

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



**IN SOMERSET COUNTY,** 332 households were surveyed about the travel activity of all household members (823 people). Similar to all counties in the NJTPA region, most travel by Somerset County residents is not related to work (73%) and stays within the county

(71%). Centrally located in the region, Somerset County travel statistics generally mirror regional averages. County residents use of public transit (for 7% of all trips) is predominantly by commuter rail for work travel and school buses for non-work trips. Other transit modes (such as local and express bus) are used to much smaller degree. Somerset County residents average slightly fewer (3.7) daily trips than those of the region overall (4.1). The average duration for work trips by Somerset County residents is among the shortest in the region (30 minutes). Both work and non-work trip distances are similar to that of the NJTPA regional average (17 and 11 minutes, respectively). Somerset 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).

<b>Somerset County Facts at a Glance</b>	2010 Census: Households	<b>117,759</b>
	2010 Census: Population	<b>323,444</b>
	Households Surveyed	<b>332</b>
	Population Surveyed	<b>823</b>
	Average Trips per Household (per day)	<b>9.8</b>
	Average Trips per Person (per day)	<b>3.7</b>
	% Trips Staying within County	<b>76%</b>
	% Trips Using Transit	<b>7%</b>
	% Trips Work Related	<b>27%</b>
	Average Work Trip Duration	<b>30 mins</b>
Average Non-Work Trip Duration	<b>17 mins</b>	

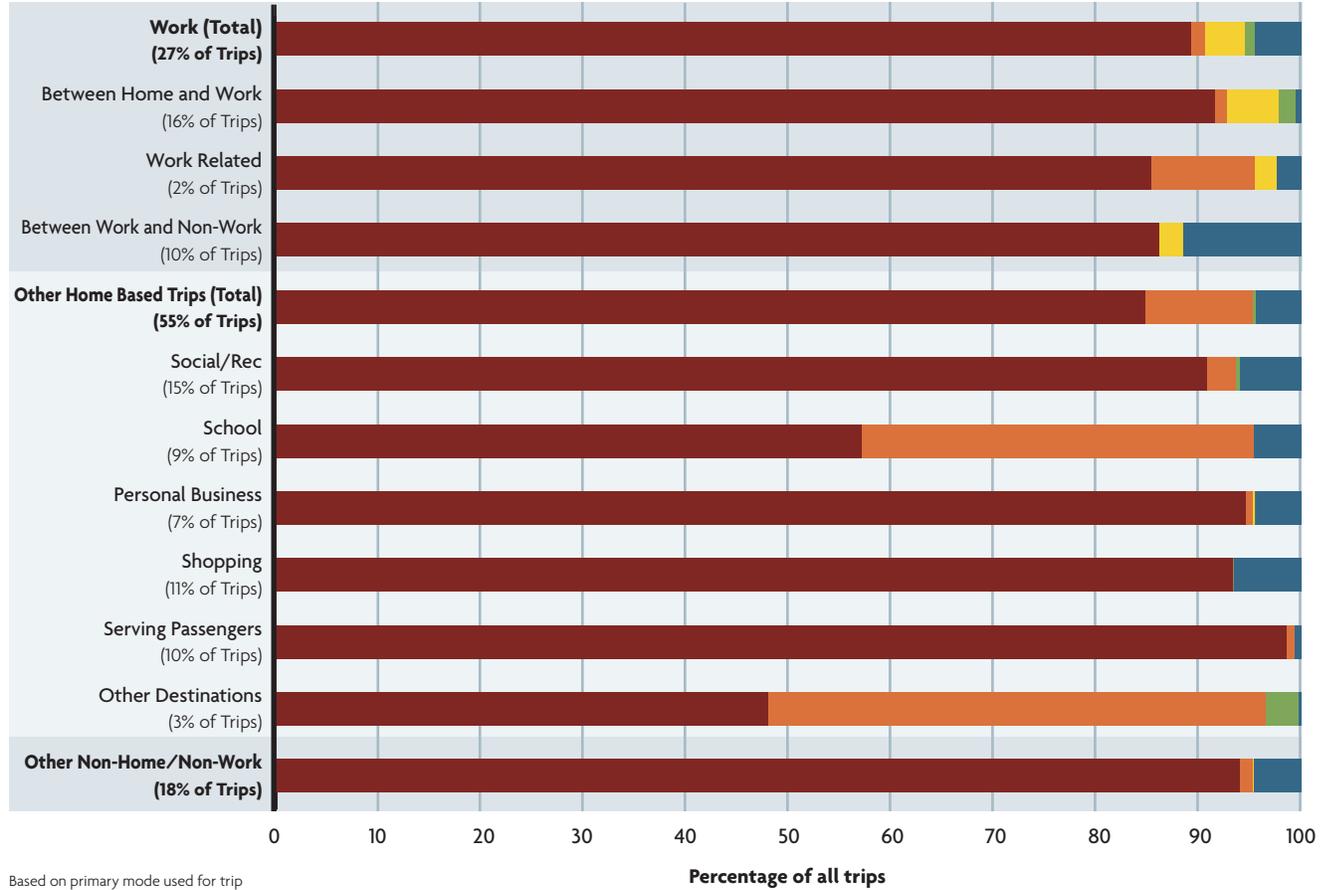
**NOTE:** The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose. 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).

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

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

Somerset County

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



Based on primary mode used for trip

Non-work trips in Somerset County, especially for shopping and school, tend to be more local than work trips.

**TRIP PURPOSE BY DESTINATION**

Somerset 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>	43%	27%	4%	2%	9%	*	*	14%
Between Home and Work	44%	36%	5%	4%	10%	*	*	-
Work Related	25%	20%	7%	*	6%	*	*	41%
Between Work and Non-Work	45%	14%	3%	*	6%	*	*	32%
<b>Other Home Based Trips</b>	85%	13%	1%	*	1%	*	*	-
Social/Recreation	73%	24%	1%	*	2%	*	*	-
School	91%	8%	*	*	1%	*	*	-
Personal Business	83%	15%	*	*	2%	*	*	-
Shopping	95%	5%	*	*	*	*	*	-
Serving Passengers	86%	13%	*	*	1%	*	*	-
Other Destinations	87%	7%	3%	*	3%	*	*	-
<b>Other Non-Home/Non-Work</b>	72%	12%	1%	*	1%	*	*	13%

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

About 5% of work-related trips by Somerset County residents use public transit.

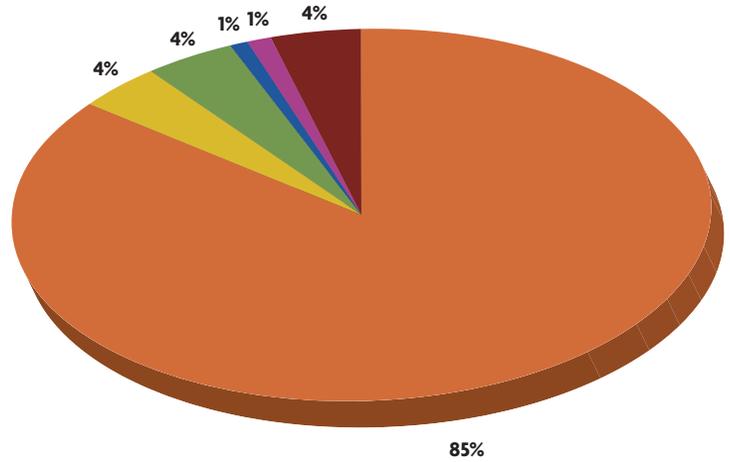
PERCENTAGE WORK TRAVEL BY MODE

Somerset County

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

Modes 0.5% or less:

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



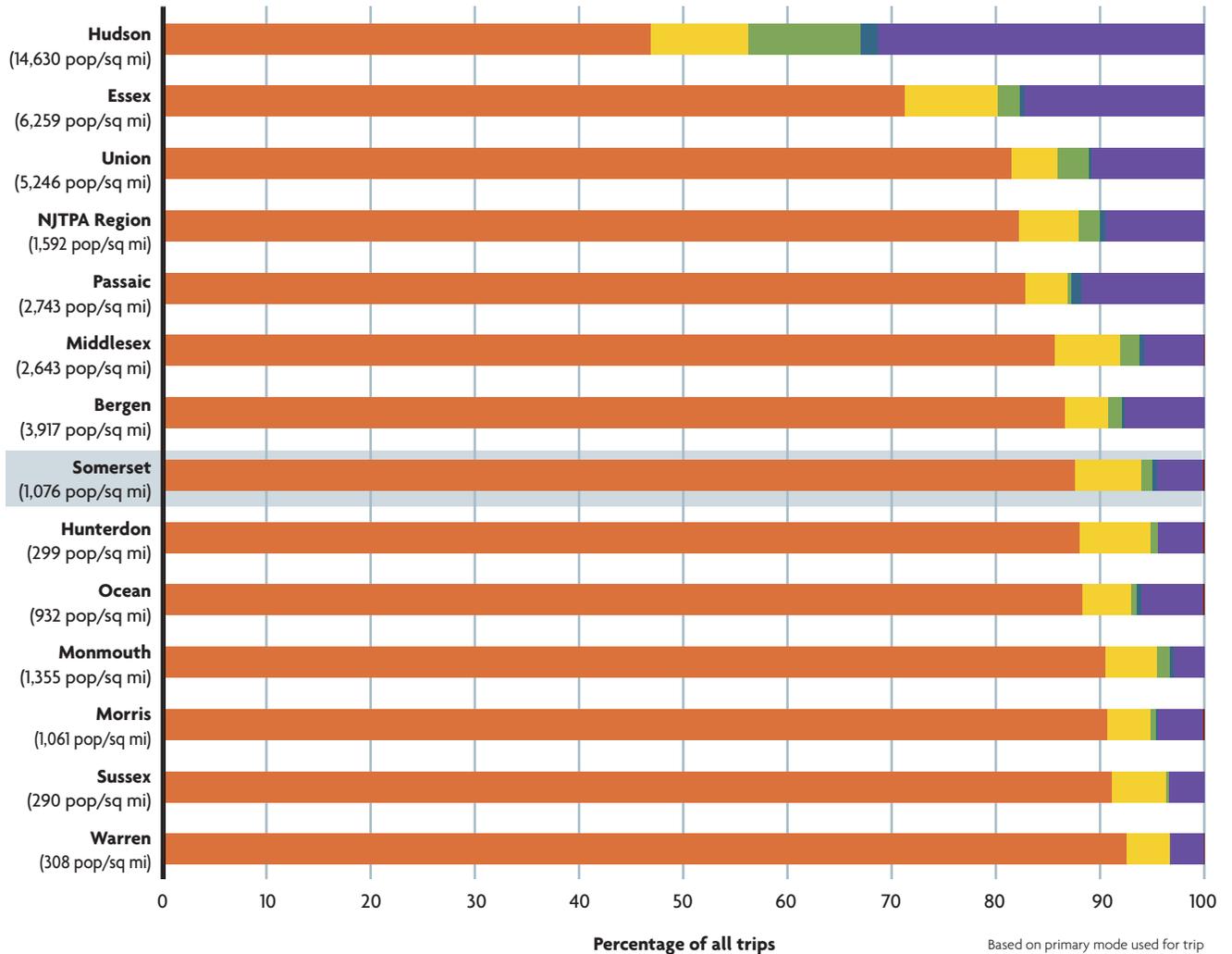
Somerset County public transit use and walking rank near the middle of the region's counties.

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Somerset County

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

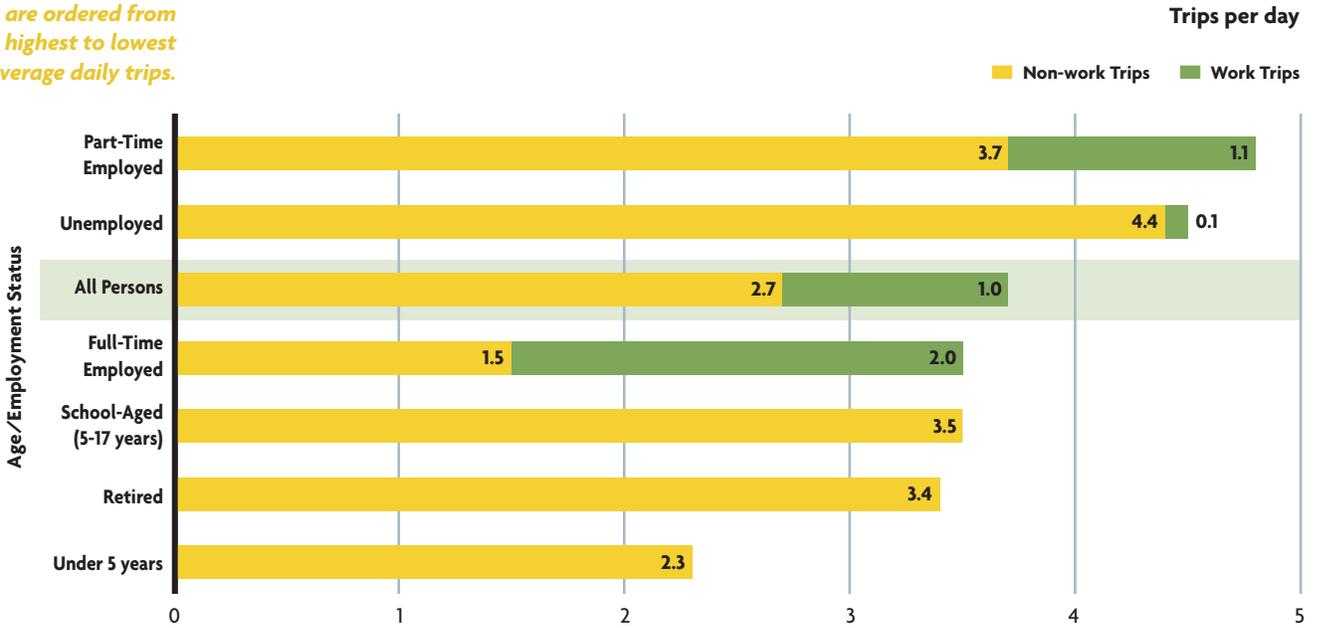


Based on primary mode used for trip

Somerset County residents make 3.7 daily trips, slightly lower than the NJTPA regional average of 4.1.

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

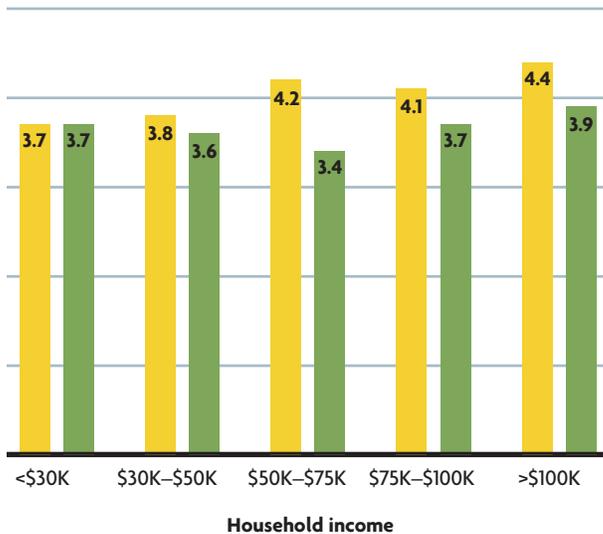
### MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS



In Somerset County, slightly fewer daily trips are made per person than regional averages, across income ranges.

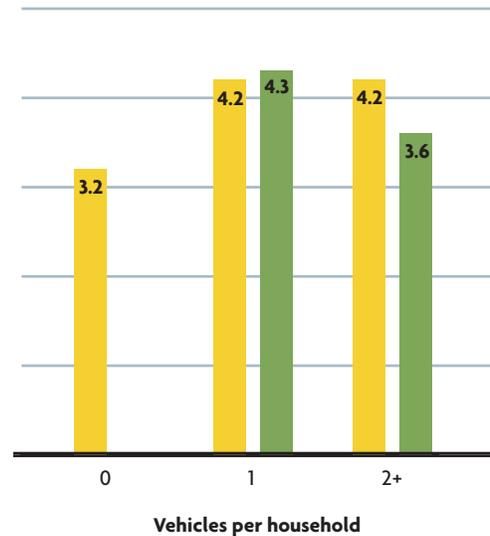
### DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME

- NJTPA Daily Trips per Person (Yellow)
- Somerset Daily Trips per Person (Green)



### DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

- NJTPA Daily Trips per Person (Yellow)
- Somerset Daily Trips per Person\* (Green)



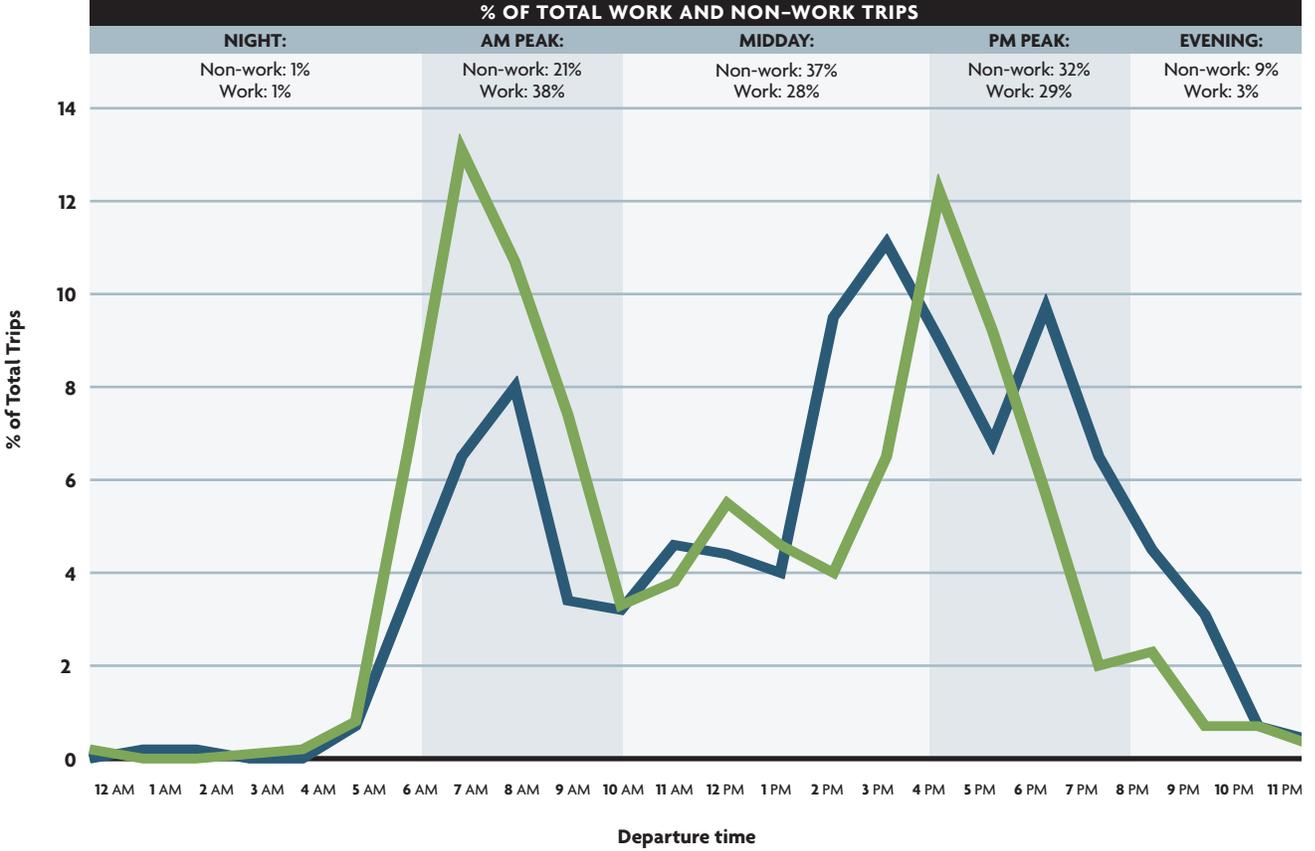
\*Insufficient data was collected from Somerset County households with zero car households.

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

**TIME OF TRAVEL**

Work and non-work trips

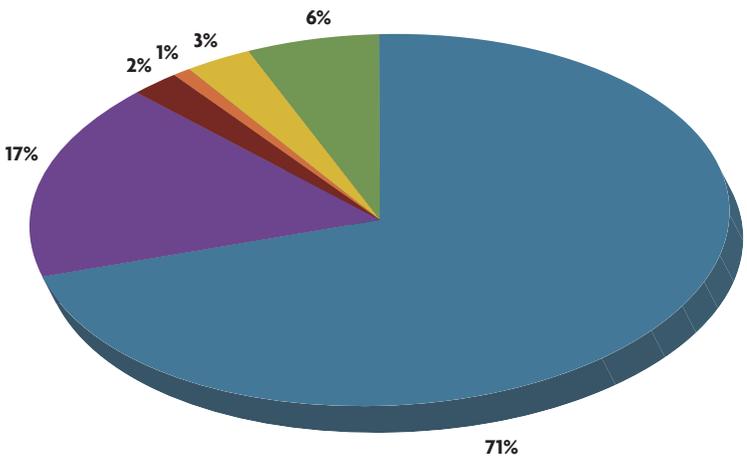
■ Work trips ■ Non-work trips



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

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**

Somerset County



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

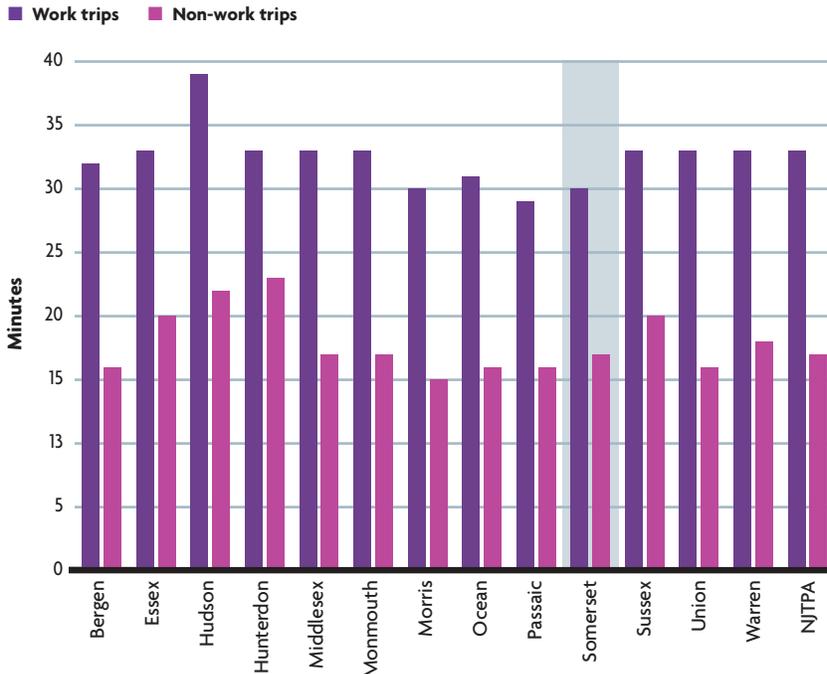
To/from elsewhere in metro area (< 0.5%)  
To/from outside of metro area (< 0.5%)

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

Non-work trip durations for Somerset County residents are similar to regional averages, while work trip durations are among the shortest.

### 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	24.2	9.6
Part-Time Employed	18.2	3.9
Unemployed	18.8	5.8
Homemaker	15.7	3.1
Adult Student	20.0	7.2
Retired	17.7	4.1
School Age (<17 yrs)	17.5	3.2
Under 5 yrs	12.3	2.8

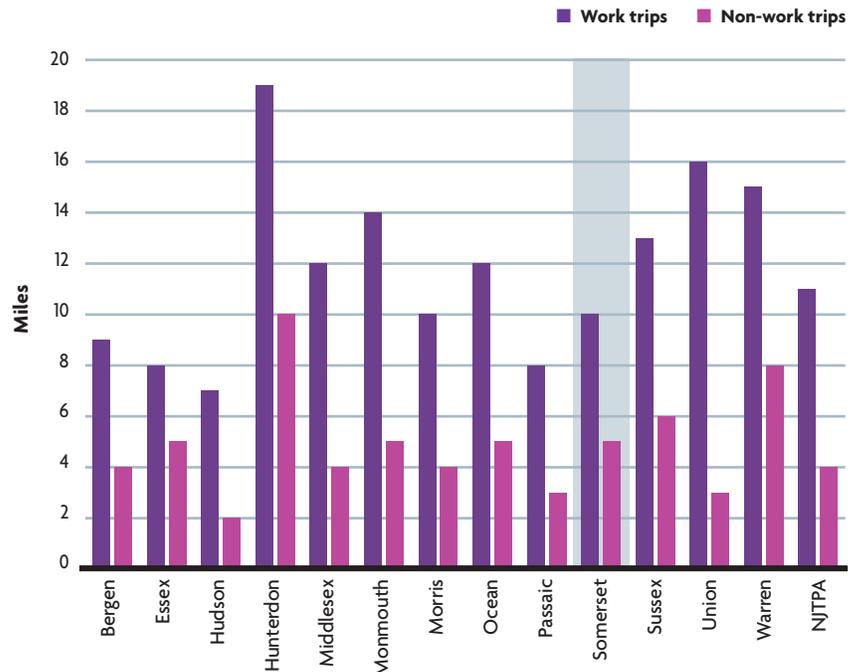
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Somerset County work trips is 10 minutes less than the average travel time.

Somerset County work trips tend to be the 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)
<b>Work</b>	<b>29.6</b>	<b>9.9</b>
Between Home and Work	35.3	12.1
Work Related	29.7	10.2
Between Work and Non-Work	20.0	6.2
<b>Other Home Based Trips</b>	<b>17.4</b>	<b>4.1</b>
Social/Recreation	18.2	5.0
School	18.4	3.6
Personal Business	14.8	4.0
Shopping	16.7	3.1
Serving Passengers	14.3	3.7
Other Destinations	28.0	6.3
<b>Other Non-Home/Non-Work</b>	<b>16.0</b>	<b>7.8</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.



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