

# REGIONAL HOUSEHOLD TRAVEL SURVEY: *Morris 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 *Morris County residents*.



**IN MORRIS COUNTY**, 540 households were surveyed about the travel activity of all household members (1,312 people). Similar to all counties in the NJTPA region, most travel is not work-related (76%). With its central location in the region, most travel patterns of Morris

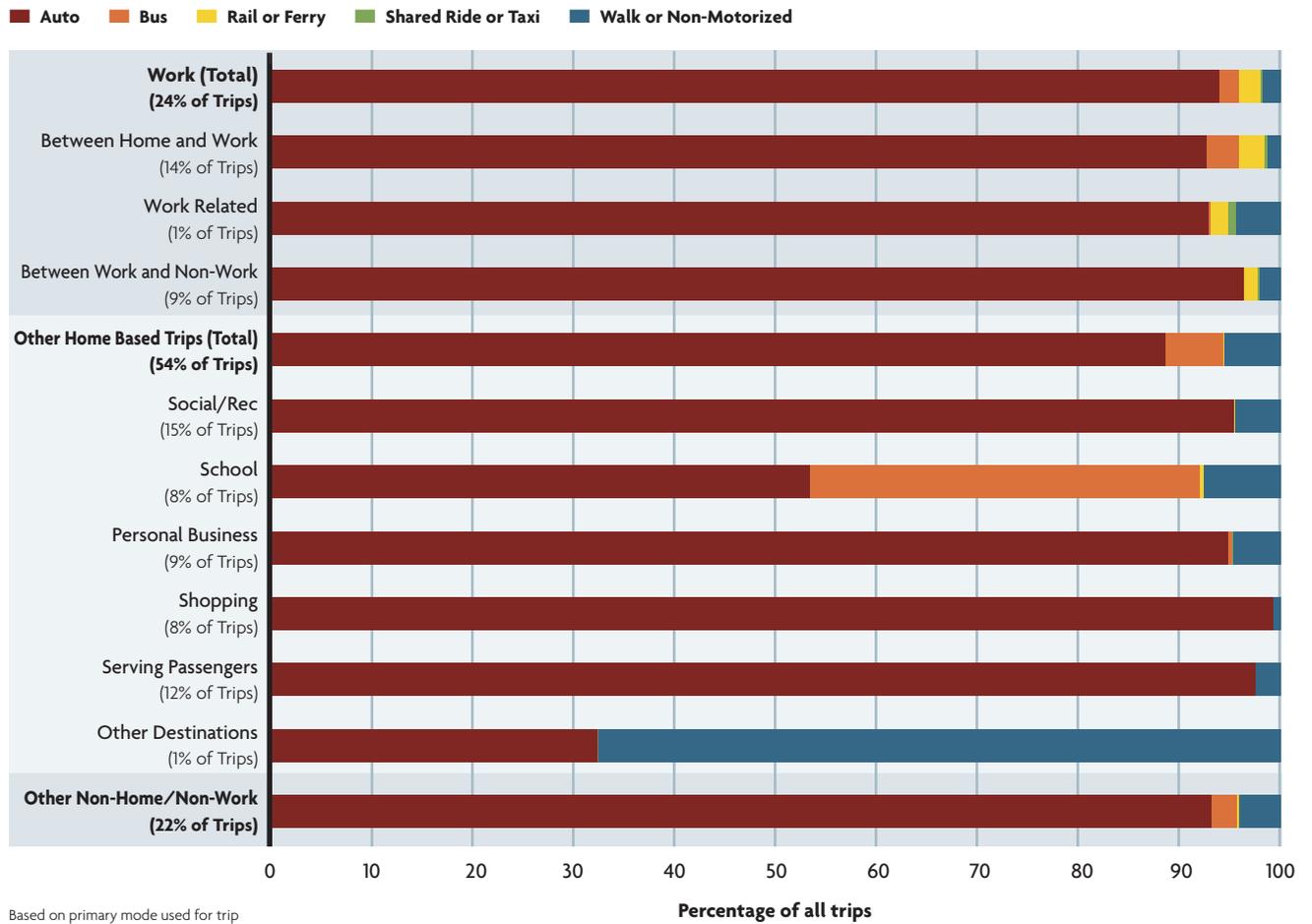
County residents are representative of regional averages. One exception is public transit and walking; Morris County residents travel more by auto (94% of work trips; 90% of all trips), than do regional residents overall. Morris County residents mostly travel entirely within the county or to an adjoining county (91%). Morris County residents make 4.1 trips daily, similar to the regional average. Travel times are slightly shorter than regional averages, for example, 30 minutes for Morris County work trips versus 33 minutes for the region overall. Morris 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).

<b>Morris County Facts at a Glance</b>	2010 Census: Households	<b>180,534</b>
	2010 Census: Population	<b>492,276</b>
	Households Surveyed	<b>540</b>
	Population Surveyed	<b>1,312</b>
	Average Trips per Household (per day)	<b>10.8</b>
	Average Trips per Person (per day)	<b>4.1</b>
	% Trips Staying within County	<b>81%</b>
	% Trips Using Transit	<b>5%</b>
	% Trips Work Related	<b>24%</b>
	Average Work Trip Duration	<b>30 mins</b>
Average Non-Work Trip Duration	<b>15 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 Morris County resident trips are unrelated to work.

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



Based on primary mode used for trip

Work and non-work trips in Morris County tend to be local or to an adjoining county.

**TRIP PURPOSE BY DESTINATION**  
Morris 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>	51%	27%	4%	2%	4%	2%	*	9%
Between Home and Work	53%	31%	6%	1%	6%	2%	1%	-
Work Related	41%	21%	2%	*	4%	*	*	33%
Between Work and Non-Work	49%	21%	2%	3%	1%	1%	*	22%
<b>Other Home Based Trips</b>	89%	10%	*	*	1%	*	*	-
Social/Recreation	89%	9%	*	*	1%	*	1%	-
School	94%	5%	*	*	*	*	*	-
Personal Business	81%	17%	*	*	2%	*	*	-
Shopping	87%	11%	*	*	2%	*	*	-
Serving Passengers	94%	6%	*	*	*	*	*	-
Other Destinations	82%	14%	*	3%	*	*	*	-
<b>Other Non-Home/Non-Work</b>	77%	11%	1%	*	1%	1%	*	10%

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

About 4% of work trips by Morris County residents use public transit.

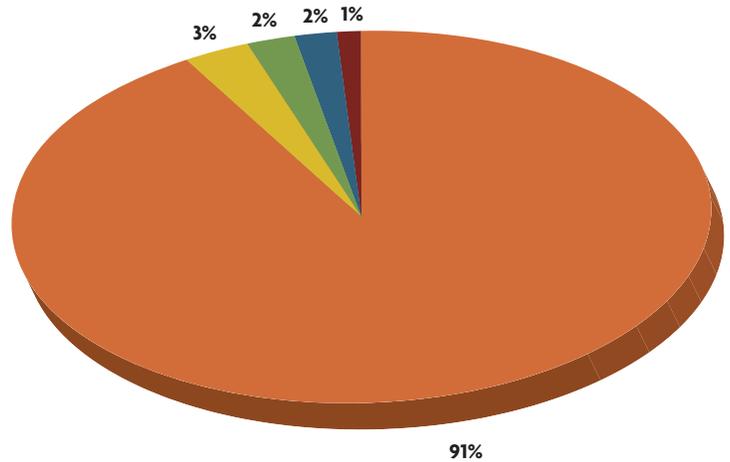
**PERCENTAGE WORK TRAVEL BY MODE**

**Morris County**

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

Modes 0.5% or less:

- Bike
- Ferry
- Light rail
- Local bus
- Other bus
- Others
- School bus
- Subway and PATH
- Taxi or group ride



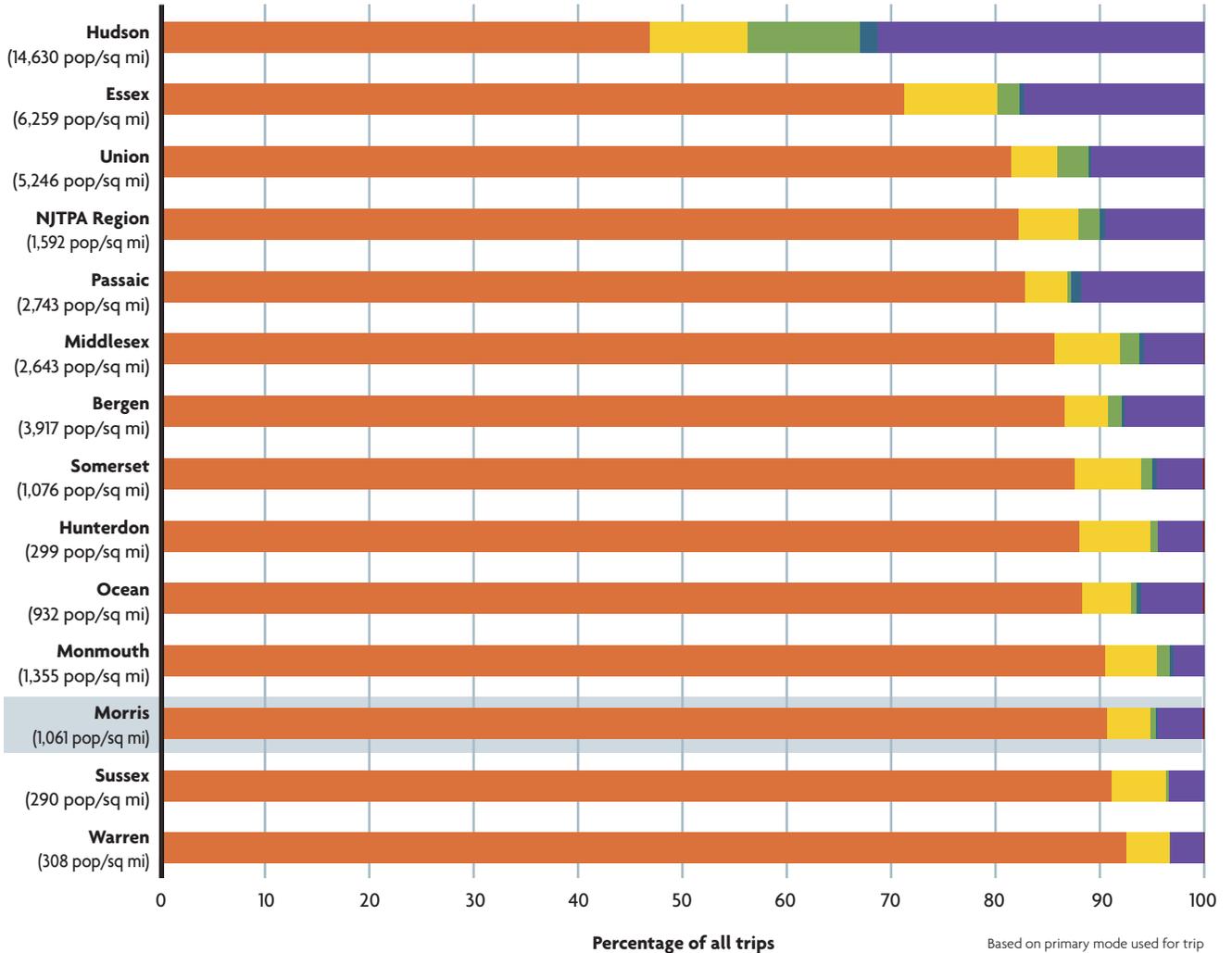
*Morris County residents predominantly use private automobiles for travel.*

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

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

**Morris County**

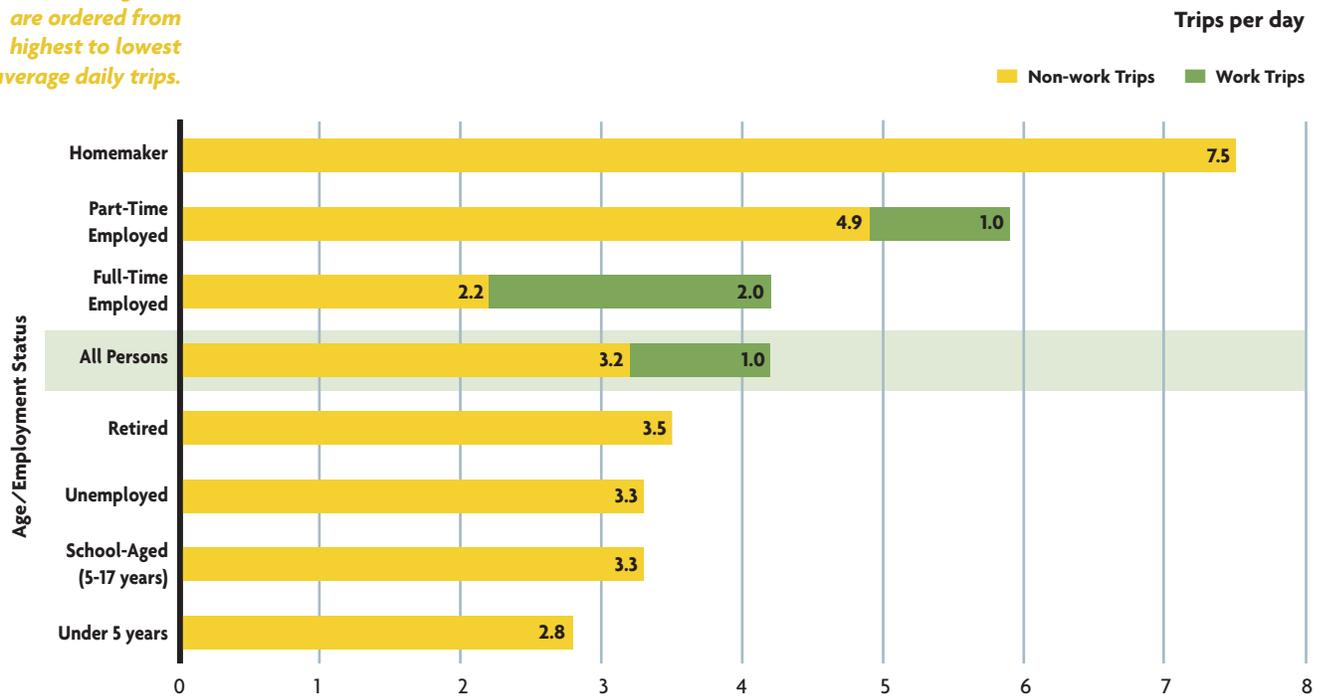
- Auto
- Bus
- Rail or Ferry
- Shared Ride or Taxi
- Walk or Non-Motorized



Morris County residents make 4.1 trips per day on average, similar to regional residents overall.

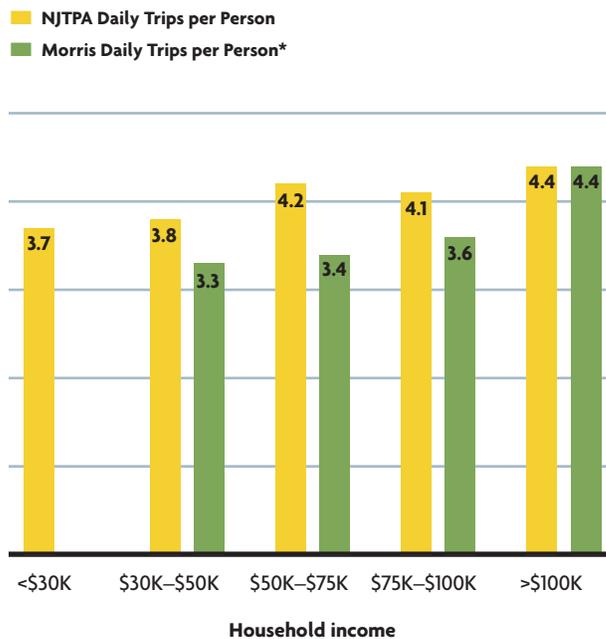
▼ The categories are ordered from highest to lowest average daily trips.

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

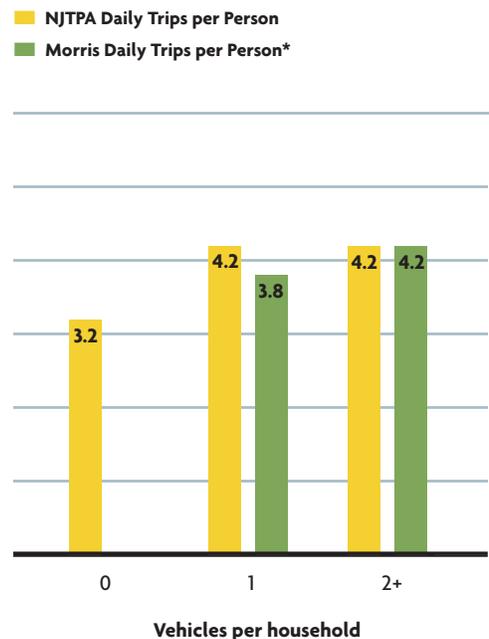


Middle income residents of Morris County make fewer trips than those in the region as a whole.

### DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



### DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP



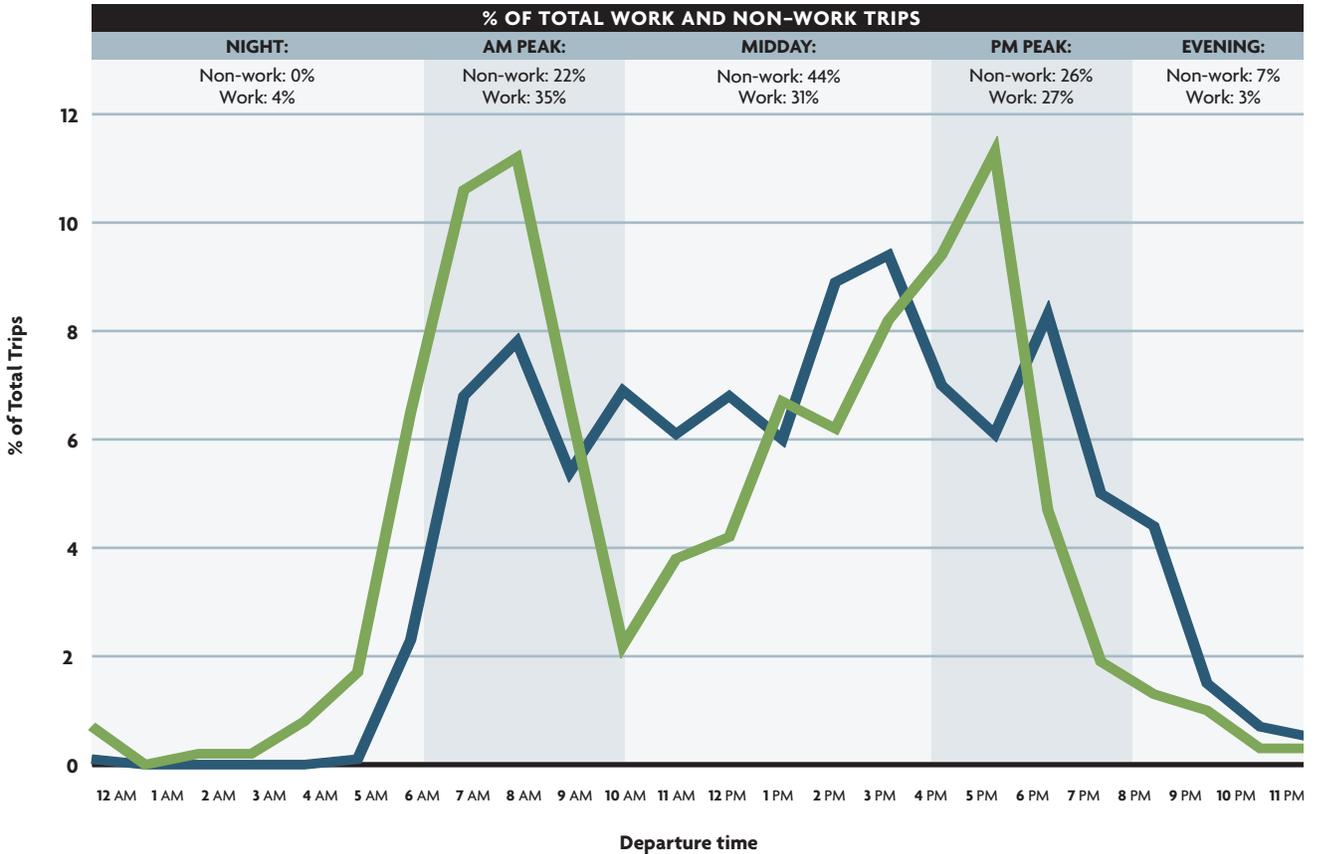
\*Insufficient data was collected from Morris County households with income <30K or zero car households.

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

**TIME OF TRAVEL**

Work and non-work trips

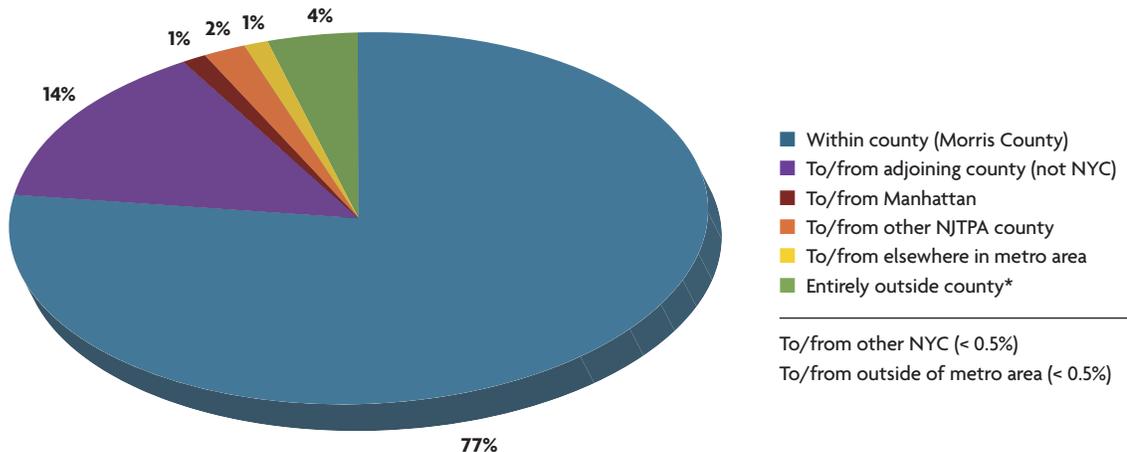
■ Work trips ■ Non-work trips



Most trips by Morris County residents either remain within the county or are to/from an adjoining county. (Morris adjoins seven counties.)

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**

Morris County



- Within county (Morris County)
- To/from adjoining county (not NYC)
- To/from Manhattan
- To/from other NJTPA county
- To/from elsewhere in metro area
- Entirely outside county\*

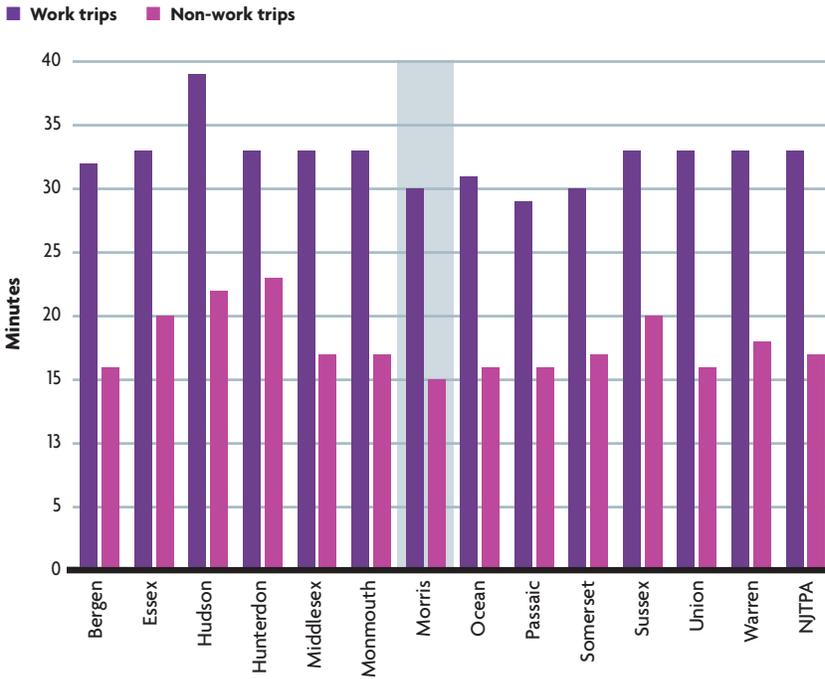
To/from other NYC (< 0.5%)  
To/from outside of metro area (< 0.5%)

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

Travel times for Morris County residents are among the shortest 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	22.5	7.6
Part-Time Employed	14.8	3.6
Unemployed	13.0	3.3
Homemaker	13.8	4.1
Adult Student	37.0	16.6
Retired	16.4	3.7
School Age (<17 yrs)	18.1	2.3
Under 5 yrs	10.7	2.6

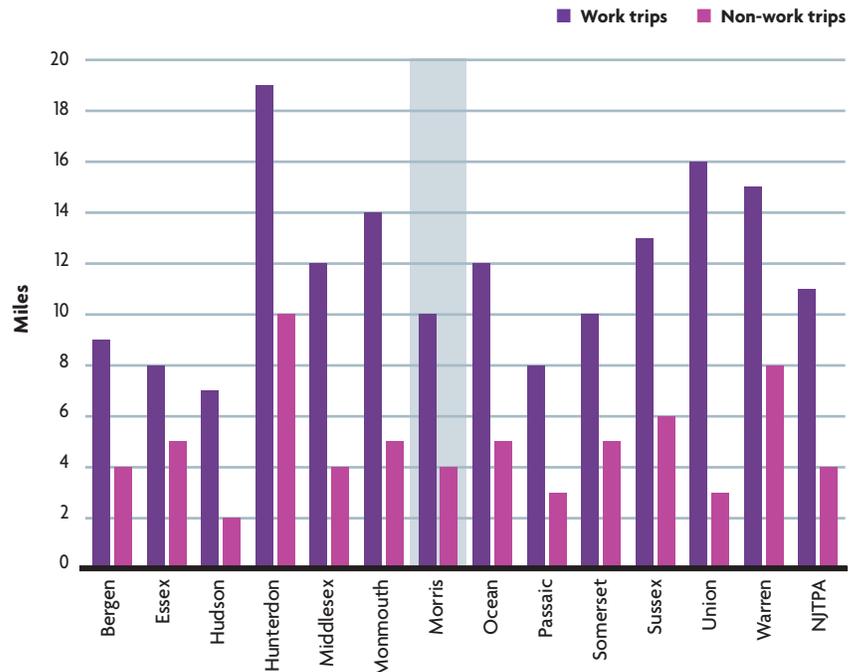
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Morris County work trips is 10 minutes less than the average travel time.

Trip distances by Morris County residents are close to the regional average.

### 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>29.7</b>	<b>10.1</b>
Between Home and Work	34.0	11.8
Work Related	19.2	6.4
Between Work and Non-Work	24.1	7.7
<b>Other Home Based Trips</b>	<b>14.7</b>	<b>3.2</b>
Social/Recreation	15.1	4.0
School	23.3	2.4
Personal Business	13.5	3.3
Shopping	13.7	3.1
Serving Passengers	9.7	2.4
Other Destinations	18.8	3.9
<b>Other Non-Home/Non-Work</b>	<b>16.4</b>	<b>5.2</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.



September 2015

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