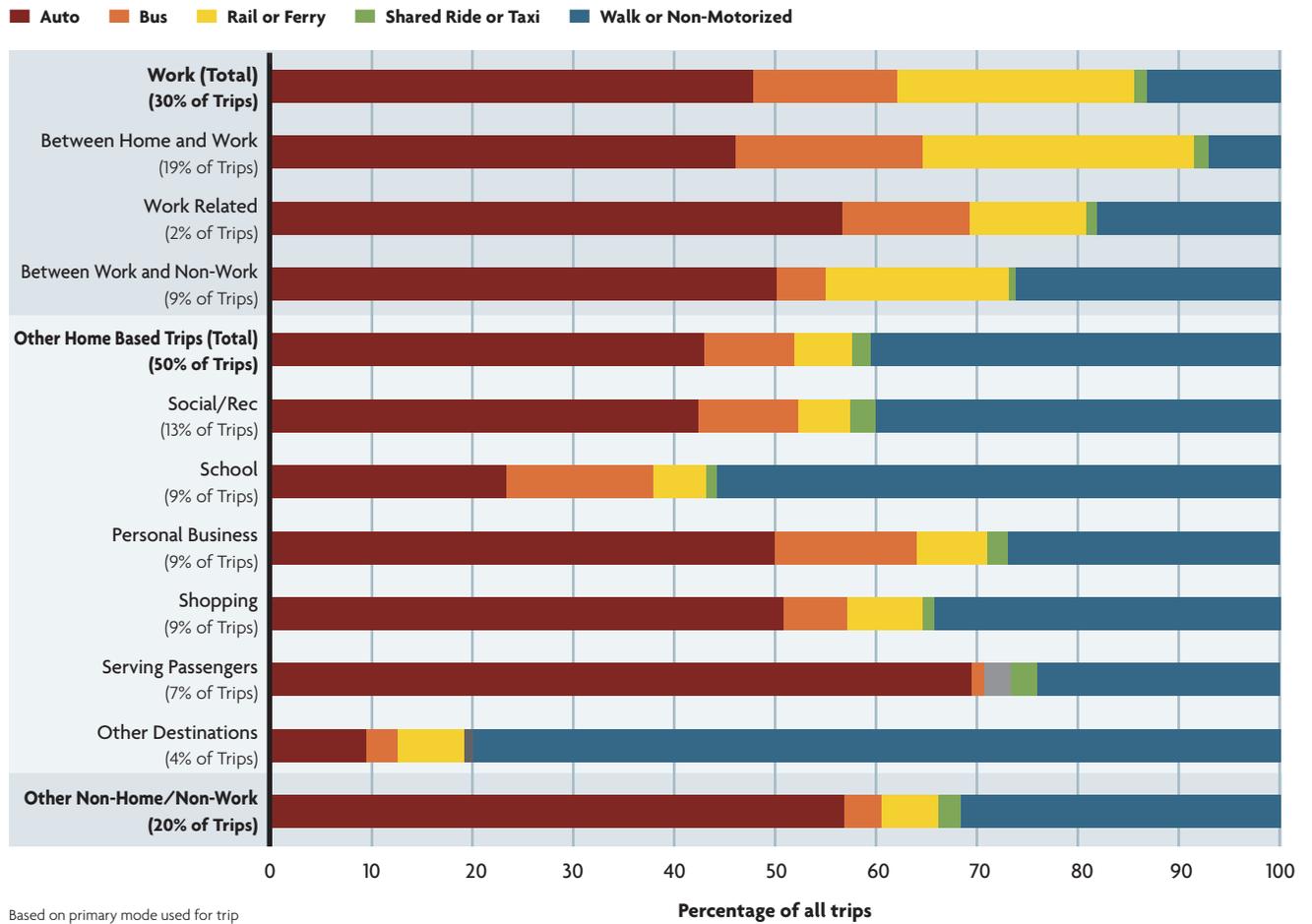
Hudson County Facts at a Glance	
2010 Census: Households	246,442
2010 Census: Population	634,277
Households Surveyed	993
Population Surveyed	2,068
Average Trips per Household (per day)	8.1
Average Trips per Person (per day)	3.4
% Trips Staying within County	74%
% Trips Using Transit	20%
% Trips Work Related	30%
Average Work Trip Duration	39 mins
Average Non-Work Trip Duration	22 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 of Hudson resident trips are work-related (30%) than for the region overall, partially because a smaller percentage serve other passengers.

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE

Hudson County



Based on primary mode used for trip

Hudson County has the largest share of both work and non-work trips to Manhattan in the NJTPA region, reflecting convenient trans-Hudson transit options.

TRIP PURPOSE BY DESTINATION

Hudson 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	39%	12%	31%	3%	8%	2%	*	5%
Between Home and Work	42%	14%	29%	4%	9%	2%	*	-
Work Related	36%	6%	26%	3%	8%	5%	*	17%
Between Work and Non-Work	31%	10%	37%	*	5%	2%	*	15%
Other Home Based Trips	84%	7%	5%	1%	2%	*	*	-
Social/Recreation	78%	9%	9%	1%	3%	*	*	-
School	90%	5%	2%	1%	2%	*	*	-
Personal Business	81%	10%	6%	1%	2%	*	*	-
Shopping	82%	7%	7%	1%	3%	*	*	-
Serving Passengers	89%	8%	2%	*	1%	*	*	-
Other Destinations	95%	1%	3%	1%	*	*	*	-
Other Non-Home/Non-Work	69%	5%	12%	*	1%	*	*	12%

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

Overall, 37% of work trips by Hudson County residents use public transit and 13% are on foot. Both percentages are highest in the NJTPA region.

PERCENTAGE WORK TRAVEL BY MODE

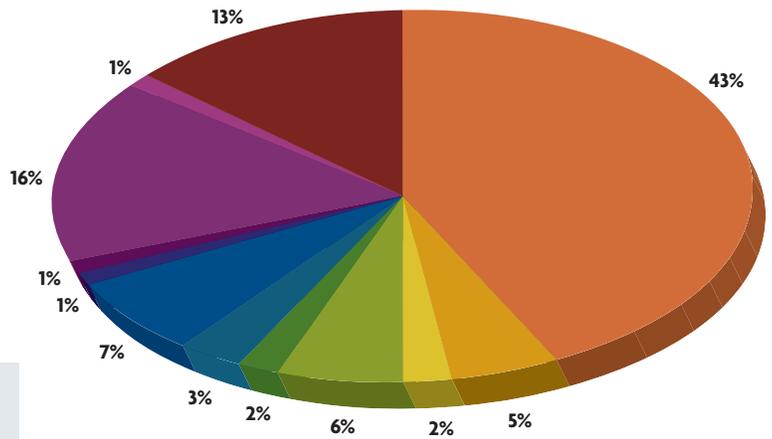
Hudson County

- Auto driver
- Auto passenger
- Commuter rail
- Express bus
- Ferry
- Light rail
- Local bus
- Other bus
- Others
- Subway and PATH
- Taxi or group ride
- Walk

Modes 0.5% or less:

Bike

School bus



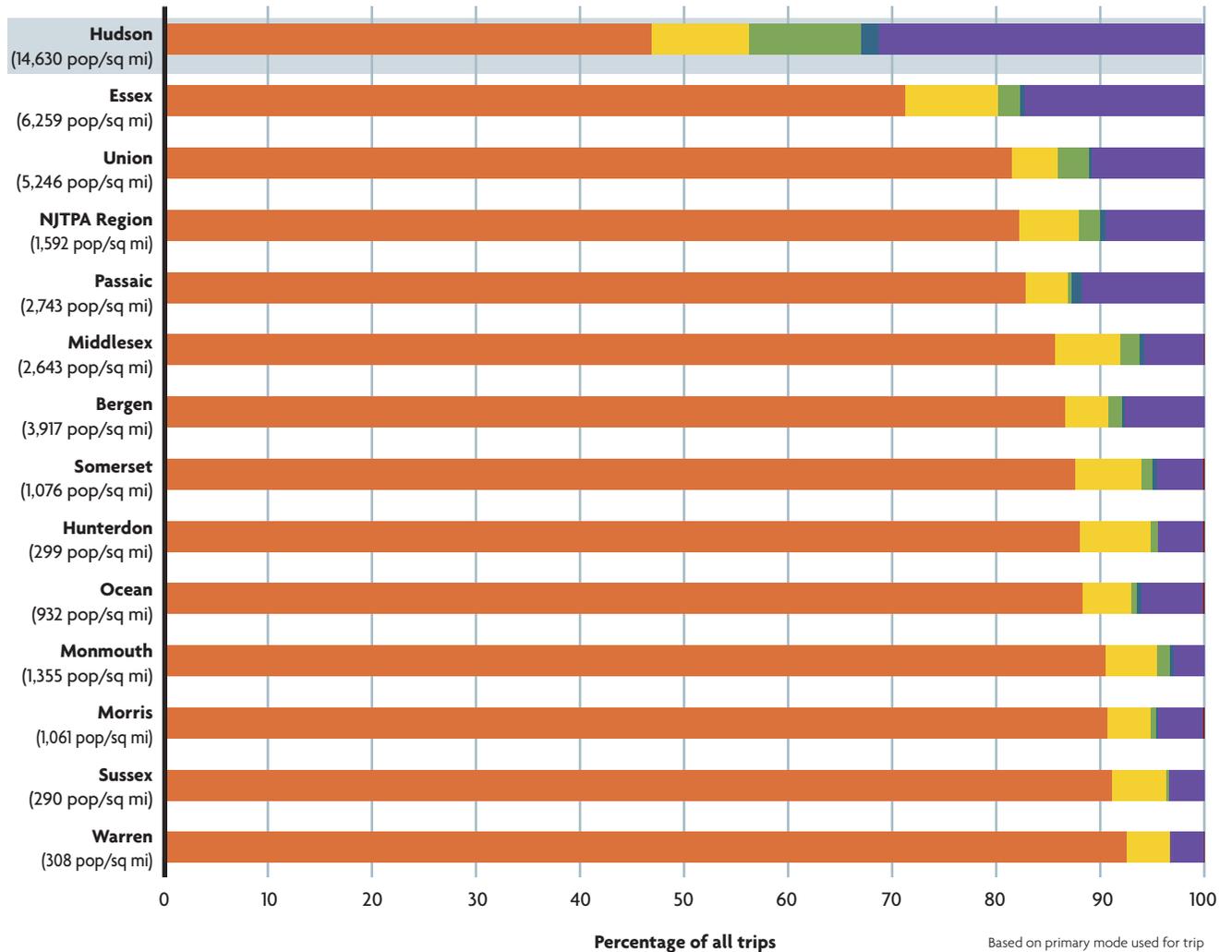
With more travel options, Hudson County modes of travel are more varied than in other counties.

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Hudson County

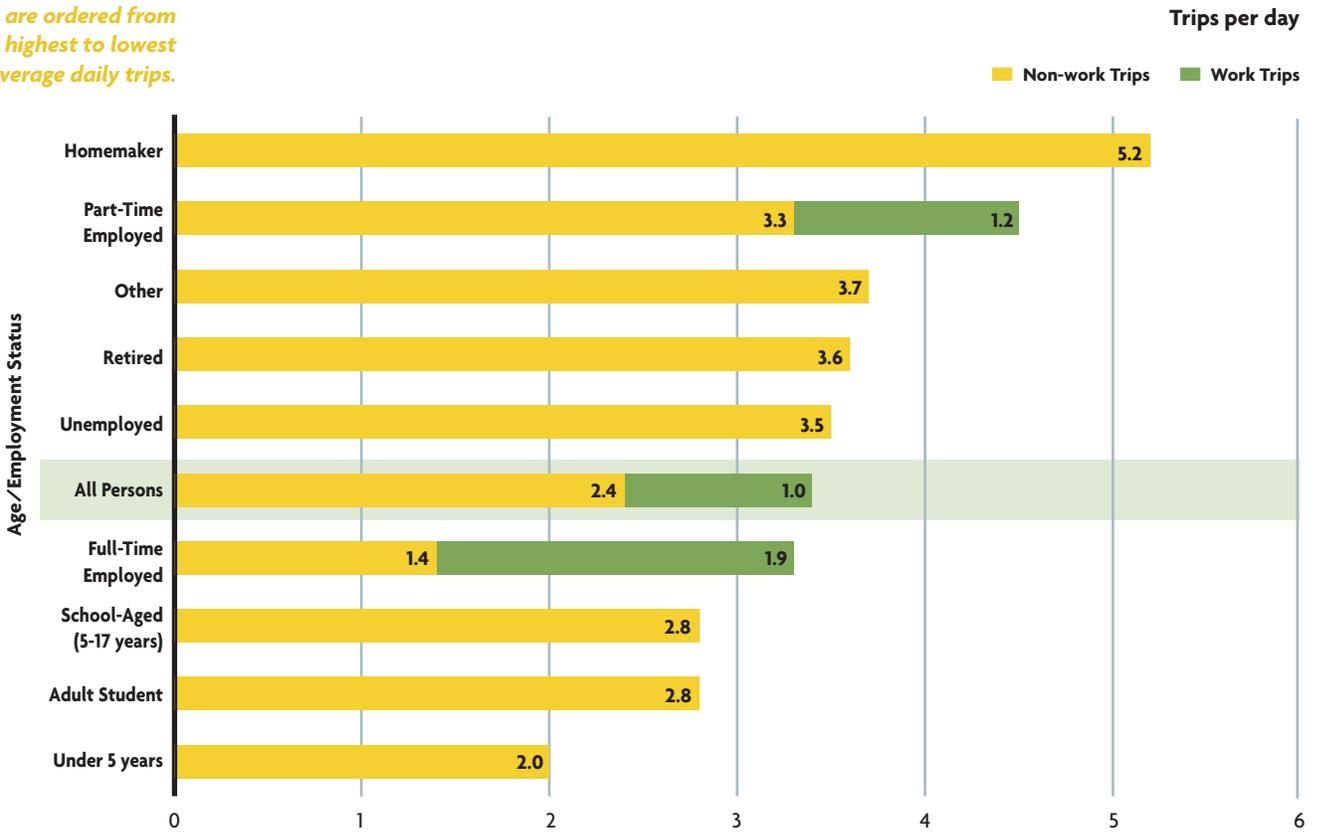
- Auto
- Bus
- Rail or Ferry
- Shared Ride or Taxi
- Walk or Non-Motorized



Hudson County residents make 3.4 trips per day, tied for the lowest rate in the NJTPA region. This is largely due to fewer non-work trips.

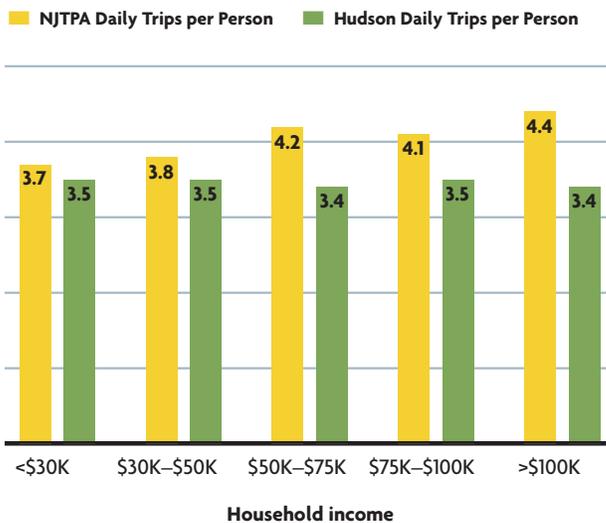
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

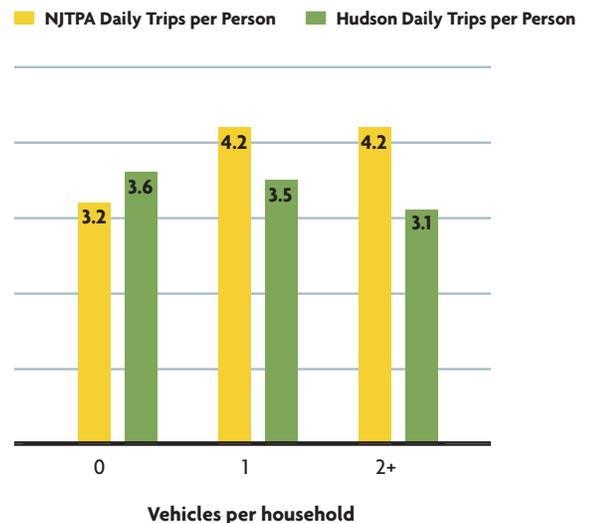


Counter to trends elsewhere in the region, income has little correlation with the number of trips taken and trip-making declines somewhat with greater vehicle ownership.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

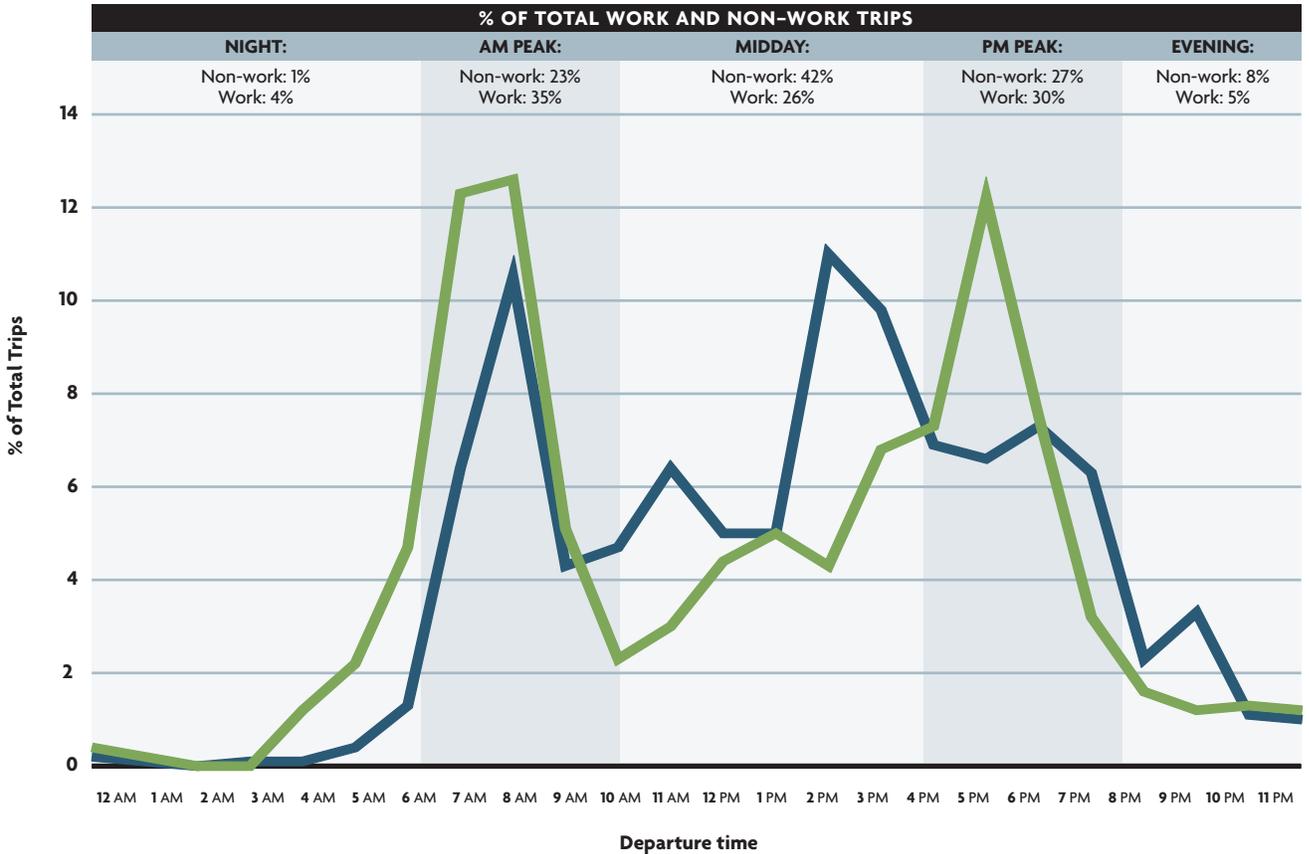


Typical weekday travel in Hudson County, both for work and non-work purposes, peaks during the morning and evening as in the NJTPA region as a whole.

TIME OF TRAVEL

Work and non-work trips

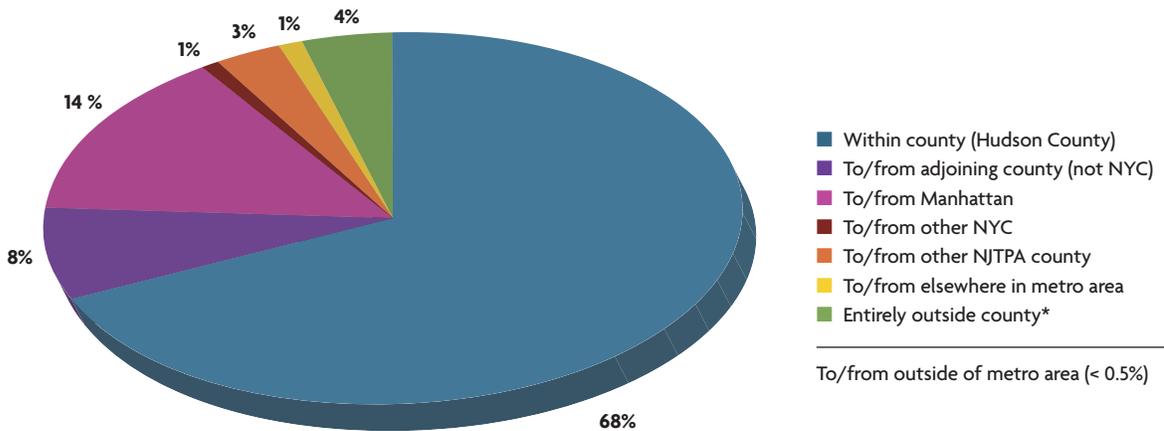
■ Work trips ■ Non-work trips



Similar to most counties, most trips by Hudson County residents are local or to an adjacent county (including Manhattan)

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Hudson County

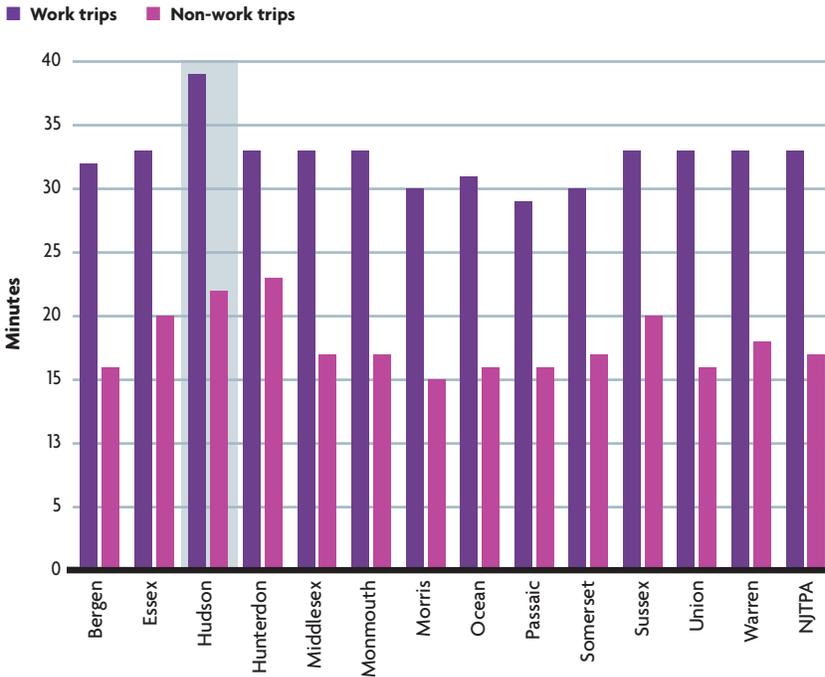


* Trips that both begin and end outside the resident's home county

Hudson County trip durations are among the longest, average distances the shortest. Residents use slower modes more and destinations (especially non-work) are nearby.

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	32.2	5.6
Part-Time Employed	27.6	3.0
Unemployed	26.2	3.5
Homemaker	16.7	1.2
Adult Student	32.7	4.2
Retired	22.9	3.0
School Age (<17 yrs)	16.6	1.0
Under 5 yrs	16.1	1.4

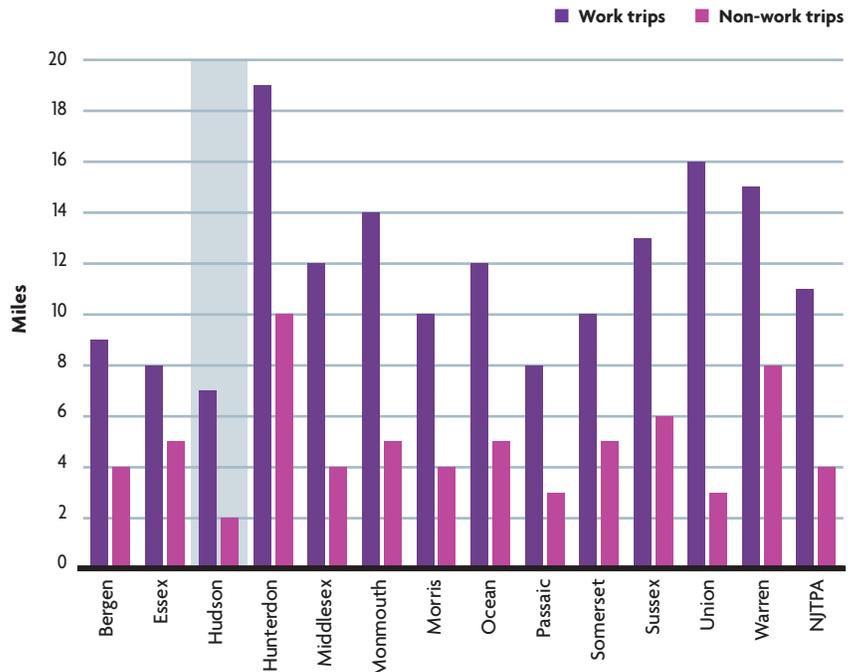
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Hudson County work trips is 10 minutes less than the average travel time.

Hudson County work trips tend to be the longest in time but shortest in distance in the region.

AVERAGE TRIP DISTANCE IN MILES

Work and non-work trips

TRIP PURPOSE	AVERAGE TRAVEL TIME (IN MINUTES)	AVERAGE TRIP DISTANCE (IN MILES)
Work	39.5	7.2
Between Home and Work	44.9	6.5
Work Related	30.1	7.3
Between Work and Non-Work	28.8	8.9
Other Home Based Trips	22.6	2.2
Social/Recreation	24.2	2.9
School	25.0	2.0
Personal Business	25.1	2.8
Shopping	19.7	1.9
Serving Passengers	15.2	1.6
Other Destinations	26.3	0.9
Other Non-Home/Non-Work	19.8	3.0



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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