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).

### Morris County Facts at a Glance

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 Census: Households</td>
<td>180,534</td>
</tr>
<tr>
<td>2010 Census: Population</td>
<td>492,276</td>
</tr>
<tr>
<td>Households Surveyed</td>
<td>540</td>
</tr>
<tr>
<td>Population Surveyed</td>
<td>1,312</td>
</tr>
<tr>
<td>Average Trips per Household (per day)</td>
<td>10.8</td>
</tr>
<tr>
<td>Average Trips per Person (per day)</td>
<td>4.1</td>
</tr>
<tr>
<td>% Trips Staying within County</td>
<td>81%</td>
</tr>
<tr>
<td>% Trips Using Transit</td>
<td>5%</td>
</tr>
<tr>
<td>% Trips Work Related</td>
<td>24%</td>
</tr>
<tr>
<td>Average Work Trip Duration</td>
<td>30 mins</td>
</tr>
<tr>
<td>Average Non-Work Trip Duration</td>
<td>15 mins</td>
</tr>
</tbody>
</table>

**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
TO/FROM MANHATTAN
TO/FROM OTHER COUNTY
TO/FROM OTHER METRO AREA
TO/FROM OUTSIDE OF METRO AREA
ENTIRELY OUTSIDE COUNTY

Work
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%
Other Home Based Trips
89% 10% * * 1% * * -
School
89% 10% * * 1% * * -
Personal Business
81% 17% * * 2% * * -
Shopping
87% 11% * * 2% * * -
Serving Passengers
94% 6% * * * * -
Other Destinations
82% 14% * 3% * * -
Other Non-Home/Non-Work
77% 11% 1% * 1% 1% * 10%

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

More than three-fourths of Morris County resident trips are unrelated to work.
Morris County residents predominantly use private automobiles for travel.

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

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

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

TIME OF TRAVEL

Work and non-work trips

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Non-work</th>
<th>Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night</td>
<td>0%</td>
<td>4%</td>
</tr>
<tr>
<td>AM Peak</td>
<td>22%</td>
<td>35%</td>
</tr>
<tr>
<td>Midday</td>
<td>44%</td>
<td>31%</td>
</tr>
<tr>
<td>PM Peak</td>
<td>26%</td>
<td>27%</td>
</tr>
<tr>
<td>Evening</td>
<td>7%</td>
<td>3%</td>
</tr>
</tbody>
</table>

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Morris County

- 77% Within county (Morris County)
- 14% To/from adjoining county (not NYC)
- 2% To/from Manhattan
- 2% To/from other NJTPA county
- 4% To/from elsewhere in metro area
- 1% Entirely outside county*

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

Most trips by Morris County residents either remain within the county or are to/from an adjoining county. (Morris adjoins seven counties.)
How far and how long we travel

Travel times for Morris County residents are among the shortest in the region.

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

### Average Travel Time in Minutes

#### Work and non-work trips

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>AVERAGE TRAVEL TIME (IN MINUTES)</th>
<th>AVERAGE TRAVEL TIME (IN MILES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work trips</td>
<td>29.7</td>
<td>10.1</td>
</tr>
<tr>
<td>Between Home and Work</td>
<td>34.0</td>
<td>11.8</td>
</tr>
<tr>
<td>Work Related</td>
<td>19.2</td>
<td>6.4</td>
</tr>
<tr>
<td>Between Work and Non-Work</td>
<td>24.1</td>
<td>7.7</td>
</tr>
<tr>
<td>Other Home Based Trips</td>
<td>14.7</td>
<td>3.2</td>
</tr>
<tr>
<td>Social/Recreation</td>
<td>15.1</td>
<td>4.0</td>
</tr>
<tr>
<td>School</td>
<td>23.3</td>
<td>2.4</td>
</tr>
<tr>
<td>Personal Business</td>
<td>13.5</td>
<td>3.3</td>
</tr>
<tr>
<td>Shopping</td>
<td>13.7</td>
<td>3.1</td>
</tr>
<tr>
<td>Serving Passengers</td>
<td>9.7</td>
<td>2.4</td>
</tr>
<tr>
<td>Other Destinations</td>
<td>18.8</td>
<td>3.9</td>
</tr>
<tr>
<td>Other Non-Home/ Non-Work</td>
<td>16.4</td>
<td>5.2</td>
</tr>
</tbody>
</table>

#### Work trips

- Bergen
- Essex
- Hudson
- Hunterdon
- Middlesex
- Monmouth
- Morris
- Ocean
- Passaic
- Somerset
- Sussex
- Union
- Warren

#### Non-work trips

- Bergen
- Essex
- Hudson
- Hunterdon
- Middlesex
- Monmouth
- Morris
- Ocean
- Passaic
- Somerset
- Sussex
- Union
- Warren

### Average Trip Distance in Miles

#### Work and non-work trips

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>AVERAGE TRAVEL DISTANCE (IN MILES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-Time Employed</td>
<td>22.5</td>
</tr>
<tr>
<td>Part-Time Employed</td>
<td>14.8</td>
</tr>
<tr>
<td>Unemployed</td>
<td>13.0</td>
</tr>
<tr>
<td>Homemaker</td>
<td>13.8</td>
</tr>
<tr>
<td>Adult Student</td>
<td>37.0</td>
</tr>
<tr>
<td>Retired</td>
<td>16.4</td>
</tr>
<tr>
<td>School Age (&lt;17 yrs)</td>
<td>18.1</td>
</tr>
<tr>
<td>Under 5 yrs</td>
<td>10.7</td>
</tr>
</tbody>
</table>

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.
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.