REGIONAL HOUSEHOLD TRAVEL SURVEY: Hunterdon 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 Hunterdon County residents.

**IN HUNTERDON COUNTY,** 326 households were surveyed about the travel activity of all household members (809 people). Similar to all counties in the NJTPA region, most Hunterdon County travel is not work-related (78%) and stays within the county (65%). The auto is the predominant mode of travel (94% of work trips, 88% overall). Hunterdon County residents make fewer trips than those in most other counties. This is possibly due to the high proportion of empty-nesters (in their fifties and sixties) as the presence of children tends to add trips. A rural county located in the western part of the region, Hunterdon has very few trips destined for Manhattan; most are destined within the county or for elsewhere in the NJTPA region. Both work and non-work travel times are among the longest in the region (33 and 23 minutes, respectively) and travel distances are the longest (19 miles for work, 10 miles for non-work). This is unsurprising for a rural county where destinations are more dispersed over large areas.

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.
**Why we travel?**

TRIP PURPOSE

- **Within County**
- **To/From Adjoining County (Not NYC)**
- **To/From Manhattan**
- **To/From Other NJTPA County**
- **To/From Other Metro Area**
- **To/From Elsewhere in Metro Area**
- **Entirely Outside County**

- **Work (Total)**
  - 40% (22% of Trips)
- **Between Home and Work**
  - 43% (14% of Trips)
- **Work Related**
  - 36% (2% of Trips)
- **Between Work and Non-Work**
  - 35% (7% of Trips)
- **Other Home Based Trips (Total)**
  - 78% (33% of Trips)
  - **Social/Rec**
    - 70% (18% of Trips)
  - **School**
    - 89% (9% of Trips)
  - **Personal Business**
    - 72% (8% of Trips)
  - **Shopping**
    - 78% (9% of Trips)
  - **Serving Passengers**
    - 88% (9% of Trips)
  - **Other Destinations**
    - 85% (3% of Trips)
- **Other Non-Home/Non-Work**
  - 58% (23% of Trips)

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**Most Hunterdon County trips remain within the NJTPA region. A small percentage of non-work travel is destined for Pennsylvania and few trips go to Manhattan.**

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**TRIP PURPOSE BY DESTINATION**

Hunterdon County

<table>
<thead>
<tr>
<th>TRIP PURPOSE</th>
<th>Within County</th>
<th>To/From Adjoining County (Not NYC)</th>
<th>To/From Manhattan</th>
<th>To/From Other NJTPA County</th>
<th>To/From Other Metro Area</th>
<th>To/From Elsewhere in Metro Area</th>
<th>Entirely Outside County**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work</td>
<td>40%</td>
<td>26%</td>
<td>3%</td>
<td>*</td>
<td>14%</td>
<td>*</td>
<td>2%</td>
</tr>
<tr>
<td>Between Home and Work</td>
<td>43%</td>
<td>30%</td>
<td>4%</td>
<td>*</td>
<td>20%</td>
<td>*</td>
<td>3%</td>
</tr>
<tr>
<td>Work Related</td>
<td>36%</td>
<td>15%</td>
<td>*</td>
<td>*</td>
<td>2%</td>
<td>2%</td>
<td>*</td>
</tr>
<tr>
<td>Between Work and Non-Work</td>
<td>35%</td>
<td>20%</td>
<td>2%</td>
<td>*</td>
<td>6%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Other Home Based Trips</td>
<td>78%</td>
<td>10%</td>
<td>1%</td>
<td>*</td>
<td>3%</td>
<td>*</td>
<td>7%</td>
</tr>
<tr>
<td>Social/Recreation</td>
<td>70%</td>
<td>8%</td>
<td>2%</td>
<td>*</td>
<td>2%</td>
<td>*</td>
<td>17%</td>
</tr>
<tr>
<td>School</td>
<td>89%</td>
<td>10%</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Personal Business</td>
<td>72%</td>
<td>13%</td>
<td>*</td>
<td>*</td>
<td>13%</td>
<td>*</td>
<td>2%</td>
</tr>
<tr>
<td>Shopping</td>
<td>78%</td>
<td>16%</td>
<td>*</td>
<td>*</td>
<td>3%</td>
<td>*</td>
<td>3%</td>
</tr>
<tr>
<td>Serving Passengers</td>
<td>88%</td>
<td>10%</td>
<td>*</td>
<td>*</td>
<td>1%</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Other Destinations</td>
<td>85%</td>
<td>4%</td>
<td>1%</td>
<td>*</td>
<td>3%</td>
<td>*</td>
<td>4%</td>
</tr>
<tr>
<td>Other Non-Home/Non-Work</td>
<td>58%</td>
<td>9%</td>
<td>*</td>
<td>*</td>
<td>3%</td>
<td>*</td>
<td>3%</td>
</tr>
</tbody>
</table>

*Less than 0.5%  **Trips that both begin and end outside the resident’s home county
How we travel?

**PERCENTAGE WORK TRAVEL BY MODE**

Hunterdon County

- Auto driver
- Auto passenger
- Bike
- Commuter rail
- Express bus
- Local bus
- Walk

Modes 0.5% or less:
- Ferry
- Light rail
- Other bus
- Others

For work trips, Hunterdon resident auto use is among the region’s highest (similar to other western NJTPA counties).

**Hunterdon County is fourth in the region in public transit share, mainly due to substantial school bus use by K-12 students.**

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

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

Hunterdon County

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

Based on primary mode used for trip.
Hunterdon County residents make 3.4 daily trips, among the fewest in the region. This may be partially due to the high population of “empty-nesters” (in their fifties and sixties), as the presence of children increases household trips.

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

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

<table>
<thead>
<tr>
<th>Age/Employment Status</th>
<th>Non-work Trips</th>
<th>Work Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homemaker</td>
<td>5.7</td>
<td>0.1</td>
</tr>
<tr>
<td>Unemployed</td>
<td>5.1</td>
<td>0.1</td>
</tr>
<tr>
<td>Part-Time Employed</td>
<td>3.2</td>
<td>1.1</td>
</tr>
<tr>
<td>All Persons</td>
<td>2.6</td>
<td>0.7</td>
</tr>
<tr>
<td>Full-Time Employed</td>
<td>1.6</td>
<td>1.5</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>3.1</td>
<td></td>
</tr>
<tr>
<td>School-Aged (5-17 years)</td>
<td>3.0</td>
<td></td>
</tr>
<tr>
<td>Retired</td>
<td>2.5</td>
<td></td>
</tr>
</tbody>
</table>

Hunterdon County residents in higher income groups make less trips than NJTPA regional residents.

### DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME

<table>
<thead>
<tr>
<th>Household income</th>
<th>NJTPA Daily Trips per Person</th>
<th>Hunterdon Daily Trips per Person*</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$30K</td>
<td>3.7</td>
<td></td>
</tr>
<tr>
<td>$30K–$50K</td>
<td>3.8</td>
<td></td>
</tr>
<tr>
<td>$50K–$75K</td>
<td>4.1</td>
<td></td>
</tr>
<tr>
<td>$75K–$100K</td>
<td>4.2</td>
<td></td>
</tr>
<tr>
<td>&gt;$100K</td>
<td>4.4</td>
<td></td>
</tr>
</tbody>
</table>

### DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

<table>
<thead>
<tr>
<th>Vehicles per household</th>
<th>NJTPA Daily Trips per Person</th>
<th>Hunterdon Daily Trips per Person*</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>2.2</td>
<td></td>
</tr>
<tr>
<td>2+</td>
<td>3.6</td>
<td></td>
</tr>
</tbody>
</table>

*Insufficient data was collected from Hunterdon County households with income <$30K or zero car households.
**TIME OF TRAVEL**

Work and non-work trips

![Graph showing the percentage of total work and non-work trips by time of day.](image)

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**

Hunterdon County

![Pie chart showing the percentage of weekday trips by destination.](image)

*Joy typical weekday travel for both work and non-work purposes in Hunterdon County peaks during the morning and evening as in the NJTPA region as a whole.*

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

* Trips that both begin and end outside the resident's home county.
How far and how long we travel

Hunterdon County residents travel furthest in the region for both work and non-work trips.

Travel times, especially for non-work trips, and trip distances for Hunterdon County residents are among the longest in the region.
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.