

# 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

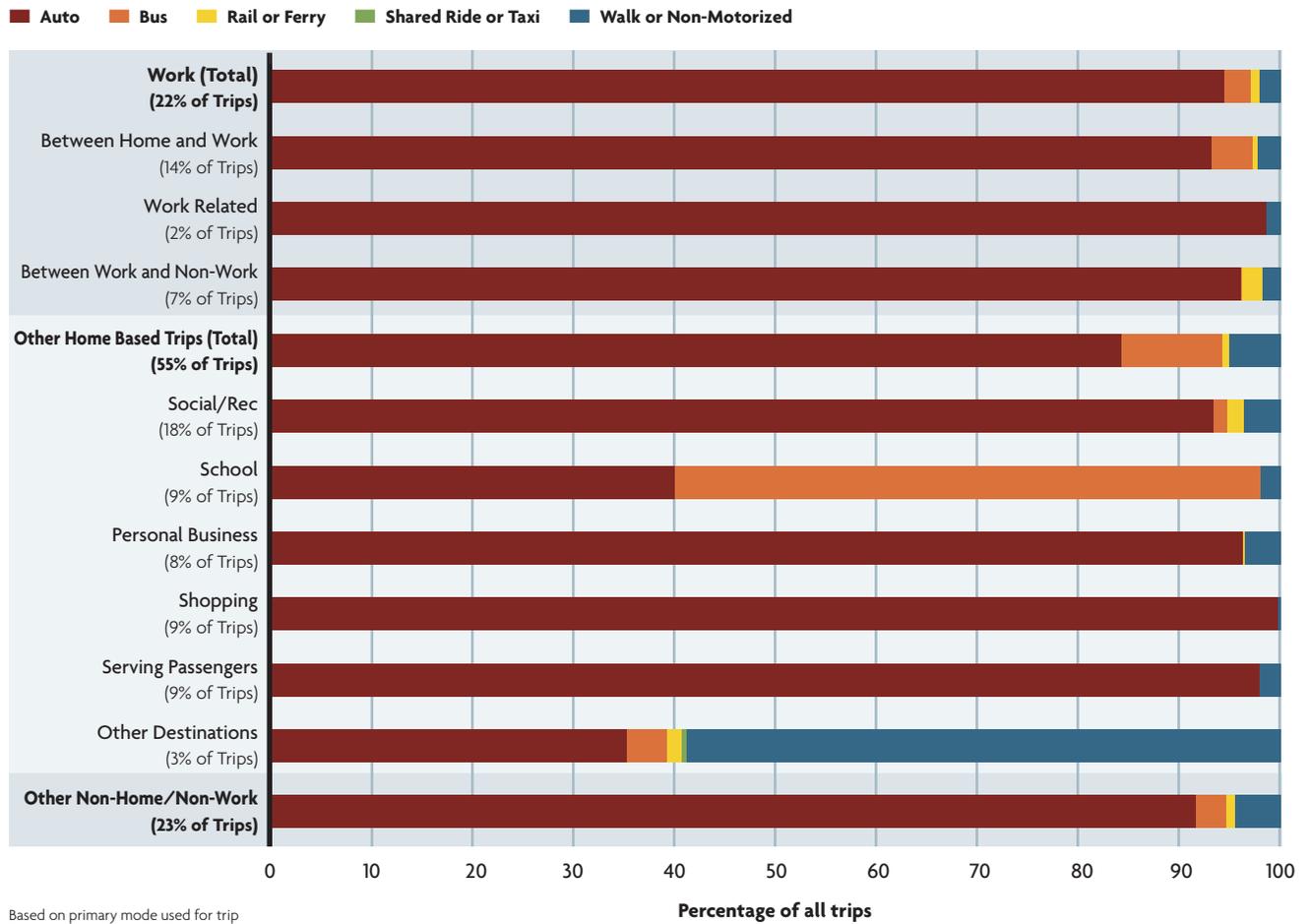
predominant mode of travel (94% of work trips, 88% overall). Hunterdon County residents make fewer trips than those in most other counties. This is possibly due to the high proportion of empty-nesters (in their fifties and sixties) as the presence of children tends to add trips. A rural county located 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.

<b>Hunterdon County Facts at a Glance</b>	2010 Census: Households	<b>47,169</b>
	2010 Census: Population	<b>127,351</b>
	Households Surveyed	<b>326</b>
	Population Surveyed	<b>809</b>
	Average Trips per Household (per day)	<b>8.8</b>
	Average Trips per Person	<b>3.4</b>
	% Trips Staying within County	<b>71%</b>
	% Trips Using Transit	<b>8%</b>
	% Trips Work Related	<b>22%</b>
	Average Work Trip Duration	<b>33 mins</b>
	Average Non-Work Trip Duration	<b>23 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 Hunterdon County resident trips are unrelated to work

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



Based on primary mode used for trip

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.

**TRIP PURPOSE BY DESTINATION**  
Hunterdon 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>	40%	26%	3%	*	14%	*	2%	14%
Between Home and Work	43%	30%	4%	*	20%	*	3%	-
Work Related	36%	15%	*	*	2%	2%	*	45%
Between Work and Non-Work	35%	20%	2%	*	6%	1%	1%	35%
<b>Other Home Based Trips</b>	78%	10%	1%	*	3%	*	7%	-
Social/Recreation	70%	8%	2%	*	2%	*	17%	-
School	89%	10%	*	*	*	*	1%	-
Personal Business	72%	13%	*	*	13%	*	2%	-
Shopping	78%	16%	*	*	3%	*	3%	-
Serving Passengers	88%	10%	*	*	1%	*	*	-
Other Destinations	85%	4%	1%	1%	4%	*	4%	-
<b>Other Non-Home/Non-Work</b>	58%	9%	*	*	3%	*	3%	27%

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

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

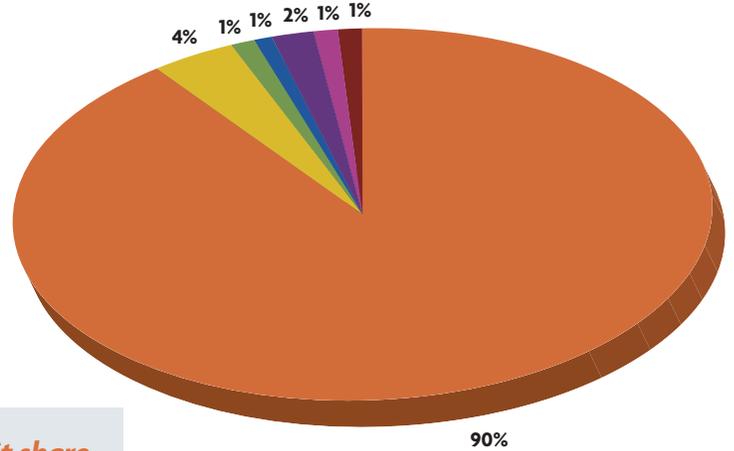
### PERCENTAGE WORK TRAVEL BY MODE

#### 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
- School bus
- Subway and PATH
- Taxi or group ride



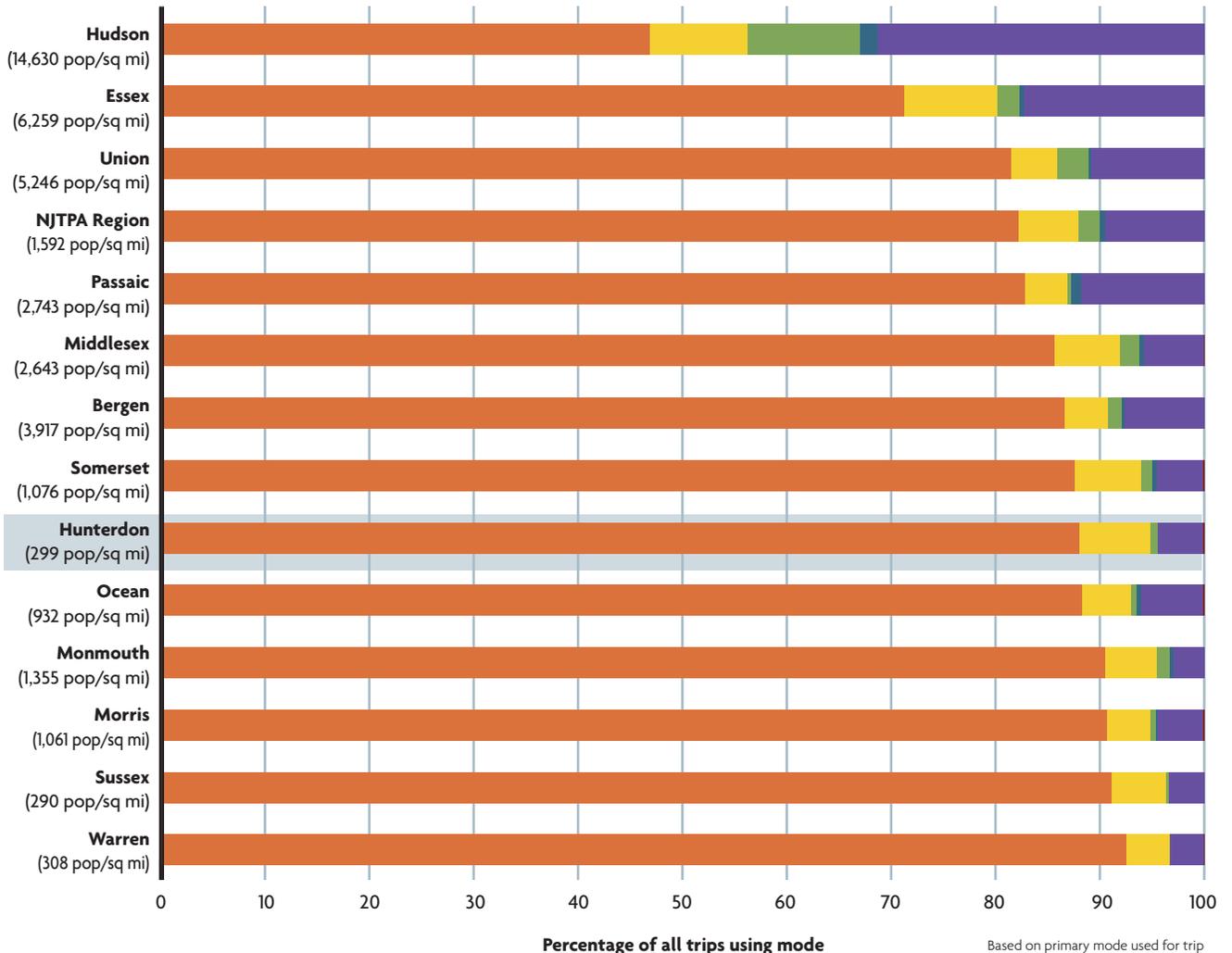
Hunterdon County is fourth in the region in public transit share, mainly due to substantial school bus use by K-12 students.

▼ 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.

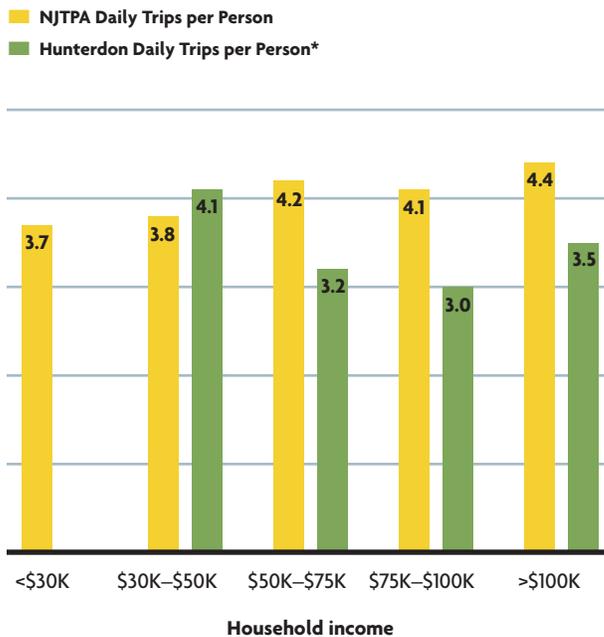
▼ The categories are ordered from highest to lowest average daily trips.

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

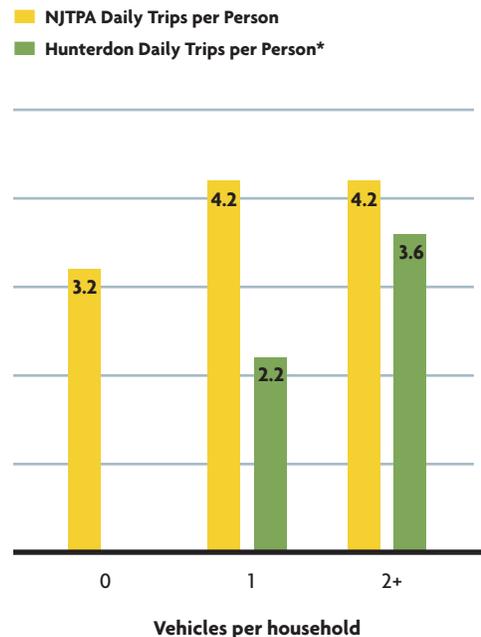


Hunterdon County residents in higher income groups make less trips than NJTPA regional residents.

### DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



### DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP



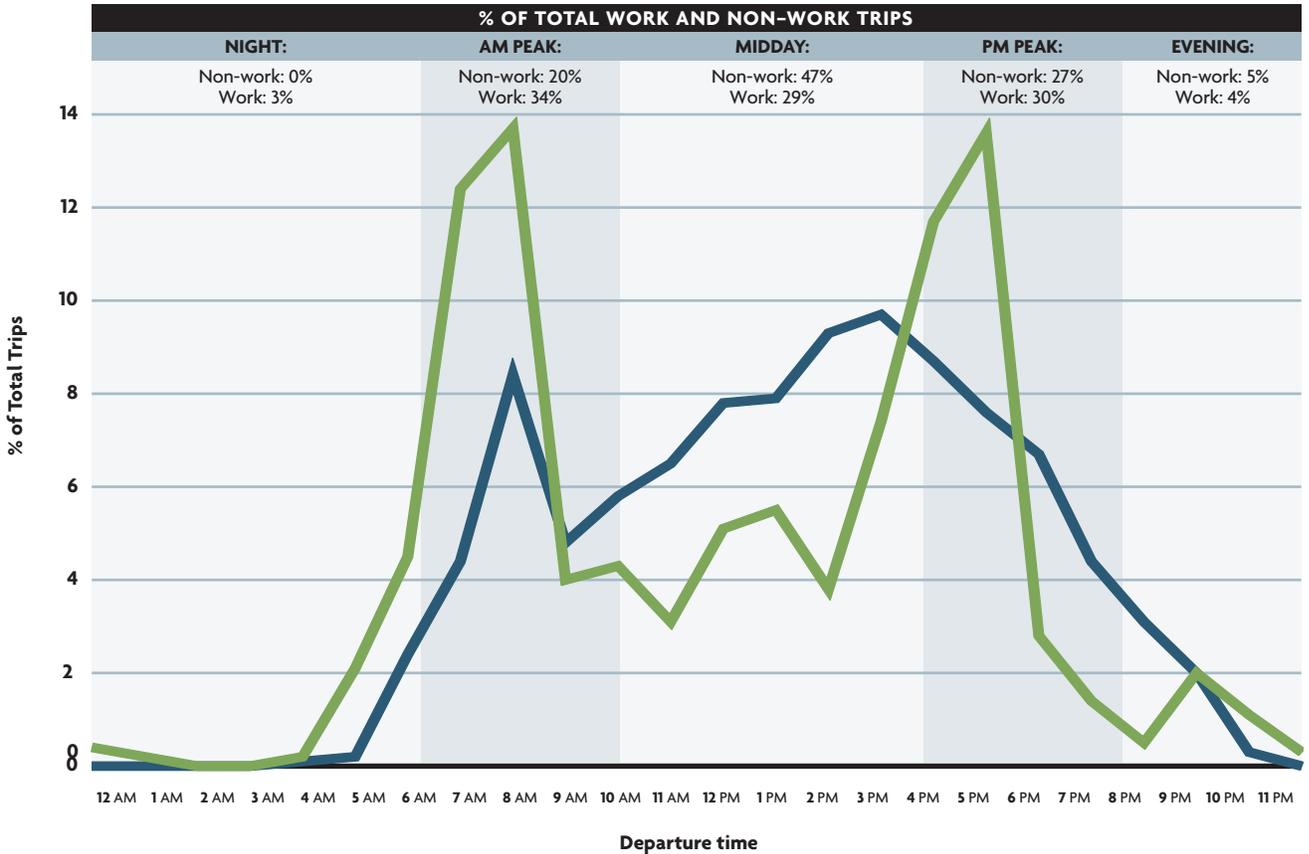
\*Insufficient data was collected from Hunterdon County households with income <30K or zero car households.

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.

**TIME OF TRAVEL**

Work and non-work trips

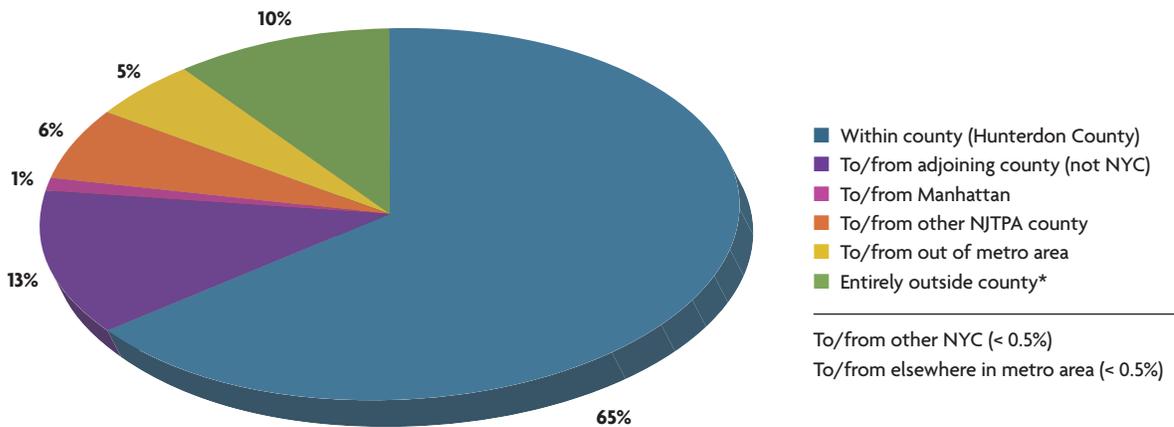
■ Work trips ■ Non-work trips



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

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**

Hunterdon County



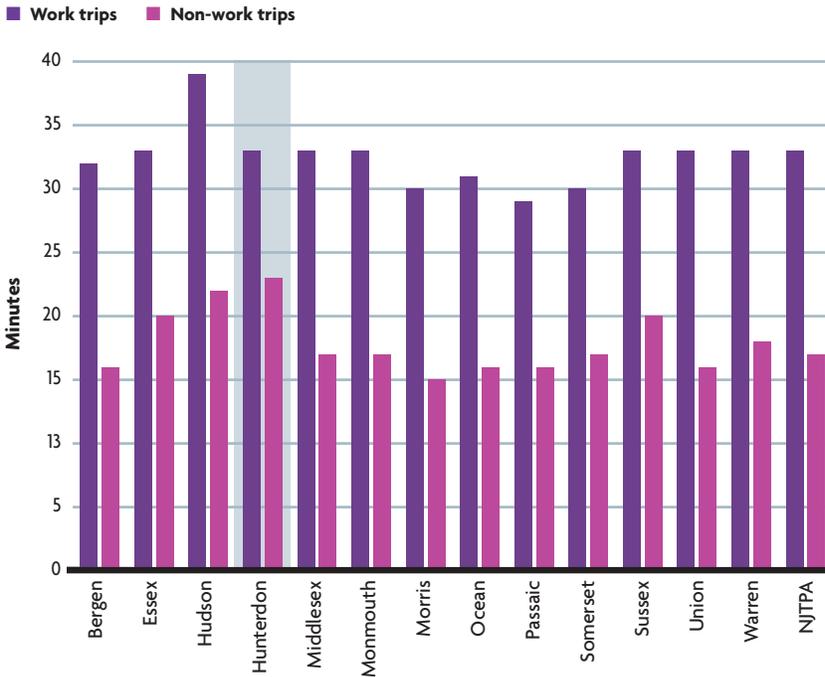
To/from other NYC (< 0.5%)  
To/from elsewhere in metro area (< 0.5%)

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

Travel times, especially for non-work trips, and trip distances for Hunterdon County residents are among the longest 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	31.3	15.4
Part-Time Employed	20.4	6.4
Unemployed	32.4	42.9
Homemaker	15.3	5.6
Adult Student	33.5	12.8
Retired	38.8	25.5
School Age (<17 yrs)	17.4	3.5
Under 5 yrs	15.0	6.2

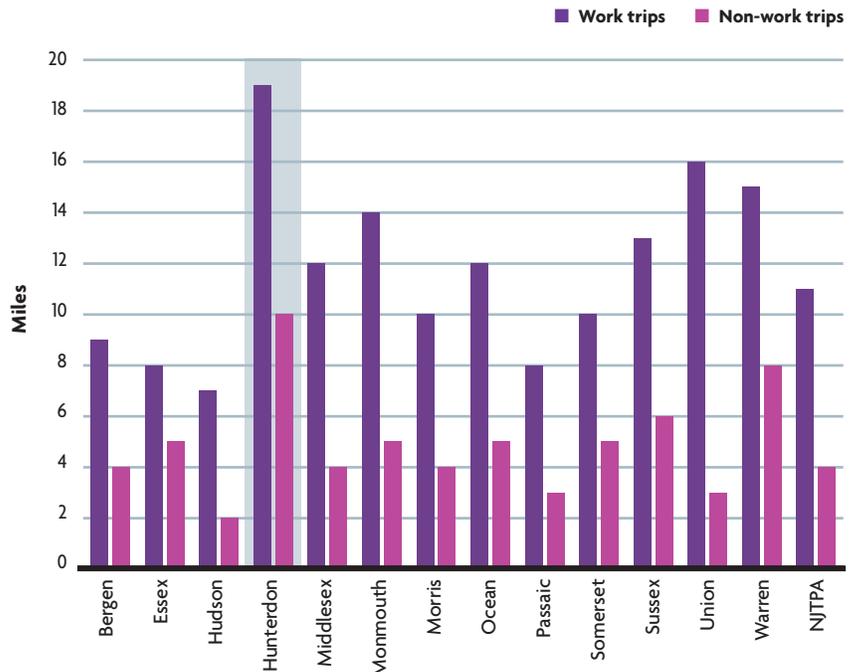
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Hunterdon County work trips is 10 minutes less than the average travel time.

Hunterdon County residents travel furthest in the region for both work and 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>33.0</b>	<b>19.1</b>
Between Home and Work	38.5	15.6
Work Related	22.7	8.6
Between Work and Non-Work	24.7	28.4
<b>Other Home Based Trips</b>	<b>20.6</b>	<b>7.7</b>
Social/Recreation	28.6	13.6
School	20.4	3.5
Personal Business	19.1	7.6
Shopping	16.1	4.8
Serving Passengers	11.2	3.8
Other Destinations	16.2	4.8
<b>Other Non-Home/ Non-Work</b>	<b>29.7</b>	<b>16.6</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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