

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



IN SUSSEX COUNTY, 340 households were surveyed about the travel activity of all household members (877 people). Similar to all counties in the NJTPA region, most travel by Sussex County residents is not related to work (68%) and stays within the county

(60%). However, as expected for a rural county, many residents travel further for work (although not generally to Manhattan). Nearly half of Sussex work trips are to a county in the region other than Sussex. County residents travel mostly by car; the only large use of transit is on school buses. Walking rates are very low compared to other counties (3% of all trips). Sussex County residents travel as frequently as other regional residents (4.1 trips per day). Travel durations for both work and non-work trips are similar to regional averages, even with longer trip distances. (Direct home-to-work trip distances are among the longest in the region at 17 miles.) Sussex 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).

Sussex County Facts at a Glance	
2010 Census: Households	54,752
2010 Census: Population	149,265
Households Surveyed	340
Population Surveyed	877
Average Trips per Household (per day)	10.6
Average Trips per Person (per day)	4.1
% Trips Staying within County	67%
% Trips Using Transit	5%
% Trips Work Related	32%
Average Work Trip Duration	33 mins
Average Non-Work Trip Duration	20 mins

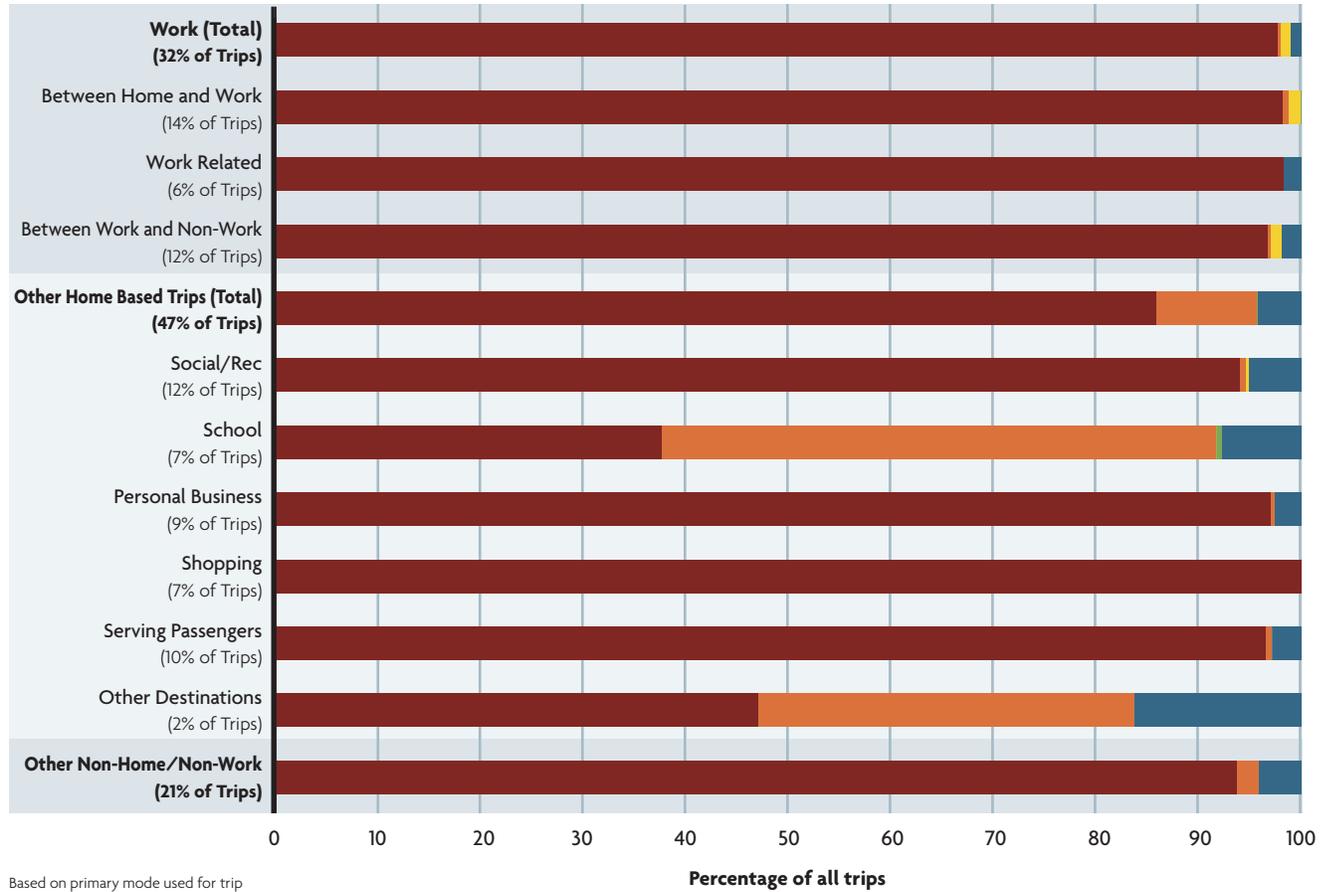
NOTE: The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose. Survey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

Nearly a third of Sussex County residents' trips are work-based, a larger portion than all other NJTPA counties (23% for the region overall).

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE

Sussex County

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



Based on primary mode used for trip

Sussex County resident work trips remaining within the county or to Manhattan are among the lowest in the region, but trips to non-adjacent NJTPA counties are prevalent.

TRIP PURPOSE BY DESTINATION

Sussex 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	34%	20%	1%	*	11%	1%	1%	31%
Between Home and Work	45%	29%	2%	*	20%	2%	*	-
Work Related	26%	5%	*	*	3%	*	1%	66%
Between Work and Non-Work	27%	17%	2%	*	5%	*	1%	49%
Other Home Based Trips	77%	19%	*	*	2%	*	1%	-
Social/Recreation	72%	16%	1%	*	7%	1%	3%	-
School	95%	5%	*	*	*	*	*	-
Personal Business	73%	24%	*	*	2%	*	*	-
Shopping	72%	25%	*	*	*	*	1%	-
Serving Passengers	75%	24%	*	*	1%	*	*	-
Other Destinations	90%	10%	*	*	1%	*	*	-
Other Non-Home/Non-Work	60%	10%	*	*	1%	*	*	28%

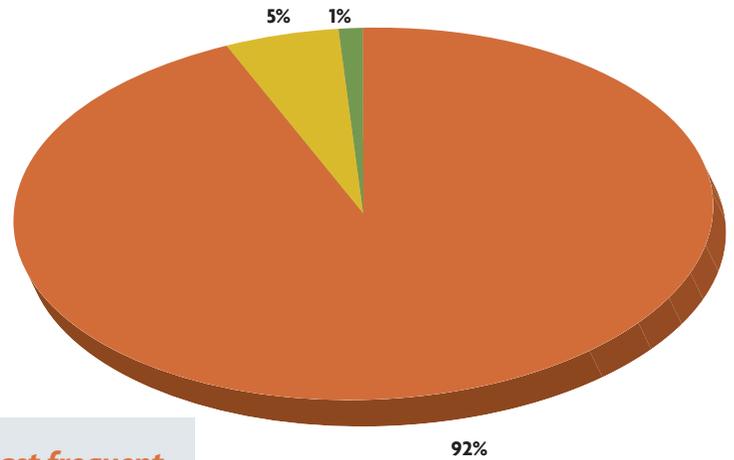
*less than 0.5% ** Trips that both begin and end outside the resident's home county

For work trips, Sussex County residents use public transit and walk least frequently in the region.

PERCENTAGE WORK TRAVEL BY MODE

Sussex County

- Auto driver
 - Auto passenger
 - Walk
-
- Modes 0.5% or less:
- Bike
 - Other bus
 - Commuter rail
 - Others
 - Express Bus
 - School bus
 - Ferry
 - Subway and PATH
 - Light rail
 - Taxi or group ride
 - Local bus

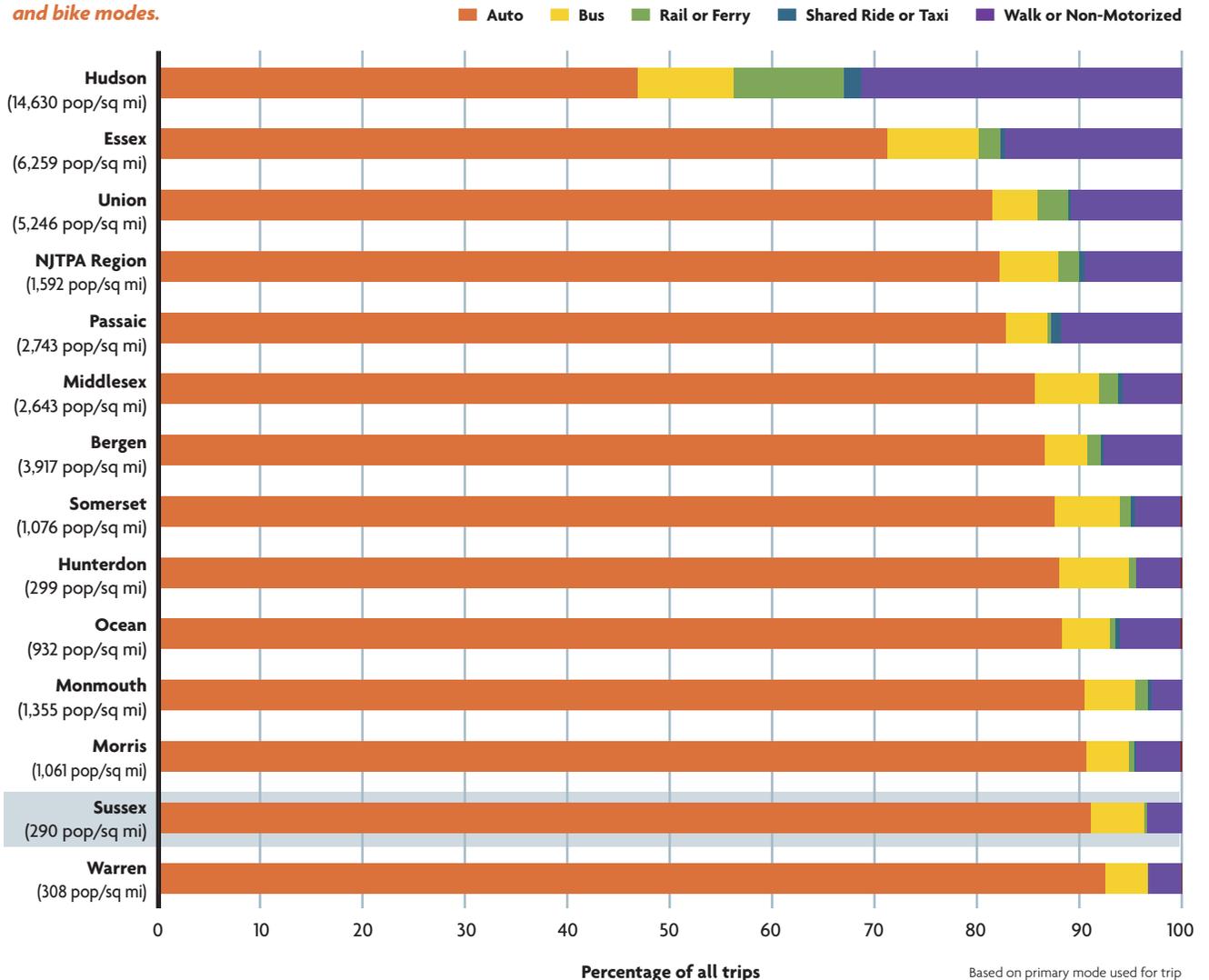


For all trips, Sussex County residents are among the least frequent users of transit, walking and biking (excepting school bus use).

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

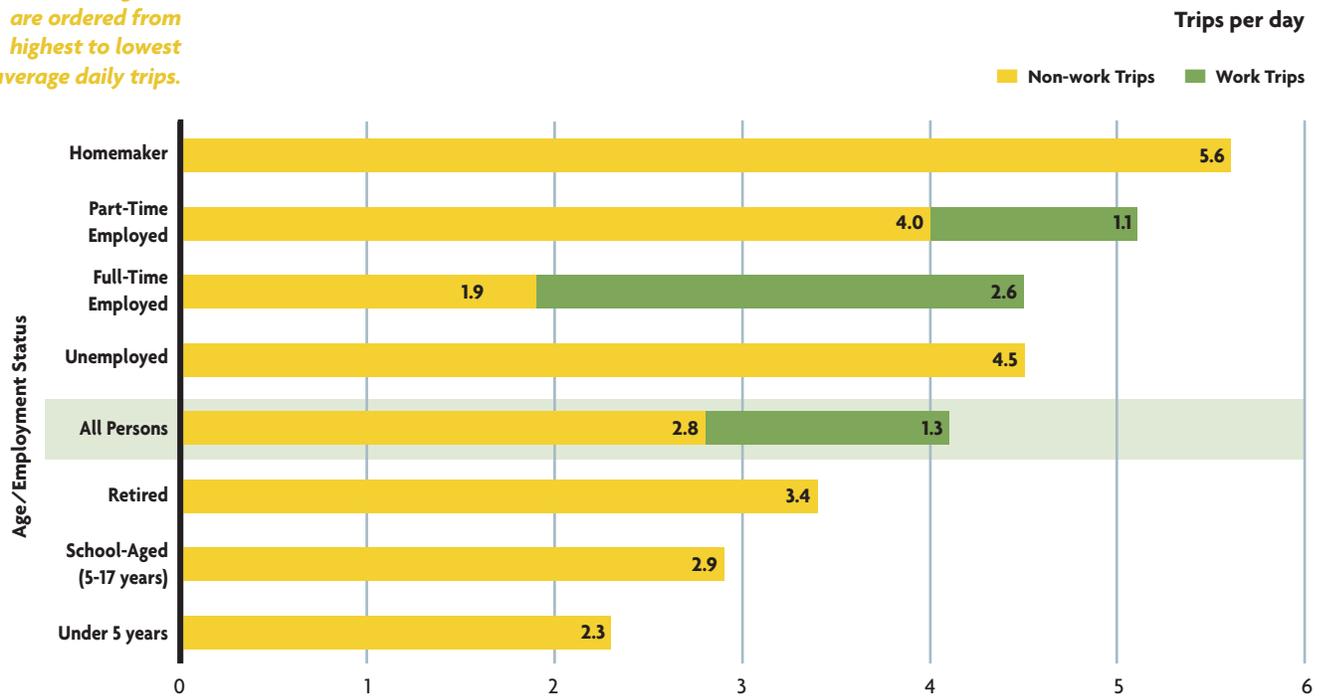
Sussex County



Sussex County residents make 4.1 trips daily, the same as NJTPA regional residents do overall.

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

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS



Lower and moderate income Sussex County residents make more daily trips than those of the region as a whole.

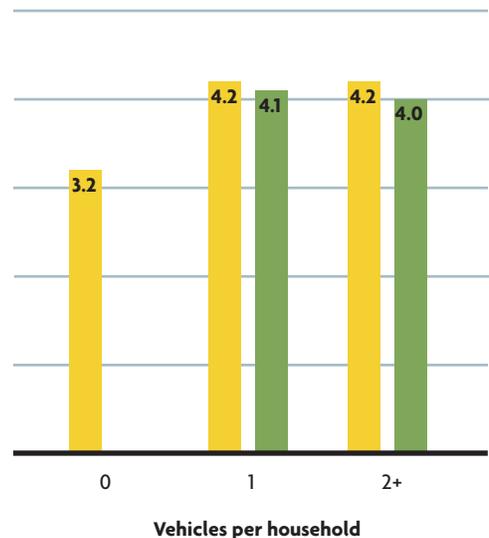
DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME

■ NJTPA Daily Trips per Person
■ Sussex Daily Trips per Person



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

■ NJTPA Daily Trips per Person
■ Sussex Daily Trips per Person*



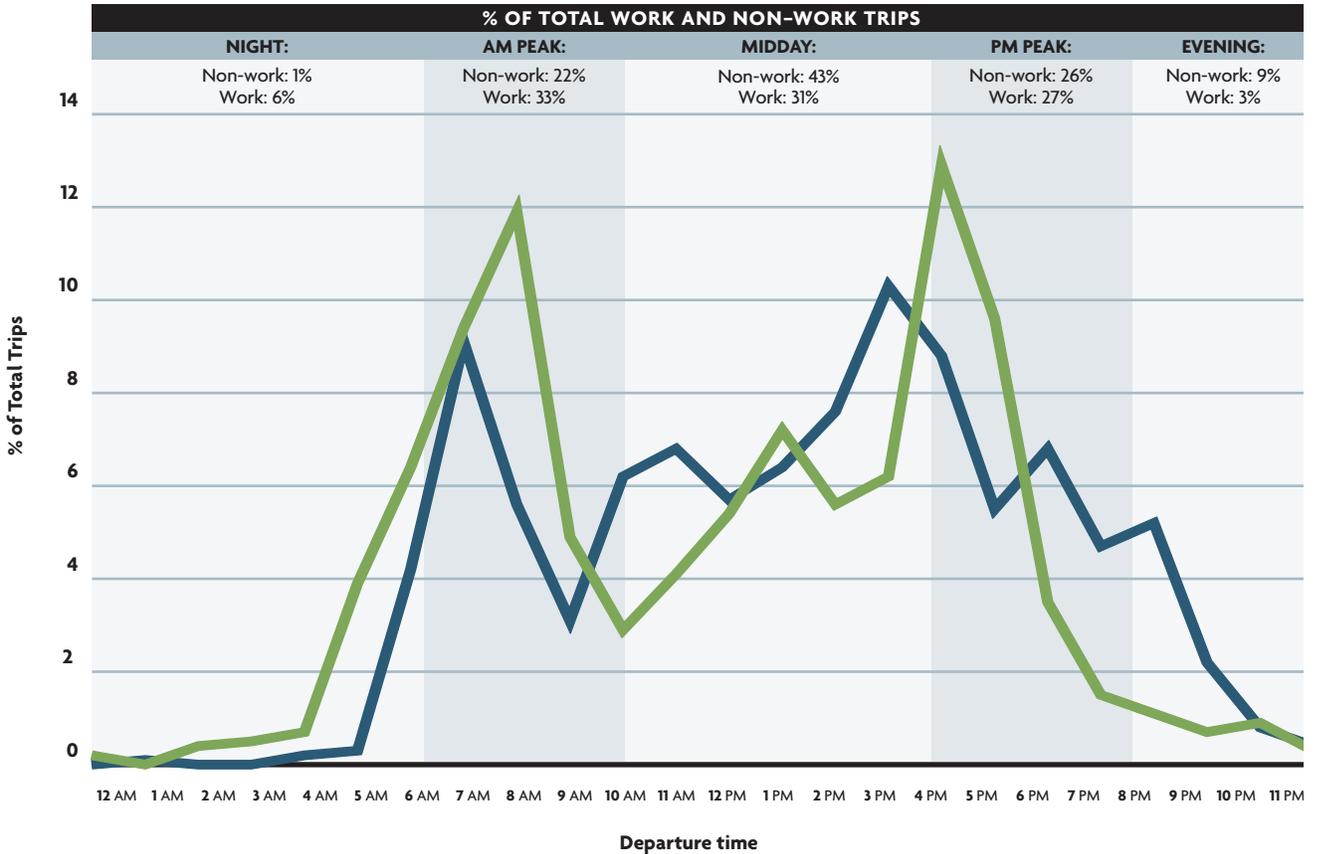
*Insufficient data was collected from Sussex County households with zero car households.

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

TIME OF TRAVEL

Work and non-work trips

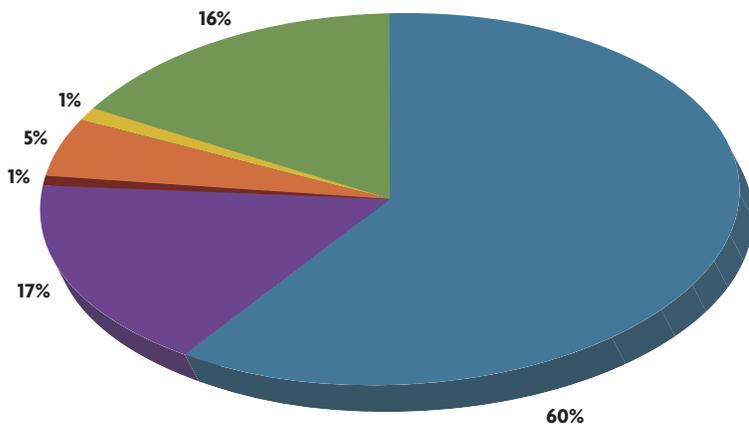
■ Work trips ■ Non-work trips



Most trips by Sussex County residents either stay within the county or are to/from an adjoining county.

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Sussex County



- Within county (Sussex County)
- To/from adjoining county (not NYC)
- To/from Manhattan
- To/from other NJTPA county
- To/from outside of metro area
- Entirely outside county*

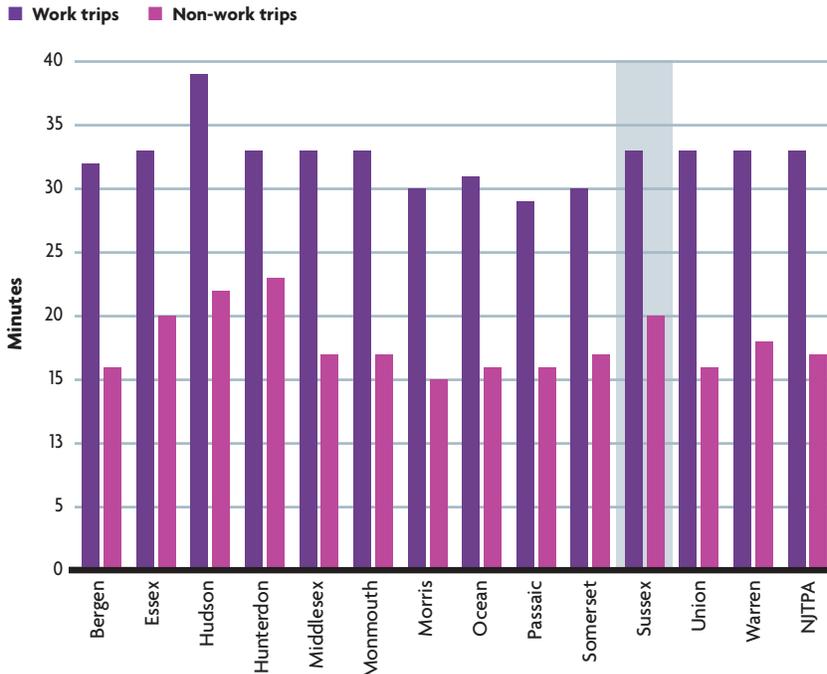
To/from other NYC (< 0.5%)
To/from elsewhere in metro area (< 0.5%)

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

Durations of Sussex resident trips for work are similar to the regional average but longer for other types of trips. Average distances for all trips are longer than elsewhere 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	28.1	10.5
Part-Time Employed	18.3	5.5
Unemployed	18.7	6.2
Homemaker	16.8	5.7
Adult Student	24.6	8.0
Retired	19.2	5.4
School Age (<17 yrs)	19.2	4.3
Under 5 yrs	22.4	6.1

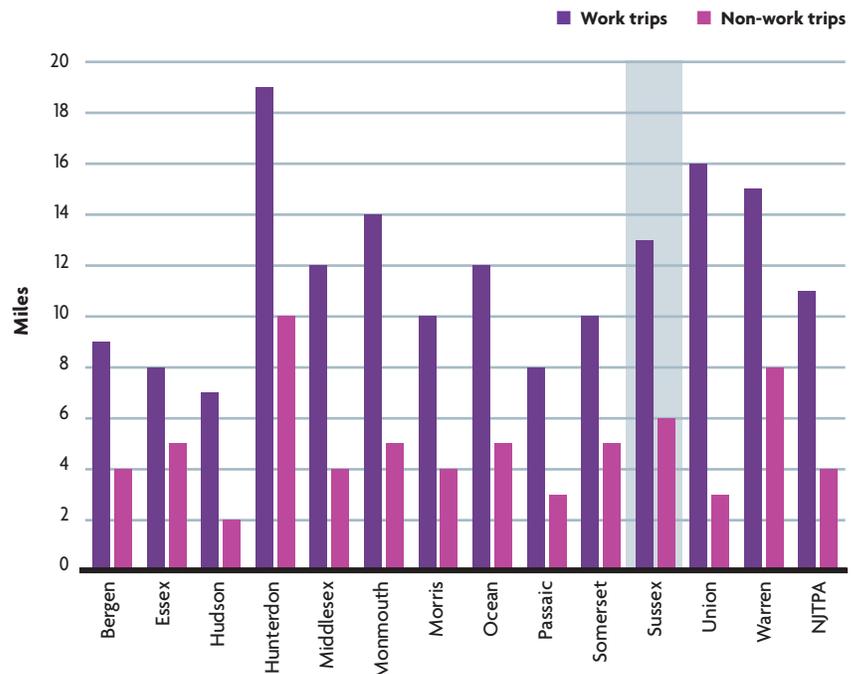
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Sussex County work trips is 10 minutes less than the average travel time.

Direct home-to-work trips by Sussex County residents are among the longest in the NJTPA region.

AVERAGE TRIP DISTANCE IN MILES

Work and non-work trips

TRIP PURPOSE	AVERAGE TRAVEL TIME (IN MINUTES)	AVERAGE TRIP DISTANCE (IN MILES)
Work	32.9	12.9
Between Home and Work	42.3	17.1
Work Related	23.1	8.0
Between Work and Non-Work	26.6	10.3
Other Home Based Trips	20.2	5.9
Social/Recreation	23.2	8.0
School	23.8	4.2
Personal Business	19.2	6.0
Shopping	17.7	6.0
Serving Passengers	18.3	5.2
Other Destinations	14.8	3.0
Other Non-Home/Non-Work	17.9	5.4



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.



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