

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



IN UNION COUNTY, 546 households were surveyed about the travel activity of all household members (1,376 people). Similar to all counties in the NJTPA region, most Union County residents travel is not work-related (76%) and stays within the county (70%). For work

trips Union County residents have the third highest share of commutes using public transit in the region (after Hudson and Essex). About 70% of public transit work trips use commuter rail service.

Union has the fourth highest percentage of its work trips going into Manhattan, accounting for about

10% of all work trips. Union County ranks fourth in the NJTPA region for walk and bike trips. Union County residents average about the same frequency of daily trips as those of the NJTPA region overall.

While Union work travel times (33 minutes) are similar to the regional average, work trip distance is considerably longer, possibly due to the extensive use of commuter rail.

Union County Facts at a Glance	
2010 Census: Households	188,118
2010 Census: Population	536,499
Households Surveyed	546
Population Surveyed	1,376
Average Trips per Household (per day)	11.3
Average Trips per Person (per day)	4.3
% Trips Staying within County	74%
% Trips Using Transit	7%
% Trips Work Related	24%
Average Work Trip Duration	33 mins
Average Non-Work Trip Duration	16 mins

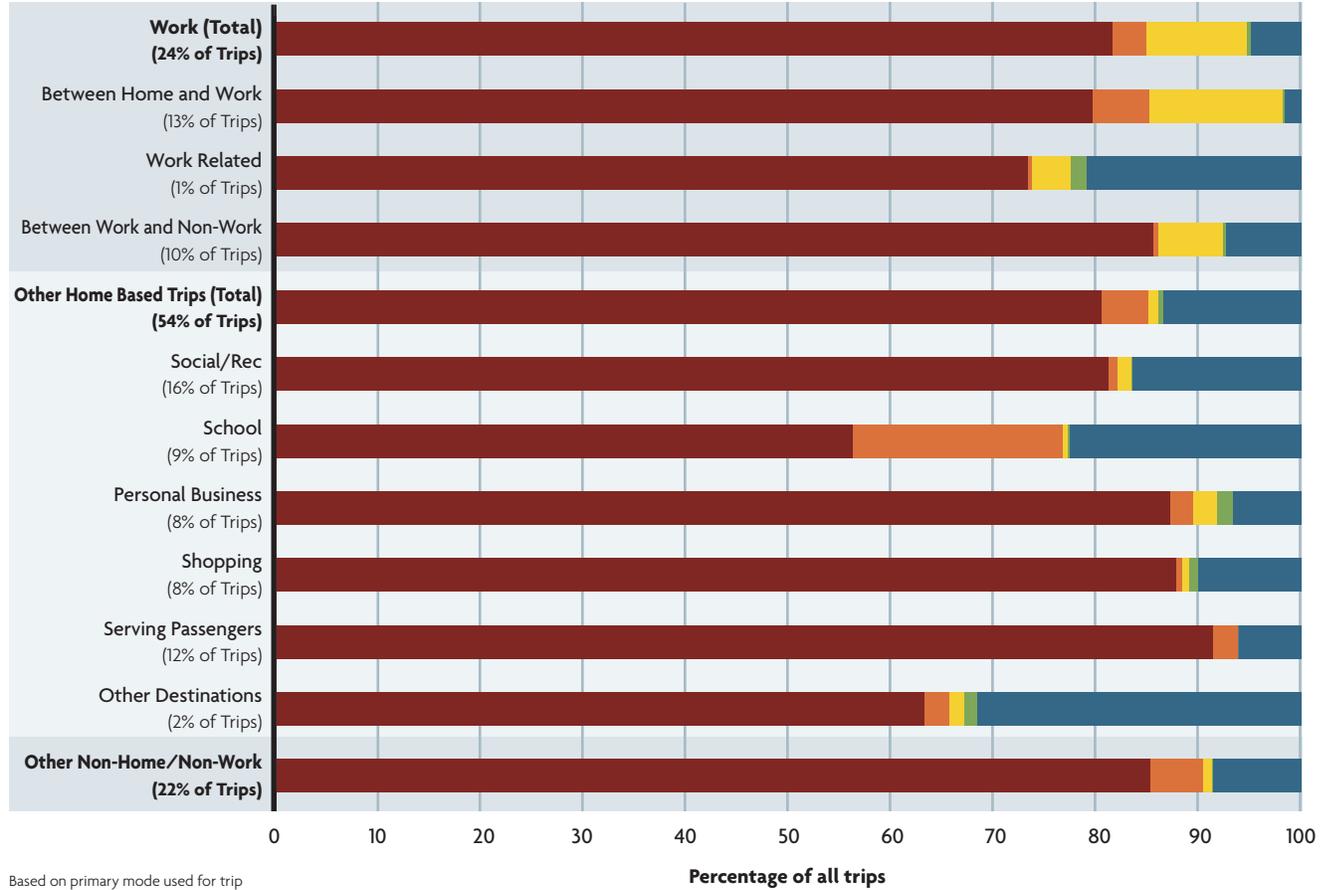
NOTE: The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose. Survey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

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE

Union 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 Union County tend to be more local. Ten percent of Union County resident work trips are to Manhattan.

TRIP PURPOSE BY DESTINATION

Union 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	40%	25%	10%	2%	11%	*	*	10%
Between Home and Work	45%	28%	10%	3%	13%	1%	1%	-
Work Related	32%	18%	27%	*	2%	1%	*	20%
Between Work and Non-Work	35%	23%	7%	2%	10%	*	*	23%
Other Home Based Trips	83%	12%	1%	*	3%	*	*	-
Social/Recreation	80%	10%	2%	*	7%	*	*	-
School	92%	7%	*	*	*	*	*	-
Personal Business	76%	17%	1%	1%	5%	*	*	-
Shopping	76%	21%	1%	*	3%	*	*	-
Serving Passengers	89%	10%	*	*	*	*	*	-
Other Destinations	83%	14%	3%	*	*	*	*	-
Other Non-Home/Non-Work	72%	15%	1%	*	1%	*	*	10%

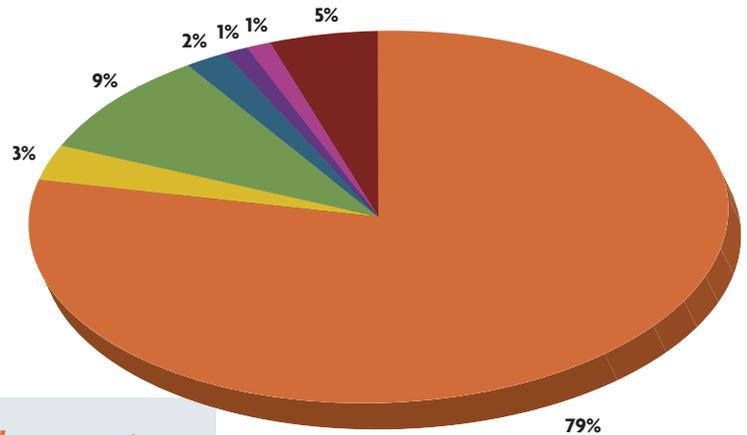
*less than 0.5% ** Trips that both begin and end outside the resident's home county

Overall, 13% of work trips by Union County residents use transit, ranking third in the NJTPA region.

PERCENTAGE WORK TRAVEL BY MODE

Union County

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

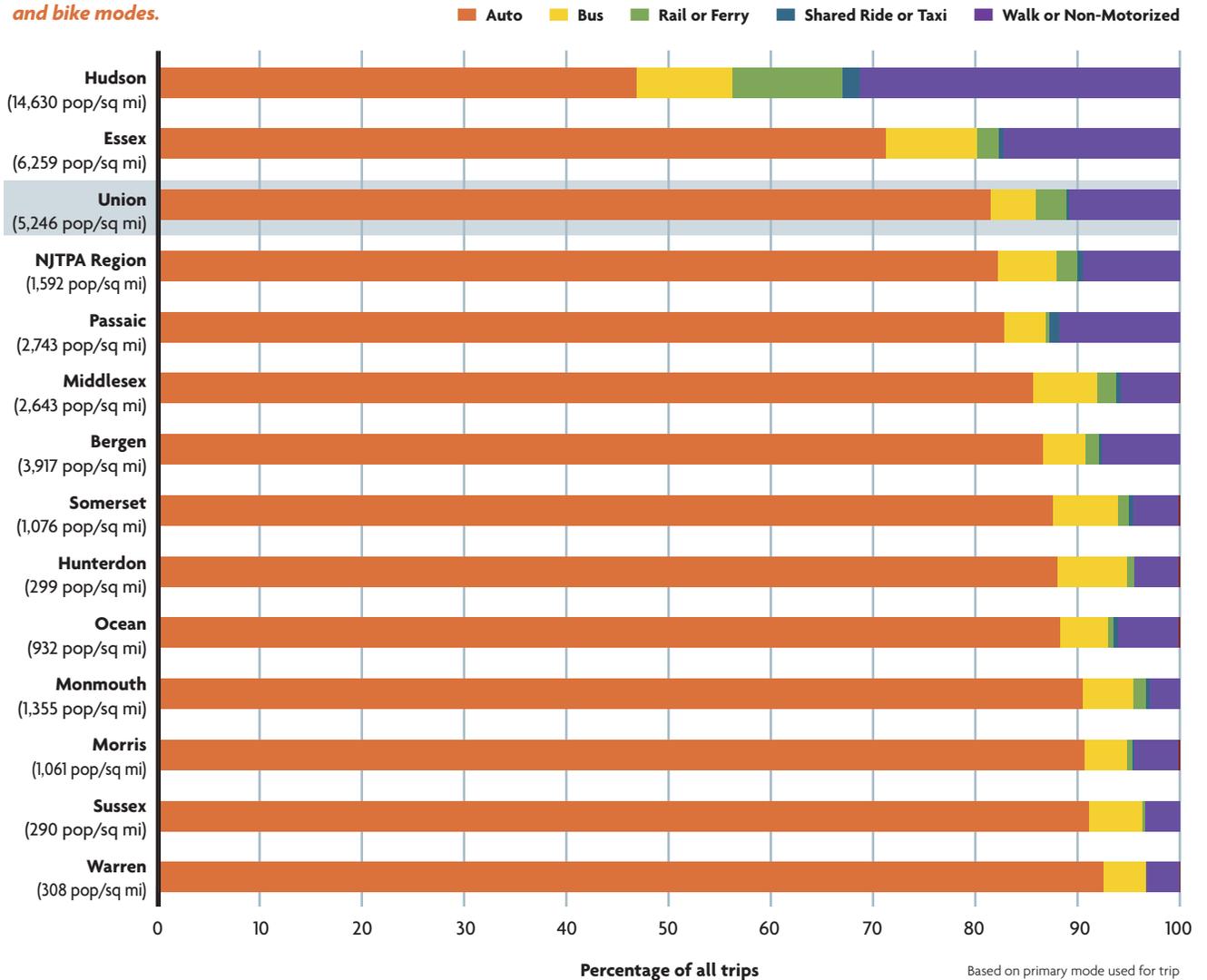


Union County is one of only three counties where the percentage of auto trips is lower than the NJTPA regional average.

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Union County



Union County residents average 4.3 trips per day, slightly more than regional residents do overall (4.1 per day).

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

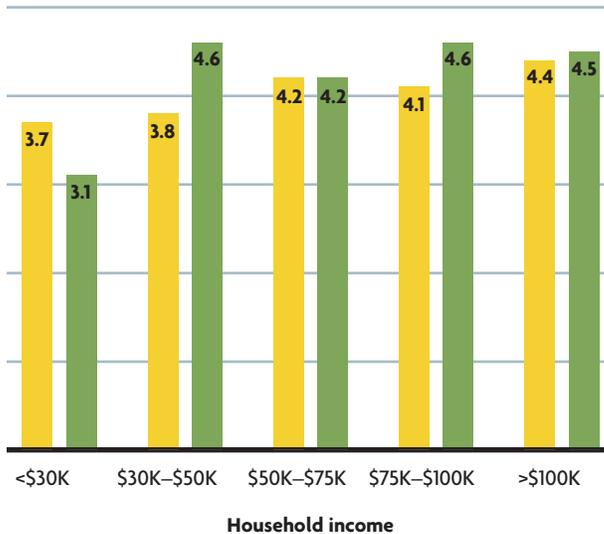
MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS



As elsewhere in the NJTPA region, Union County residents with higher incomes and vehicle ownership make more trips.

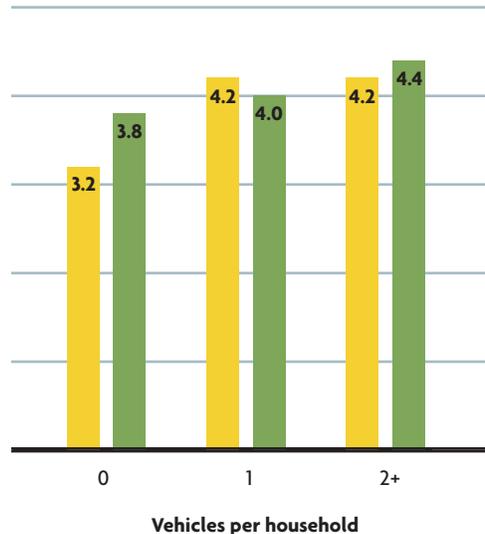
DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME

■ NJTPA Daily Trips per Person
■ Union Daily Trips per Person



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

■ NJTPA Daily Trips per Person
■ Union Daily Trips per Person

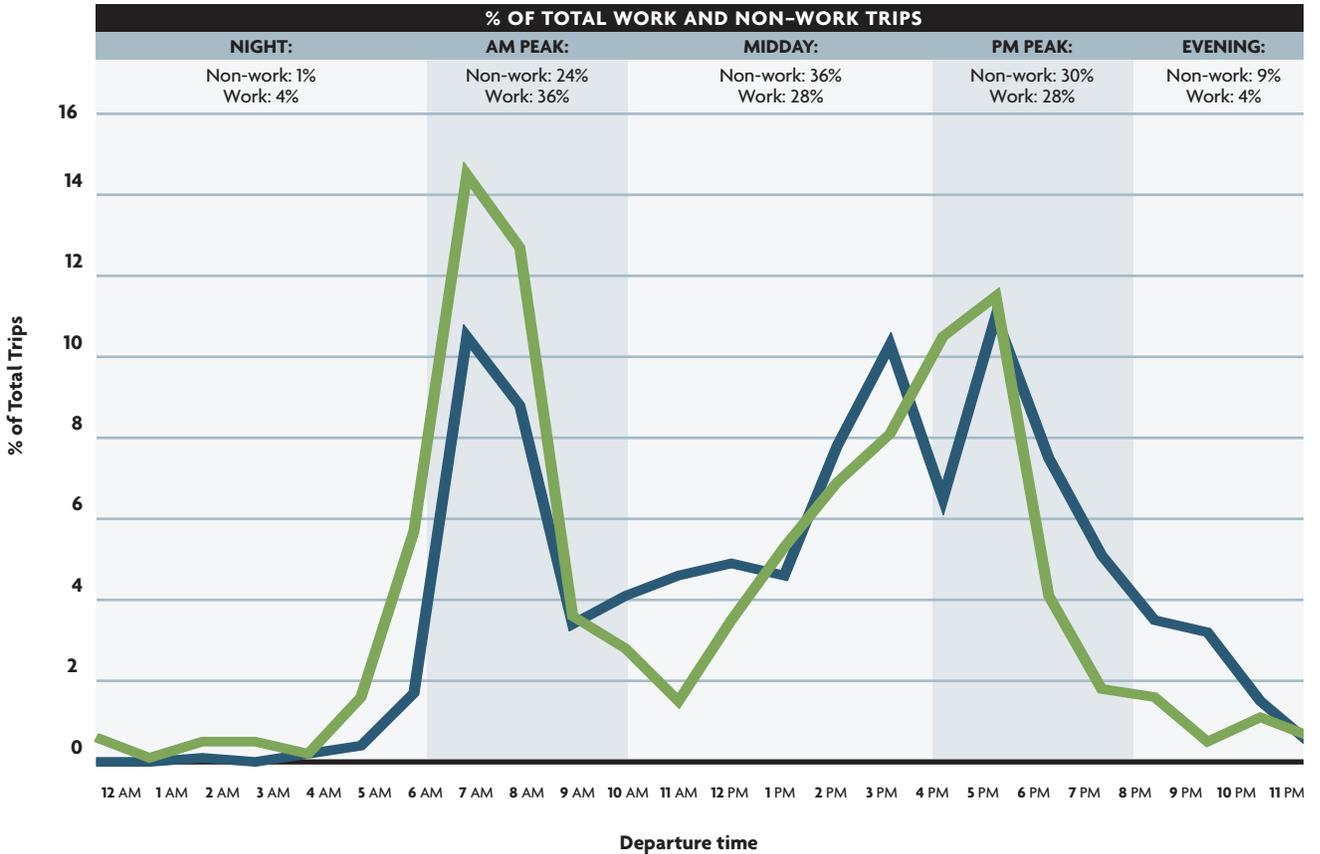


Typical weekday travel for both work and non-work purposes in Union County peaks during the morning and evening as in the NJTPA region as a whole.

TIME OF TRAVEL

Work and non-work trips

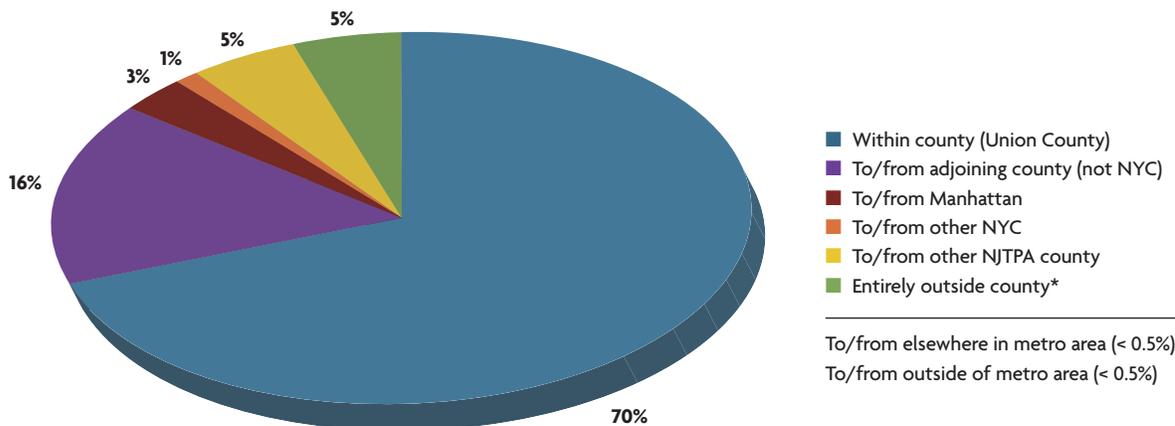
■ Work trips ■ Non-work trips



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

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Union County



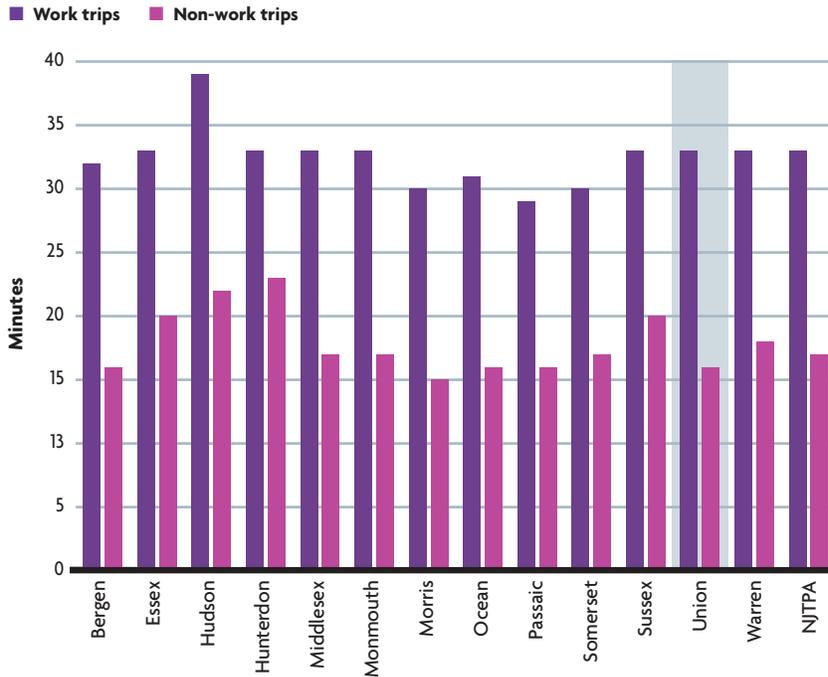
To/from elsewhere in metro area (< 0.5%)
To/from outside of metro area (< 0.5%)

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

Travel durations for Union County residents are similar to regional averages.

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	25.3	10.3
Part-Time Employed	16.8	3.3
Unemployed	24.4	11.9
Homemaker	11.6	2.3
Adult Student	29.8	4.3
Retired	18.5	2.6
School Age (<17 yrs)	14.7	1.9
Under 5 yrs	9.9	1.4

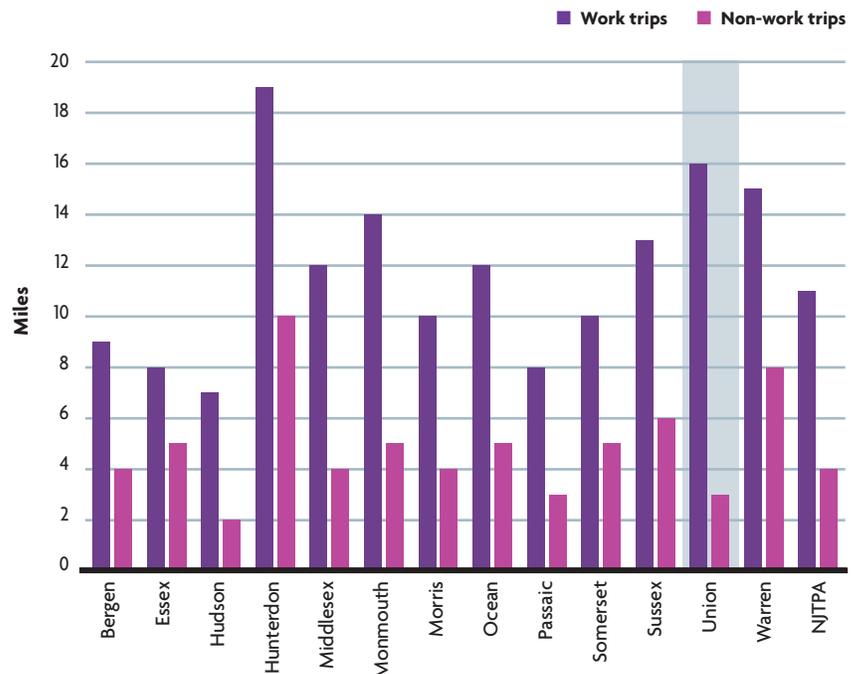
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Union County work trips is 10 minutes less than the average travel time.

Union County work trip distances are the second 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	32.7	15.5
Between Home and Work	37.2	9.6
Work Related	29.4	18.3
Between Work and Non-Work	27.1	23.4
Other Home Based Trips	16.8	2.8
Social/Recreation	16.9	3.4
School	18.3	1.8
Personal Business	21.9	3.3
Shopping	15.4	2.7
Serving Passengers	11.1	2.2
Other Destinations	27.4	3.0
Other Non-Home/Non-Work	15.7	4.9



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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