

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



IN MIDDLESEX COUNTY, 757 households were surveyed about the travel activity of all household members (1,841 people). Similar to all counties in the NJTPA region, most Middlesex County travel is not work-related (75%) and stays within the county (74%). Located near

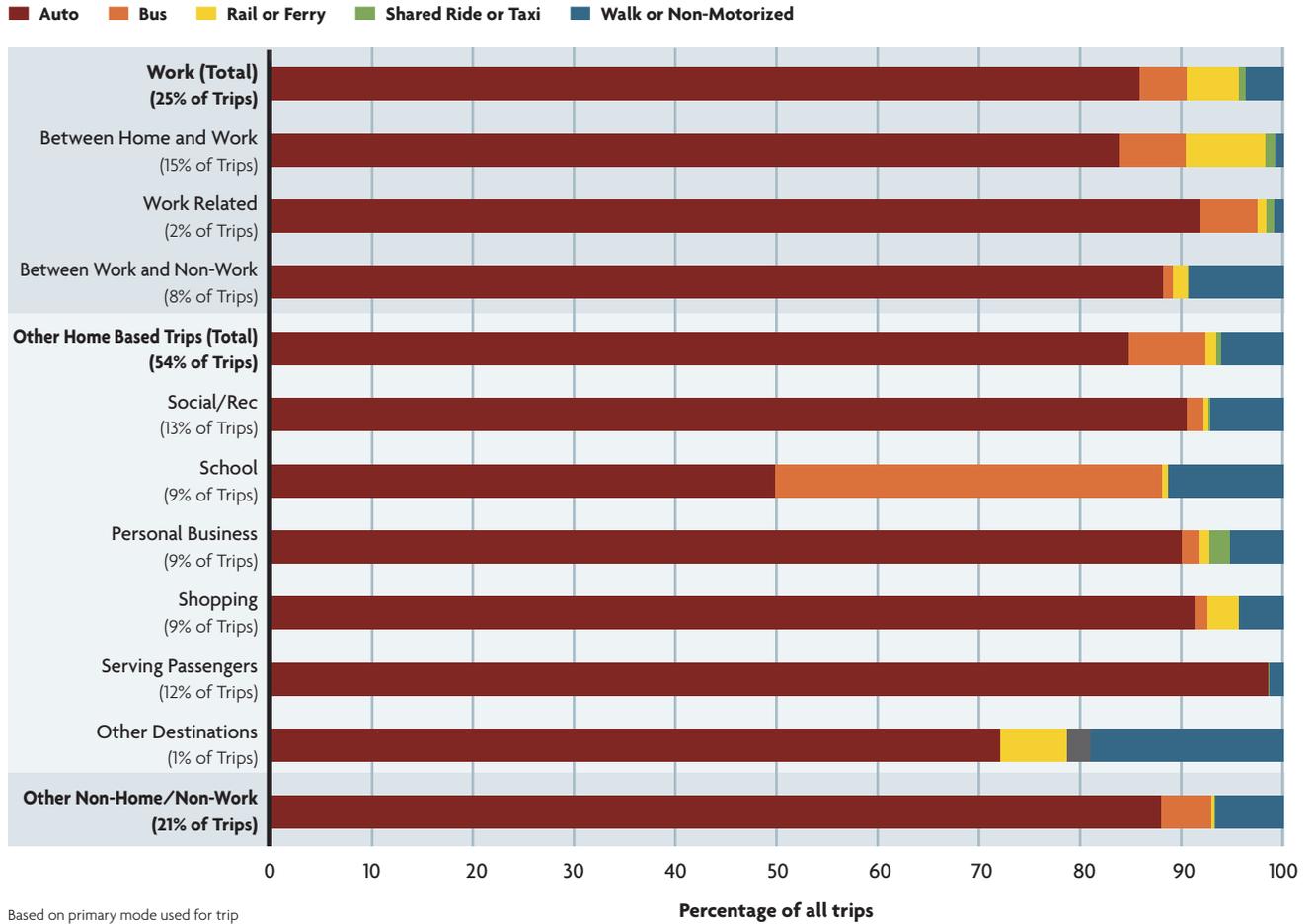
the center of the region, some Middlesex travel patterns are similar to those of the region as a whole; for example, 9% of work trips are to Manhattan (similar to the regional average) and Middlesex County residents average 3.9 trips per day, close to the 4.1 per day made by regional residents overall. Travel times and trip distances are also comparable to regional averages, with work trips (33 minutes) tending to be longer than non-work trips (17 minutes). About 10% of Middlesex work trips use public transit (third highest of NJTPA counties). Middlesex 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).

Middlesex County Facts at a Glance	
2010 Census: Households	281,186
2010 Census: Population	809,858
Households Surveyed	757
Population Surveyed	1,841
Average Trips per Household (per day)	10.5
Average Trips per Person (per day)	3.9
% Trips Staying within County	79%
% Trips Using Transit	8%
% Trips Work Related	25%
Average Work Trip Duration	33 mins
Average Non-Work Trip Duration	17 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.

About three-fourths of Middlesex County resident trips are unrelated to work.

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE
Middlesex County



Non-work trips in Middlesex County tend to be more local. Nine percent of Middlesex County resident work trips are to Manhattan (similar to the NJTPA regional average).

TRIP PURPOSE BY DESTINATION
Middlesex 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	51%	18%	9%	3%	10%	*	1%	8%
Between Home and Work	52%	21%	10%	4%	12%	*	1%	-
Work Related	37%	12%	5%	3%	9%	1%	*	32%
Between Work and Non-Work	51%	14%	10%	1%	6%	*	1%	18%
Other Home Based Trips	86%	10%	1%	1%	2%	*	1%	-
Social/Recreation	81%	13%	1%	*	3%	*	1%	-
School	94%	3%	*	1%	1%	1%	*	-
Personal Business	85%	13%	1%	1%	1%	*	*	-
Shopping	80%	16%	3%	*	1%	*	*	-
Serving Passengers	92%	6%	*	1%	1%	*	*	-
Other Destinations	74%	13%	2%	6%	5%	*	*	-
Other Non-Home/Non-Work	71%	8%	1%	1%	1%	*	1%	17%

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

Overall 10% of work trips by Middlesex County residents use public transit, ranking fifth among NJTPA counties.

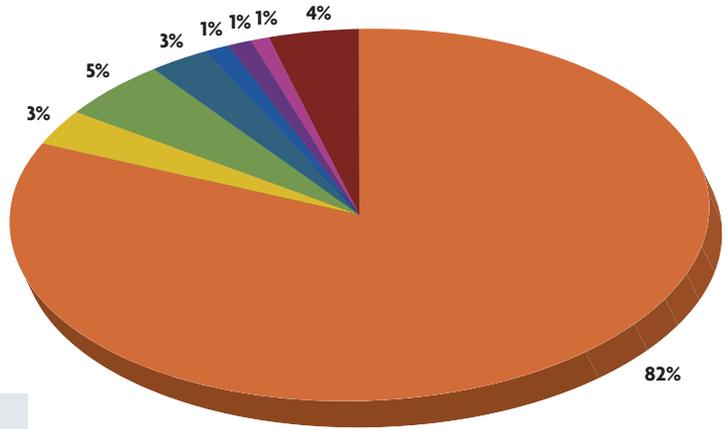
PERCENTAGE WORK TRAVEL BY MODE

Middlesex County

- Auto driver
- Local bus
- Auto passenger
- School bus
- Commuter rail
- Taxi or group ride
- Express bus
- Walk

Modes 0.5% or less:

- Bike
- Other bus
- Ferry
- Others
- Light rail
- Subway and PATH



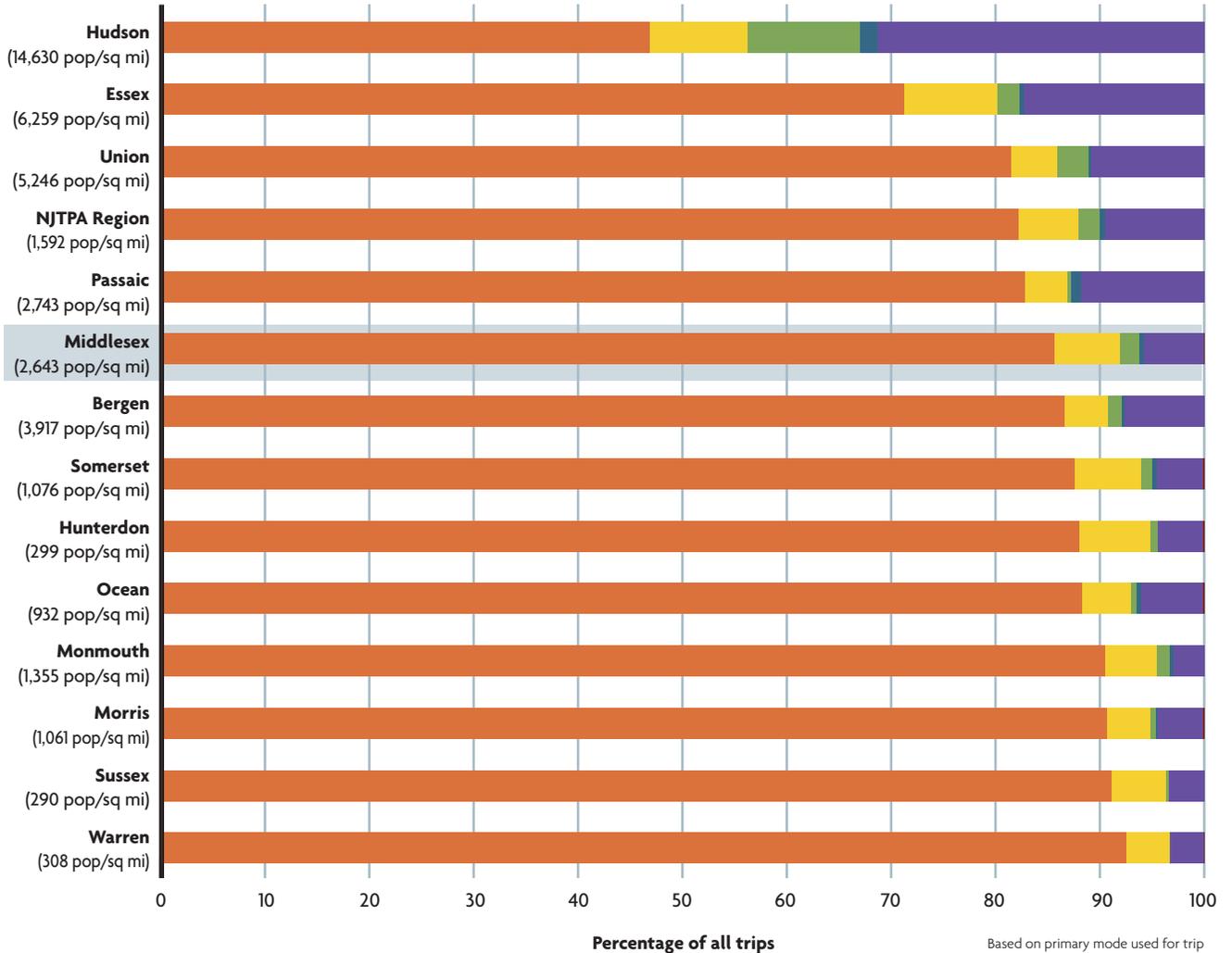
Counting all trips, Middlesex County is third highest in the region for use of bus and rail transit.

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Middlesex County

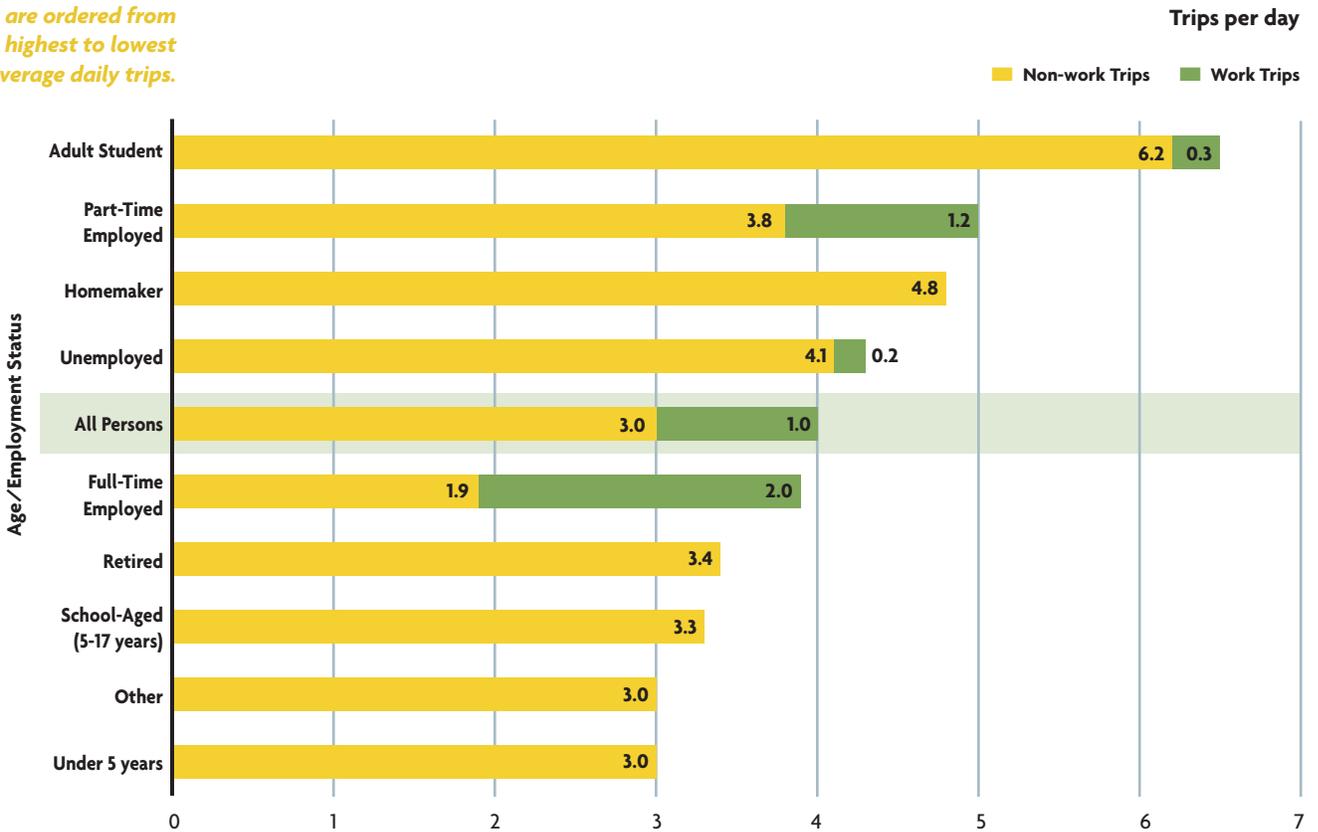
- Auto
- Bus
- Rail or Ferry
- Shared Ride or Taxi
- Walk or Non-Motorized



Middlesex County residents average 3.9 daily trips, similar to regional residents overall (4.1).

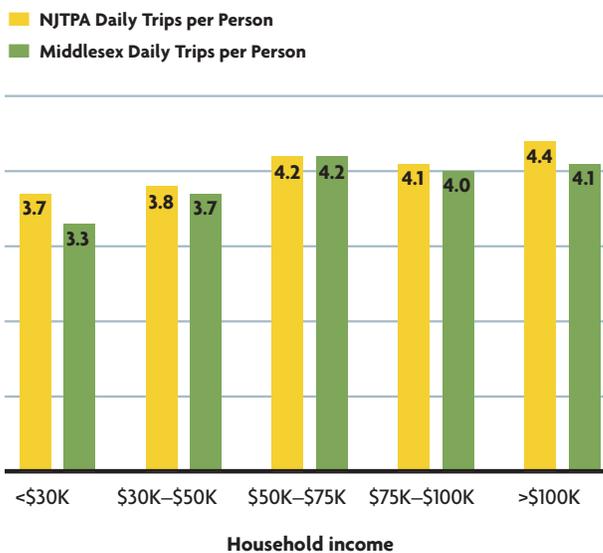
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

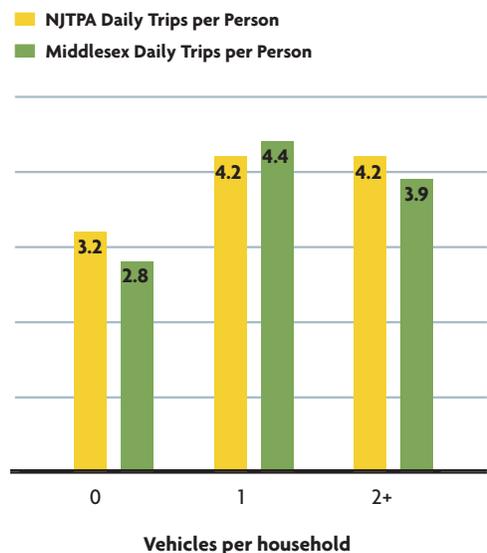


Middlesex County is similar to the region in how income and vehicle ownership affects trip making.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

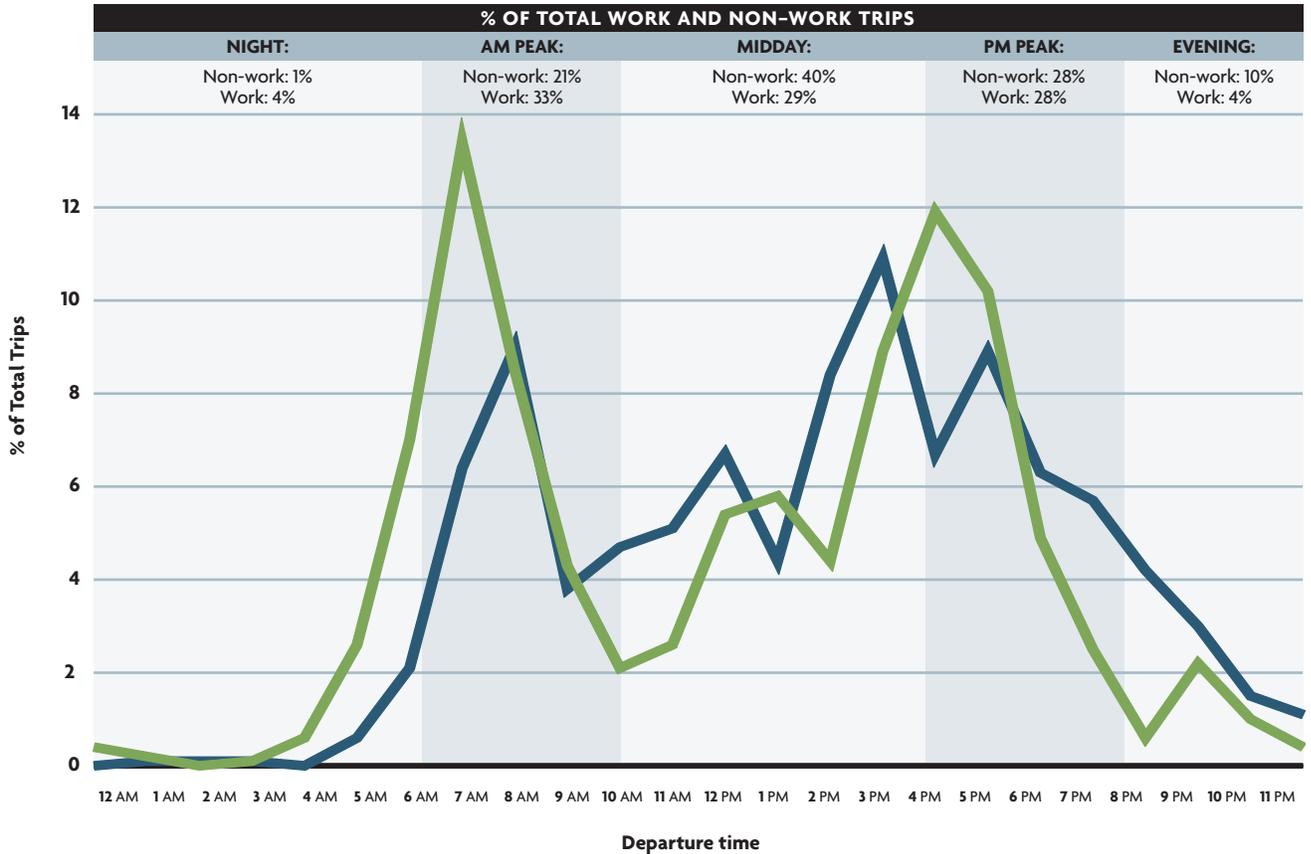


Typical weekday travel for both work and non-work purposes in Middlesex County peaks during the morning and evening as in the NJTPA region as a whole.

TIME OF TRAVEL

Work and non-work trips

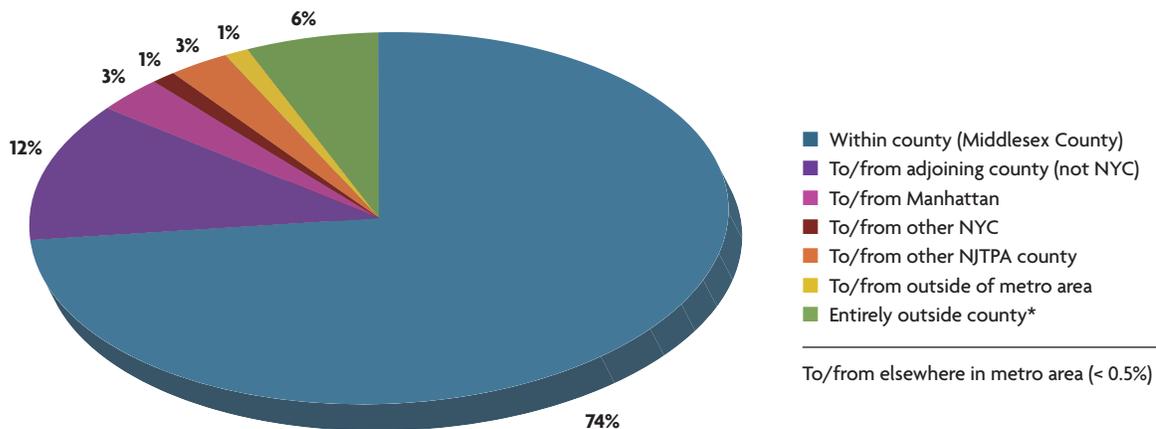
■ Work trips ■ Non-work trips



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

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

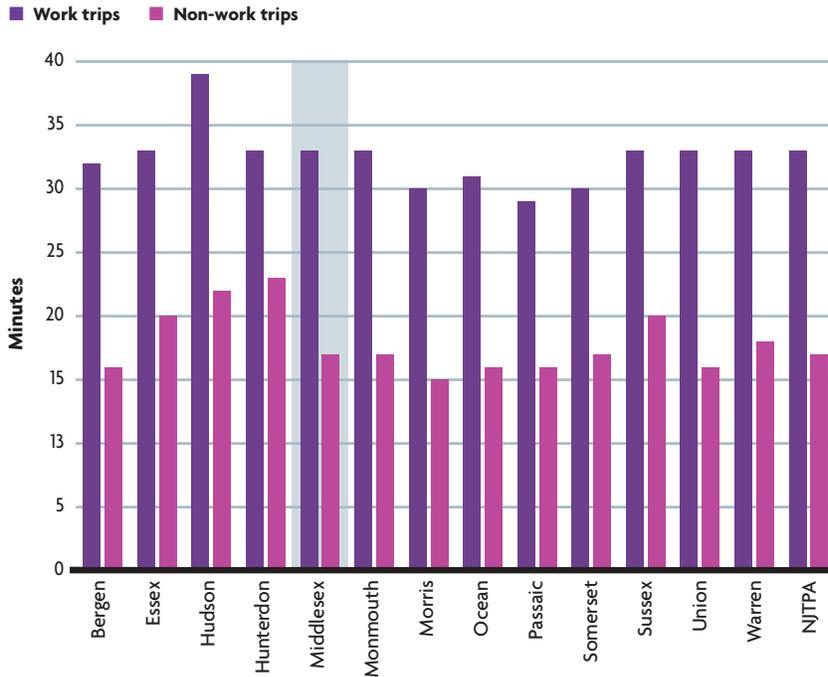
Middlesex County



* 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	26.5	8.6
Part-Time Employed	18.4	4.6
Unemployed	19.0	4.1
Homemaker	12.1	2.8
Adult Student	13.5	3.2
Retired	22.7	6.1
School Age (<17 yrs)	15.0	2.0
Under 5 yrs	14.3	3.2

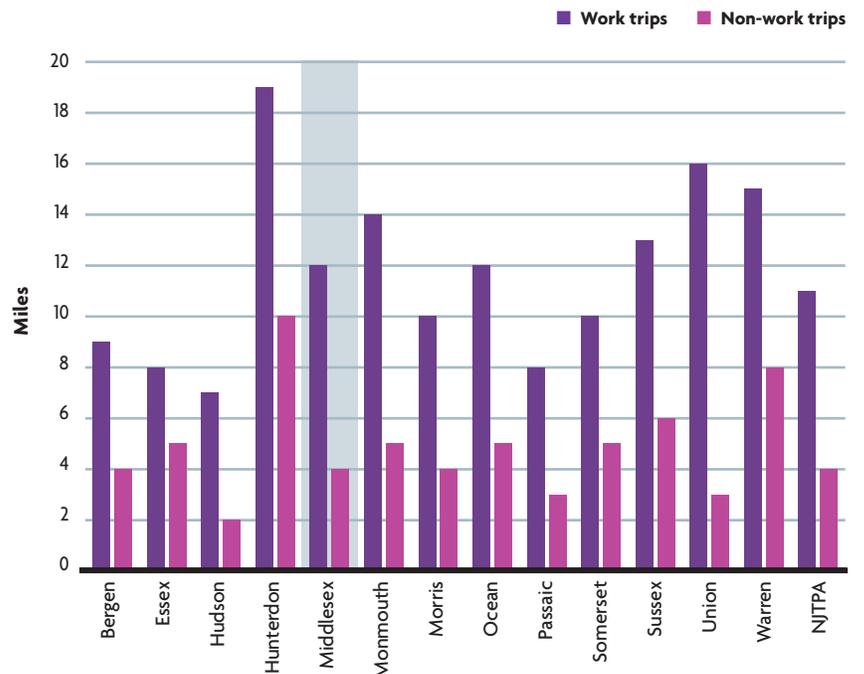
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Middlesex County work trips is 10 minutes less than the average travel time.

Middlesex County work trips tend to be the longer in both time and distance than 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)
Work	33.4	11.5
Between Home and Work	38.9	12.7
Work Related	37.3	14.5
Between Work and Non-Work	22.9	9.0
Other Home Based Trips	17.9	3.9
Social/Recreation	19.0	5.2
School	20.0	3.0
Personal Business	17.8	4.0
Shopping	17.9	3.9
Serving Passengers	11.2	2.3
Other Destinations	48.7	9.0
Other Non-Home/ Non-Work	15.4	4.0



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.



August 2015

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