

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



IN PASSAIC COUNTY, 439 households were surveyed about the travel activity of all household members (1,073 people). Similar to all counties in the NJTPA region, most travel by Passaic County residents is not work-related (80%) and stays within the county (71%). Despite

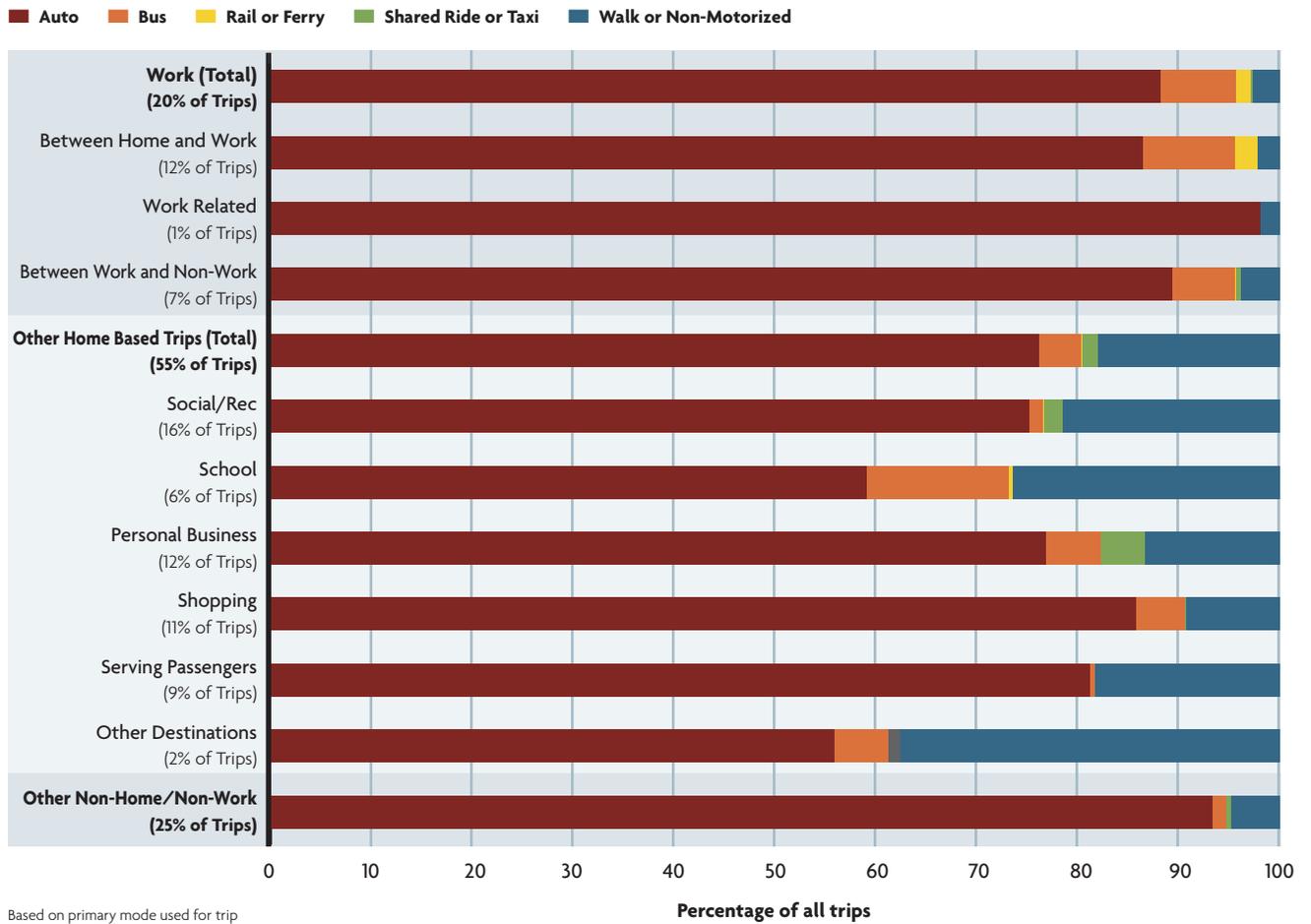
being largely within the region’s urban core, Passaic County has one of the lowest percentage of commutes (4%) to Manhattan. A small percentage of Passaic County residents (4%) use public transit; most of those trips are by local or express bus. County residents have a very high percentage of walk trips (12%) ranking third among the counties in the region. Passaic County residents make more daily trips (4.5) than do residents of the region as a whole (4.1 per day), especially those with higher incomes and those who own more vehicles. The average travel time for Passaic County work trips is among the shortest in the region (29 minutes) while the average trip distance is similar to the NJTPA regional average (16 minutes). Passaic County residents make more than half of their trips, for both work and non-work purposes, during morning and evening peak periods (6 am-10 am and 4 pm-8 pm, respectively).

Passaic County Facts at a Glance	2010 Census: Households	166,785
	2010 Census: Population	501,226
	Households Surveyed	439
	Population Surveyed	1,073
	Average Trips per Household (per day)	12.1
	Average Trips per Person (per day)	4.5
	% Trips Staying within County	75%
	% Trips Using Transit	4%
	% Trips Work Related	20%
	Average Work Trip Duration	29 mins
Average Non-Work Trip Duration	16 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.

More than three-fourths of Passaic County resident trips are unrelated to work.

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE
Passaic County



Based on primary mode used for trip

Both work and non-work trips in Passaic County tend to be local. Despite its location in the urban core, only 4% of resident work trips go to Manhattan.

TRIP PURPOSE BY DESTINATION
Passaic 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	48%	20%	10%	2%	8%	1%	1%	11%
Between Home and Work	50%	23%	12%	3%	10%	1%	1%	-
Work Related	42%	13%	8%	1%	3%	1%	*	32%
Between Work and Non-Work	45%	16%	8%	1%	6%	1%	1%	23%
Other Home Based Trips	86%	9%	1%	*	2%	*	1%	-
Social/Recreation	82%	10%	2%	*	3%	*	2%	-
School	93%	5%	1%	*	1%	*	*	-
Personal Business	82%	13%	2%	*	2%	*	1%	-
Shopping	84%	12%	1%	*	2%	*	*	-
Serving Passengers	92%	6%	*	*	1%	*	*	-
Other Destinations	87%	8%	2%	1%	2%	*	1%	-
Other Non-Home/Non-Work	74%	9%	2%	*	2%	*	1%	12%

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

Passaic County residents use public transit for about 9% of work trips.

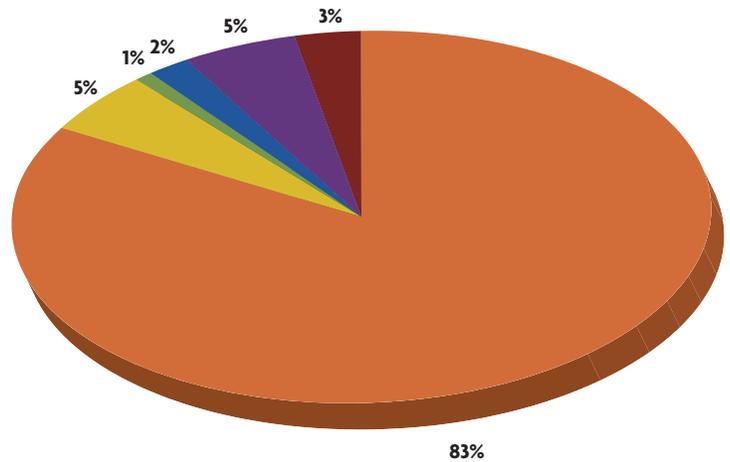
PERCENTAGE WORK TRAVEL BY MODE

Passaic County

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

Modes 0.5% or less:

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



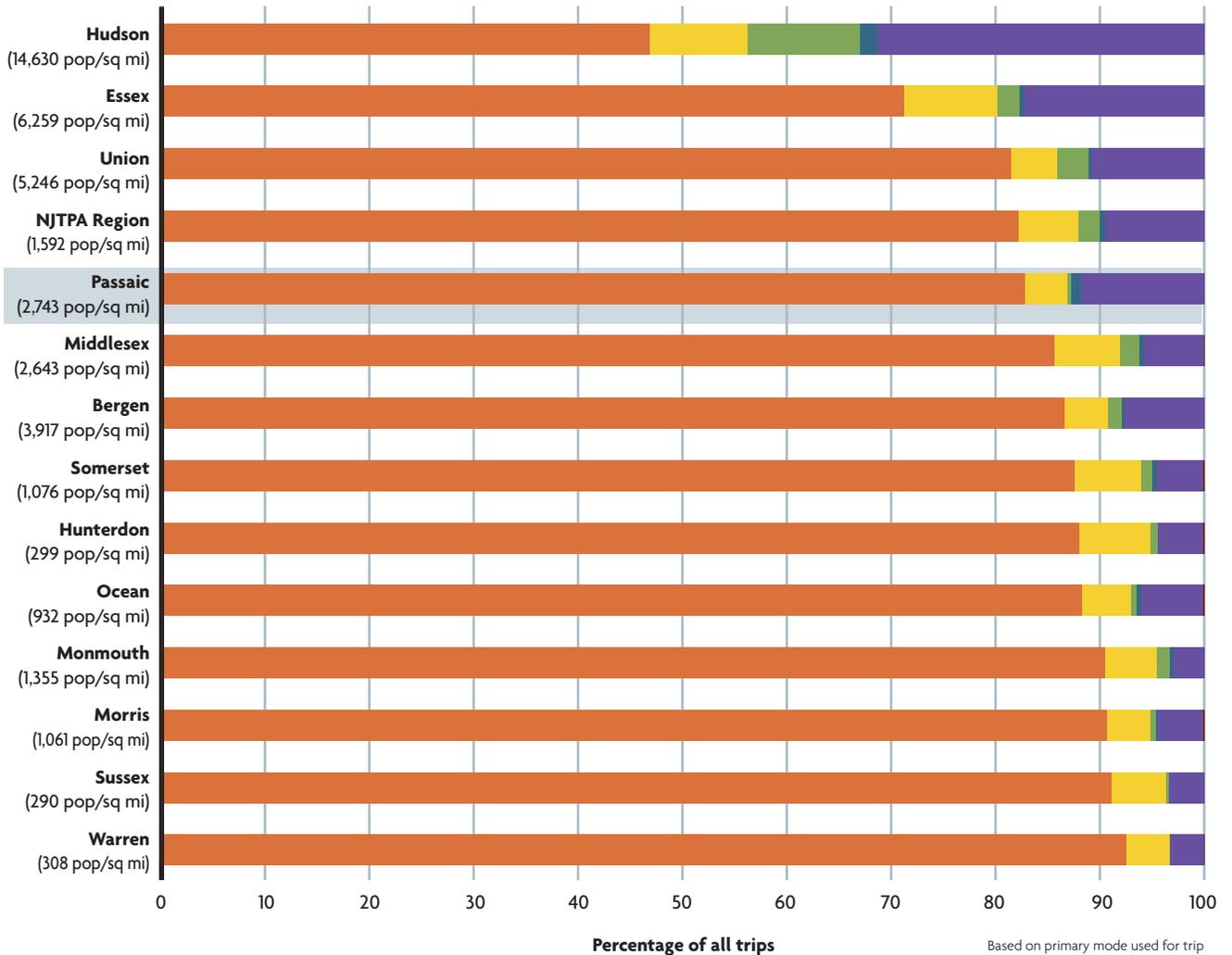
Compared to the region, Passaic County residents infrequently use transit but walk and bike often.

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Passaic County

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

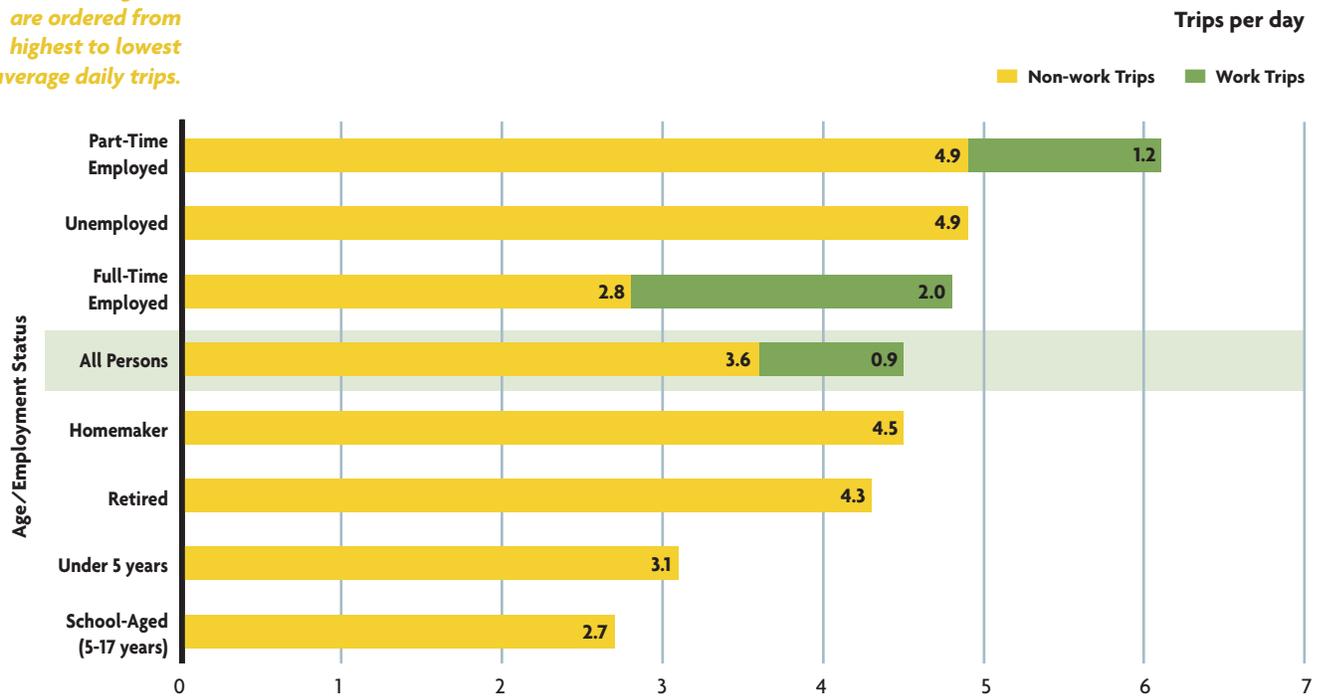


Based on primary mode used for trip

Passaic County residents make 4.5 trips per day, higher than regional residents overall (4.1).

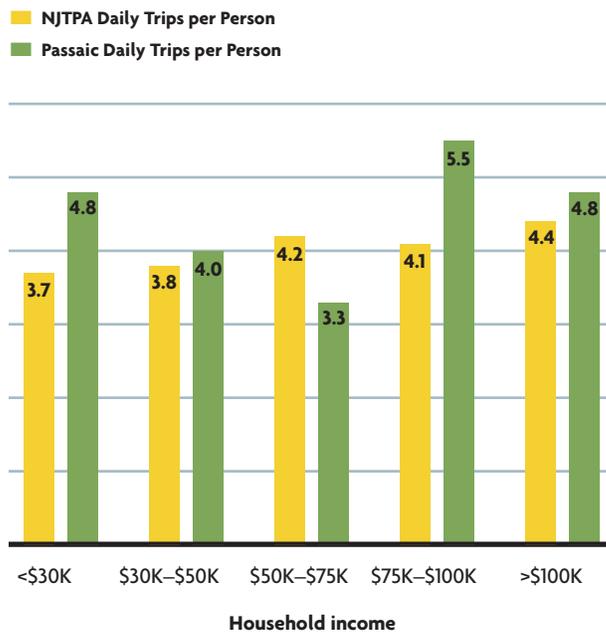
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

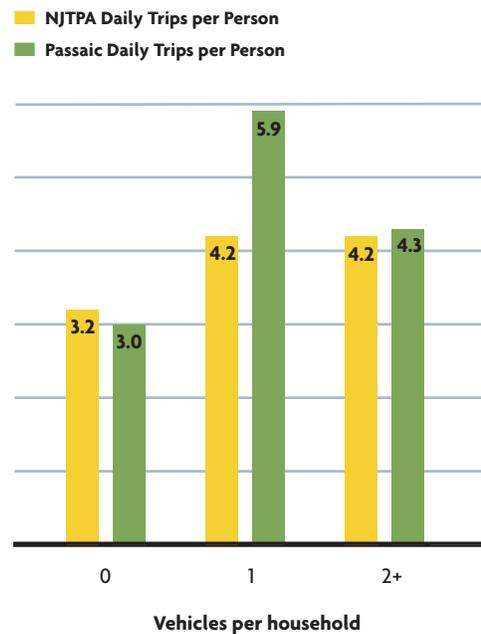


Passaic County residents with higher income and single vehicle ownership make more trips than those of the region as a whole.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

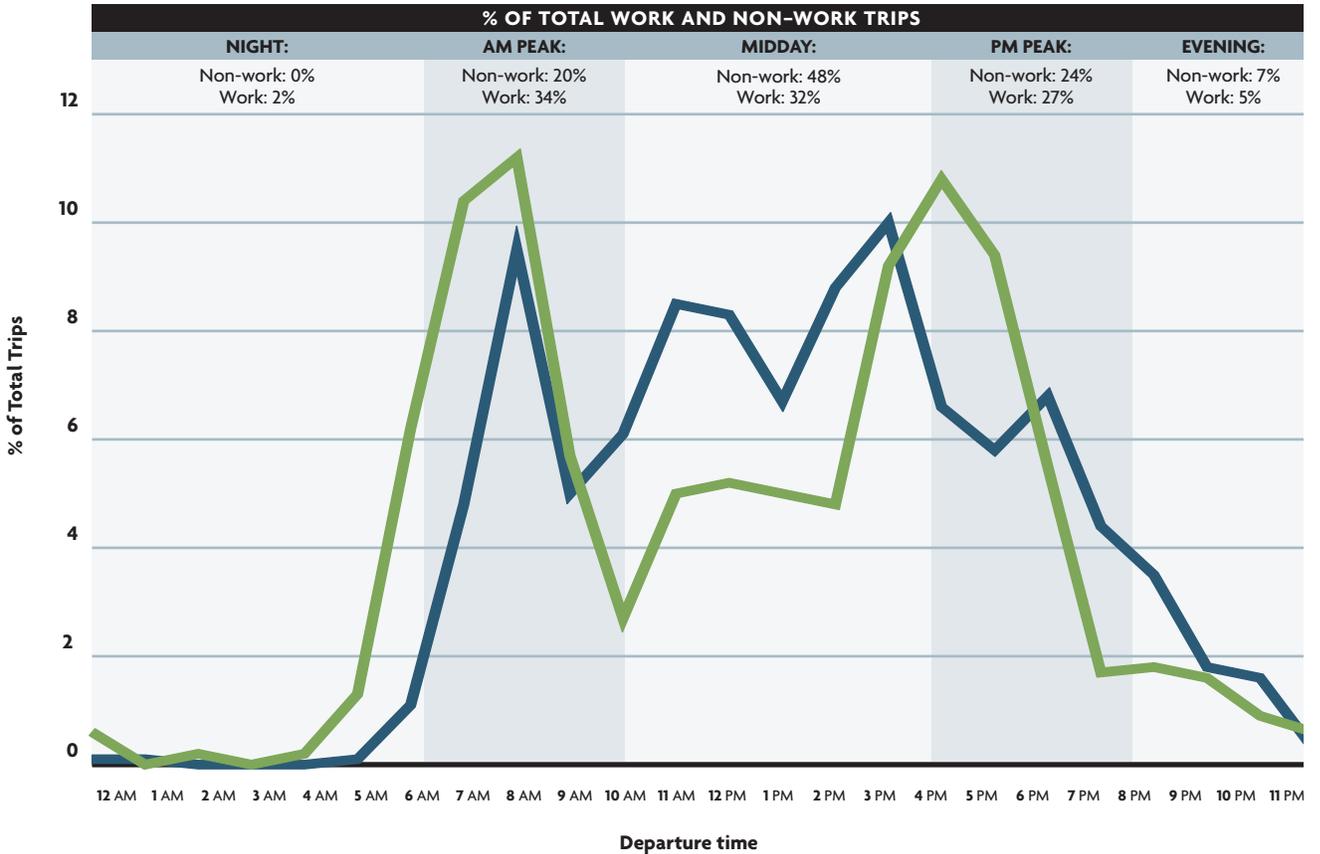


As elsewhere in the NJTPA region, typical weekday travel for both work and non-work purposes in Passaic County peaks during the morning and evening.

TIME OF TRAVEL

Work and non-work trips

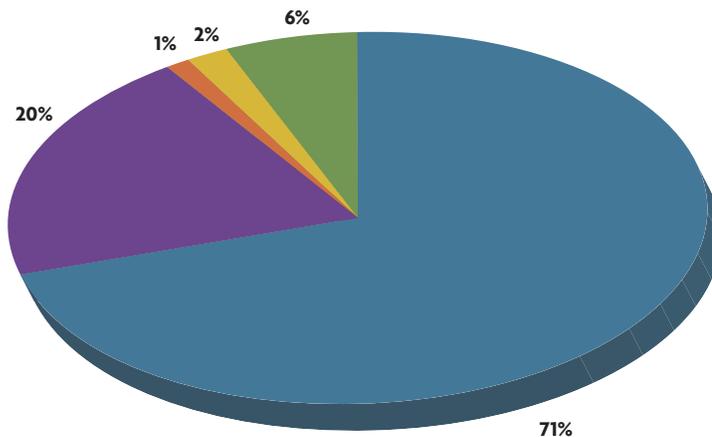
■ Work trips ■ Non-work trips



Most trips by Passaic County residents either remain local or are to/from an adjoining county.

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Passaic County



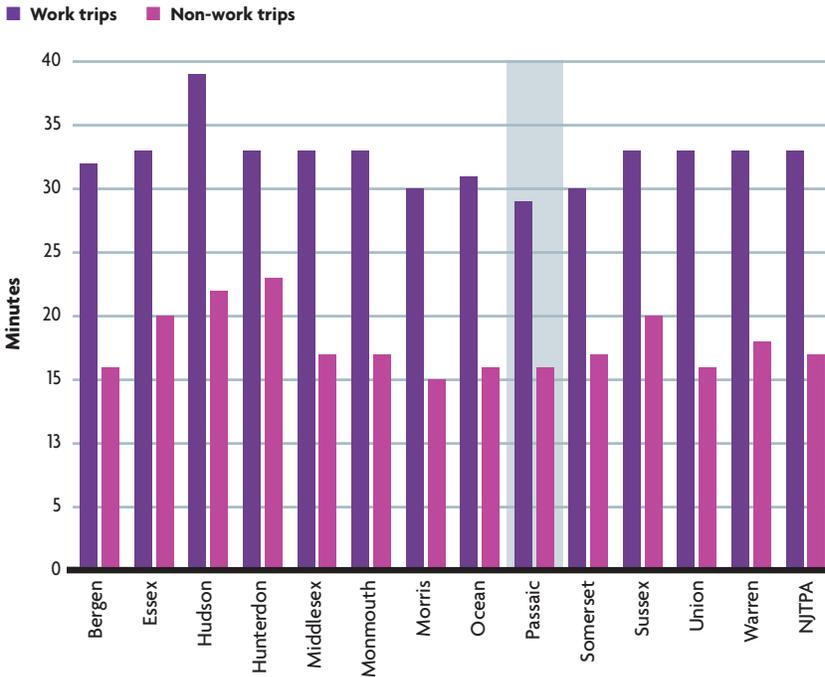
- Within county (Passaic County)
- To/from adjoining county (not NYC)
- To/from Manhattan
- To/from other NJTPA county
- Entirely outside county*

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

* 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	21.2	5.6
Part-Time Employed	15.8	3.1
Unemployed	16.9	2.8
Homemaker	16.7	2.6
Adult Student	19.6	4.5
Retired	15.3	2.2
School Age (<17 yrs)	14.9	2.6
Under 5 yrs	17.4	3.2

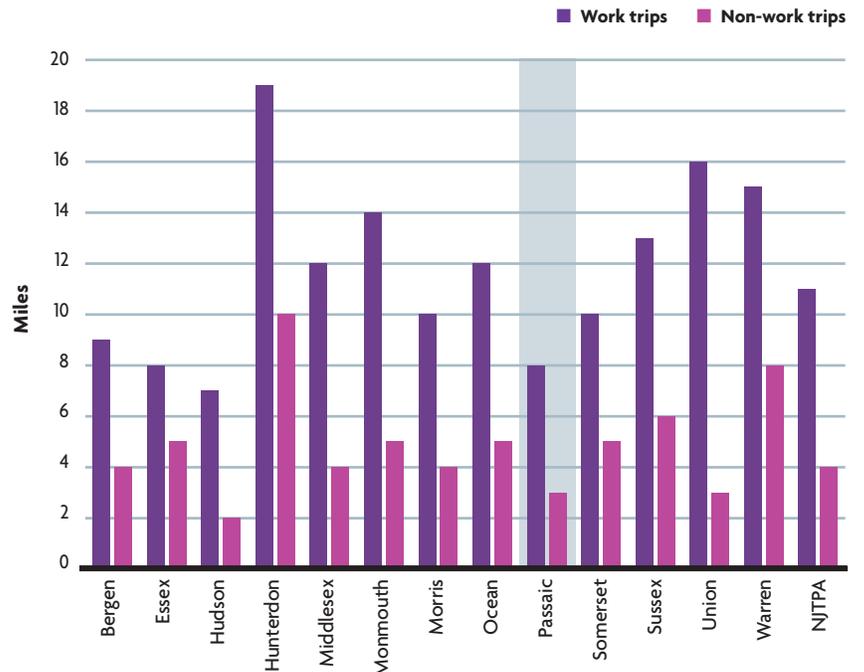
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Passaic County work trips is 10 minutes less than the average travel time.

Passaic County work-related trips tend to be longer in 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	29.4	7.8
Between Home and Work	30.4	8.2
Work Related	27.5	5.8
Between Work and Non-Work	27.8	7.5
Other Home Based Trips	16.0	3.1
Social/Recreation	16.1	3.6
School	19.0	2.8
Personal Business	18.2	4.1
Shopping	15.6	2.6
Serving Passengers	11.4	1.8
Other Destinations	17.6	3.0
Other Non-Home/Non-Work	14.5	3.1



THE 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

TRIPS: 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 considered 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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