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).

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.

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.
How we travel

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

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

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

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

Based on primary mode used for trip

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

**Passaic County**

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

**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
- Subway and PATH
- Taxi or group ride

**Compared to the region, Passaic County residents infrequently use transit but walk and bike often.**
Passaic County residents make 4.5 trips per day, higher than regional residents overall (4.1).

### Mean Trips per Person by Age and Employment Status

<table>
<thead>
<tr>
<th>Age/Employment Status</th>
<th>Non-work Trips</th>
<th>Work Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part-Time Employed</td>
<td>4.9</td>
<td>1.2</td>
</tr>
<tr>
<td>Unemployed</td>
<td>4.9</td>
<td></td>
</tr>
<tr>
<td>Full-Time Employed</td>
<td>2.8</td>
<td>2.0</td>
</tr>
<tr>
<td>All Persons</td>
<td>3.6</td>
<td>0.9</td>
</tr>
<tr>
<td>Homemaker</td>
<td></td>
<td>4.5</td>
</tr>
<tr>
<td>Retired</td>
<td>4.3</td>
<td></td>
</tr>
<tr>
<td>Under 5 years</td>
<td>3.1</td>
<td></td>
</tr>
<tr>
<td>School-Aged (5-17 years)</td>
<td>2.7</td>
<td></td>
</tr>
</tbody>
</table>

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

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

- **< $30K**: 3.7
- **$30K–$50K**: 4.0
- **$50K–$75K**: 4.2
- **$75K–$100K**: 4.1
- **> $100K**: 4.4

### Daily Trips per Person by Vehicle Ownership

- **0**: 3.2
- **1**: 4.2
- **2+**: 4.3

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**Who we are and how often we travel**

Household income

Vehicles per household
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

![Graph showing the percentage of total work and non-work trips by time of day.]

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**
Passaic County

![Pie chart showing the percentage of trips within and outside of Passaic County.]

Most trips by Passaic County residents either remain local or are to/from an adjoining county.
How far and how long we travel

Passaic County work-related trips tend to be longer in time and distance than non-work trips.

Travel durations for Passaic County residents are among the lowest in the region.

### Average Travel Time in Minutes

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Work Trips (in Minutes)</th>
<th>Non-work Trips (in Minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-Time Employed</td>
<td>21.2</td>
<td>5.6</td>
</tr>
<tr>
<td>Part-Time Employed</td>
<td>15.8</td>
<td>3.1</td>
</tr>
<tr>
<td>Unemployed</td>
<td>16.9</td>
<td>2.8</td>
</tr>
<tr>
<td>Homemaker</td>
<td>16.7</td>
<td>2.6</td>
</tr>
<tr>
<td>Adult Student</td>
<td>19.6</td>
<td>4.5</td>
</tr>
<tr>
<td>Retired</td>
<td>15.3</td>
<td>2.2</td>
</tr>
<tr>
<td>School Age (&lt;17 yrs)</td>
<td>14.9</td>
<td>2.6</td>
</tr>
<tr>
<td>Under 5 yrs</td>
<td>17.4</td>
<td>3.2</td>
</tr>
</tbody>
</table>

### Average Trip Distance in Miles

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Work Trips (in Miles)</th>
<th>Non-work Trips (in Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work</td>
<td>29.4</td>
<td>7.8</td>
</tr>
<tr>
<td>Between Home and Work</td>
<td>30.4</td>
<td>8.2</td>
</tr>
<tr>
<td>Work Related</td>
<td>27.5</td>
<td>5.8</td>
</tr>
<tr>
<td>Between Work and Non-Work</td>
<td>27.8</td>
<td>7.5</td>
</tr>
<tr>
<td>Other Home Based Trips</td>
<td>16.0</td>
<td>3.1</td>
</tr>
<tr>
<td>Social/Recreation</td>
<td>16.1</td>
<td>3.6</td>
</tr>
<tr>
<td>School</td>
<td>19.0</td>
<td>2.8</td>
</tr>
<tr>
<td>Personal Business</td>
<td>18.2</td>
<td>4.1</td>
</tr>
<tr>
<td>Shopping</td>
<td>15.6</td>
<td>2.6</td>
</tr>
<tr>
<td>Serving Passengers</td>
<td>11.4</td>
<td>1.8</td>
</tr>
<tr>
<td>Other Destinations</td>
<td>17.6</td>
<td>3.0</td>
</tr>
<tr>
<td>Other Non-Home/Non-Work</td>
<td>14.5</td>
<td>3.1</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 Passaic County work trips is 10 minutes less than the average travel time.
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):