

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



**IN WARREN COUNTY**, 290 households were surveyed about the travel activity of all household members (655 people). Similar to all counties in the NJTPA region, most Warren County travel is not work-related (79%) and stays within the county (61%). Many residents

travel outside of Warren County for work although few travel to Manhattan. Most residents travel to another NJTPA county for work while many head outside of the New York/New Jersey metropolitan area (mostly to Pennsylvania). Warren County residents predominantly travel by car; the only large use of transit is on school buses. Rates of walking are also very low compared to most other counties (3% for all trips). Warren County residents make slightly fewer daily trips than others in the region.

While Warren work travel durations (33 minutes) are similar to the regional average, residents travel further for both work and non-work trips, possibly reflecting greater automobile use along relatively uncongested roads. Warren 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>Warren County Facts at a Glance</b>	
2010 Census: Households	<b>41,480</b>
2010 Census: Population	<b>108,692</b>
Households Surveyed	<b>290</b>
Population Surveyed	<b>655</b>
Average Trips per Household (per day)	<b>9.6</b>
Average Trips per Person (per day)	<b>3.8</b>
% Trips Staying within County	<b>68%</b>
% Trips Using Transit	<b>4%</b>
% Trips Work Related	<b>21%</b>
Average Work Trip Duration	<b>33 mins</b>
Average Non-Work Trip Duration	<b>18 mins</b>

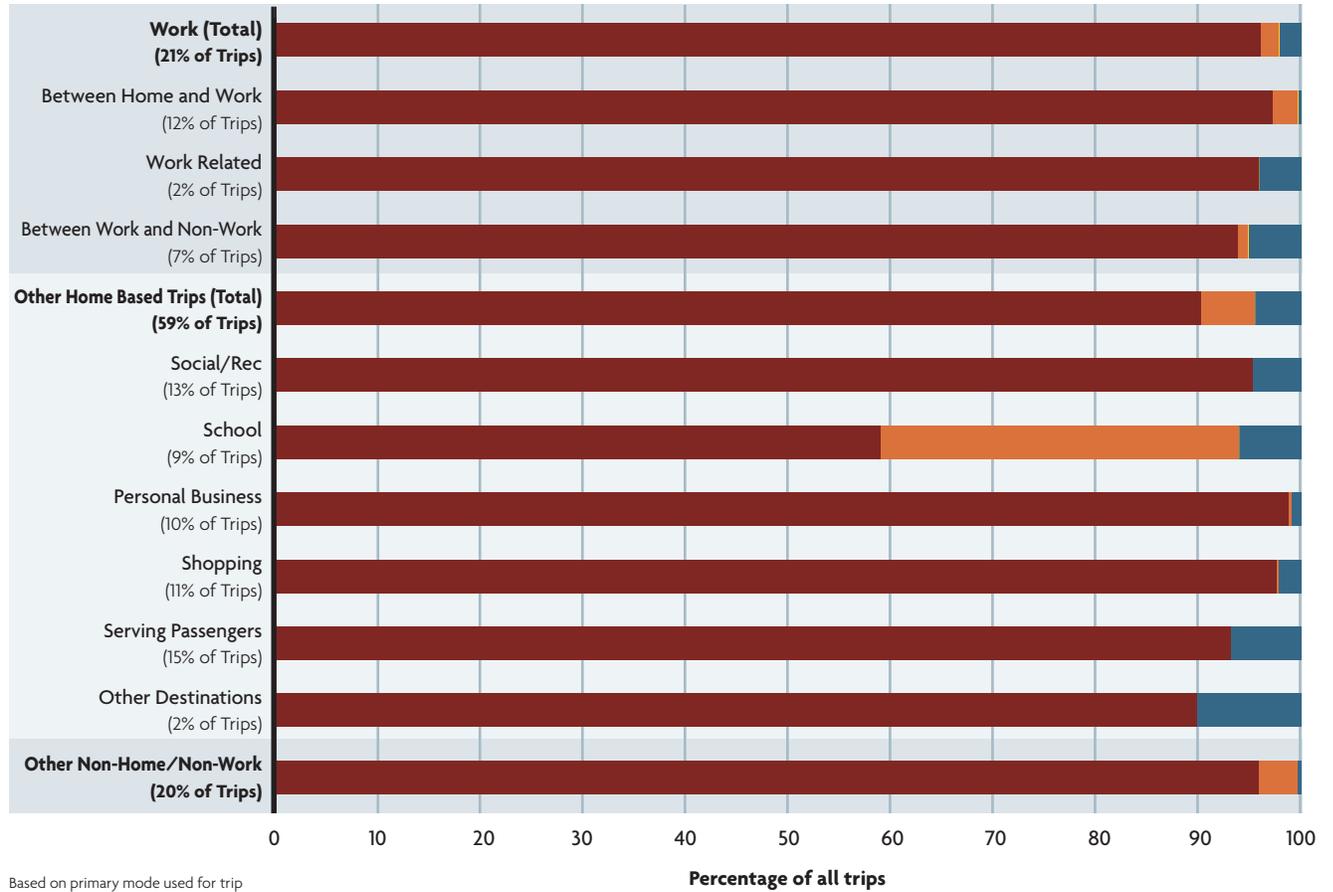
**NOTE:** The survey design, and subsequent data weighting process, was adjusted to take into account socioeconomic characteristics such as household size, age and income. It was designed and conducted for use in regional travel demand modeling with a sample size and frame suitable for that purpose.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

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

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE

Warren County

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



Based on primary mode used for trip

Warren County has the highest share of work trips outside of the NY/NJ metropolitan area; most of these are destined to Pennsylvania.

TRIP PURPOSE BY DESTINATION

Warren 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>	29%	23%	2%	*	12%	1%	12%	21%
Between Home and Work	34%	30%	2%	*	15%	1%	16%	-
Work Related	20%	3%	*	*	*	*	4%	73%
Between Work and Non-Work	22%	16%	1%	*	10%	*	5%	47%
<b>Other Home Based Trips</b>	75%	12%	*	*	3%	*	10%	-
Social/Recreation	60%	18%	*	*	*	*	21%	-
School	89%	6%	*	*	3%	*	1%	-
Personal Business	63%	18%	1%	*	9%	*	10%	-
Shopping	82%	13%	*	*	*	*	5%	-
Serving Passengers	86%	5%	*	*	2%	*	7%	-
Other Destinations	51%	6%	*	*	6%	*	37%	-
<b>Other Non-Home/Non-Work</b>	54%	9%	*	*	*	*	6%	31%

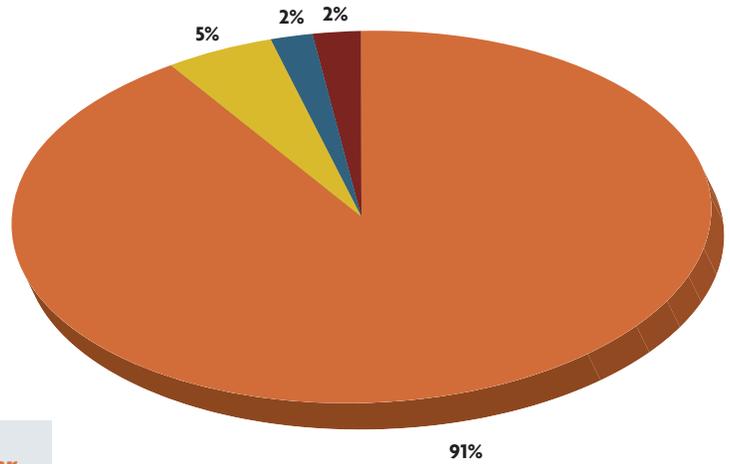
\*less than 0.5% \*\* Trips that both begin and end outside the resident's home county

Overall, 2% of work trips by Warren County residents use public transit, among the fewest in the NJTPA region.

**PERCENTAGE WORK TRAVEL BY MODE**

**Warren County**

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

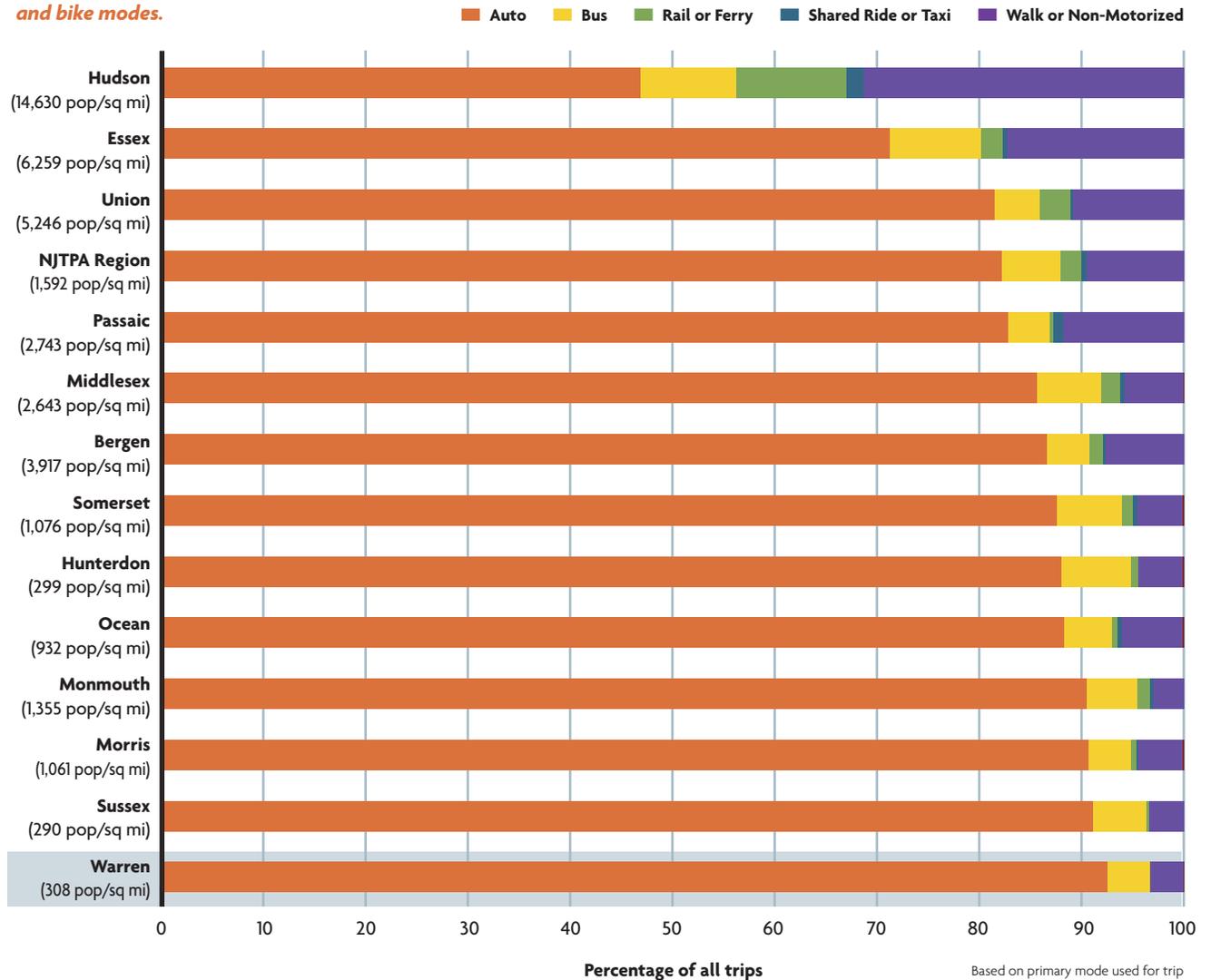


Warren County residents travel predominantly by car.

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

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

**Warren County**



Warren County residents average 3.8 trips daily, fewer than the NJTPA regional average (4.1).

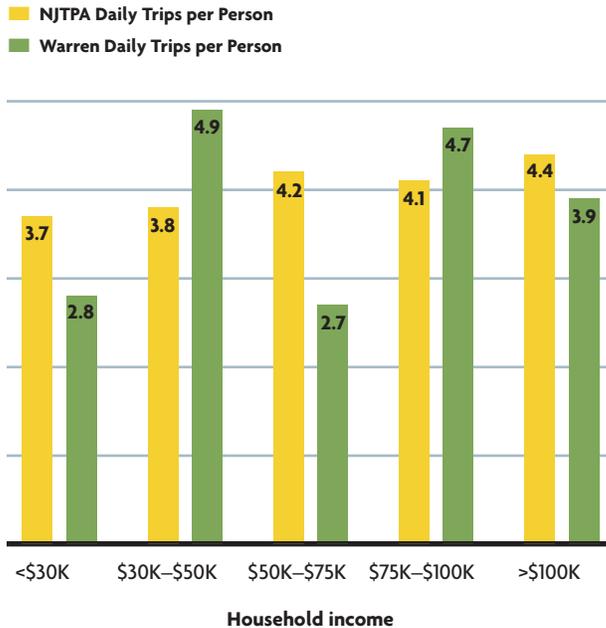
▼ The categories are ordered from highest to lowest average daily trips.

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

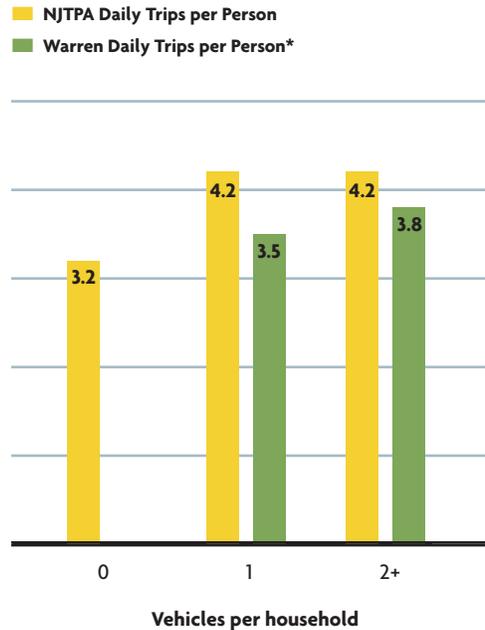


In Warren County income level has little correlation with the number of daily trips taken.

### DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



### DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP



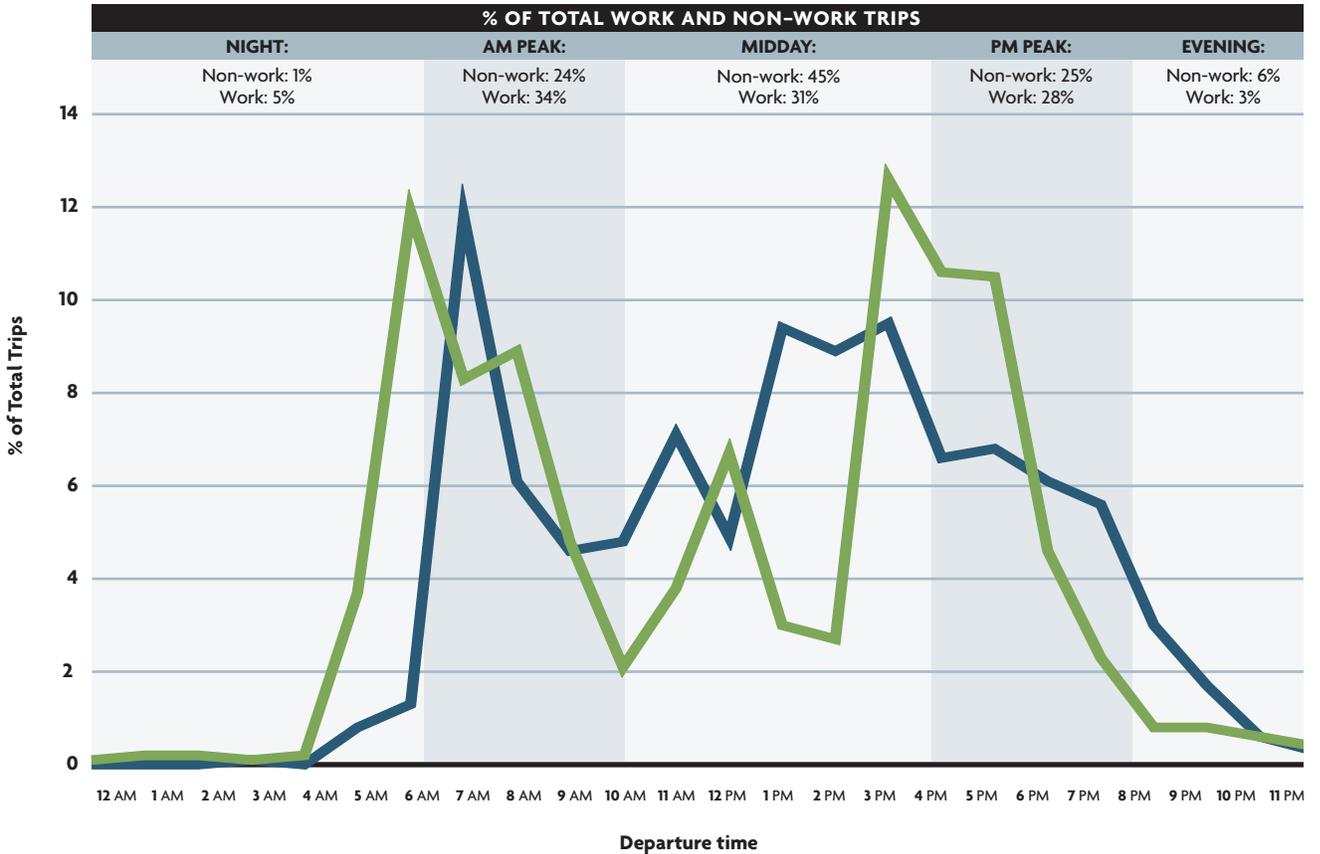
\*Insufficient data was collected from Warren County households with zero car households.

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

**TIME OF TRAVEL**

Work and non-work trips

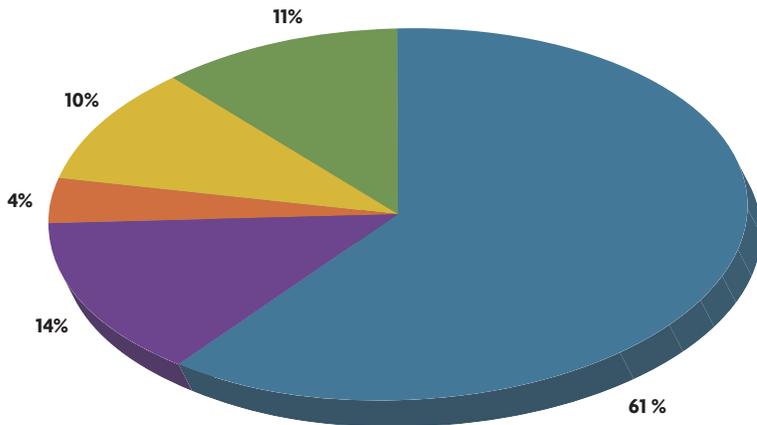
■ Work trips ■ Non-work trips



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

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**

Warren County



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

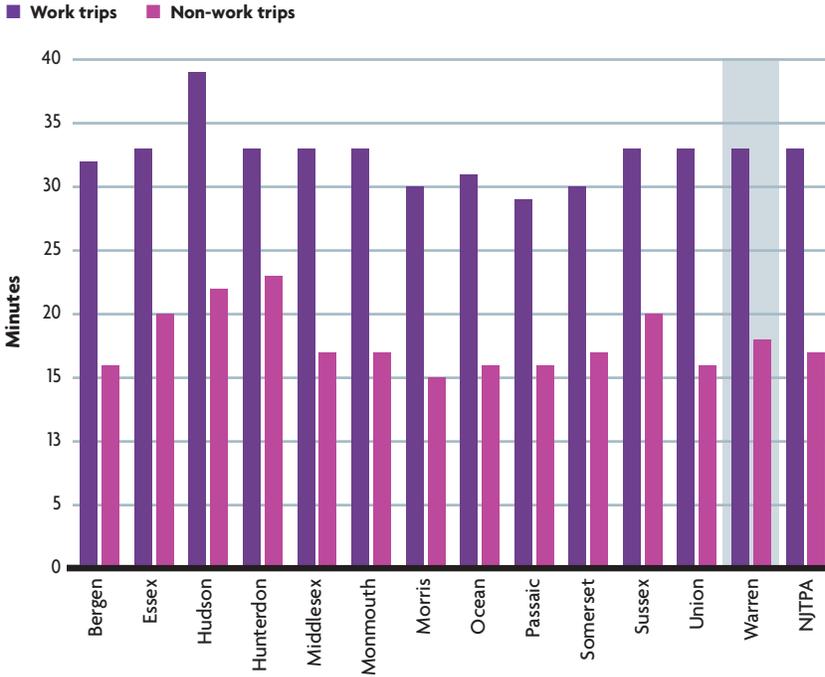
To/from Manhattan (< 0.5%)  
 To/from other NYC (< 0.5%)  
 To/from elsewhere in metro area (< 0.5%)

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

Both work and non-work travel durations for Warren 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	26.2	15.0
Part-Time Employed	19.1	7.2
Unemployed	18.5	6.4
Homemaker	11.6	3.6
Adult Student	21.9	8.6
Retired	19.4	6.2
School Age (<17 yrs)	17.6	5.4
Under 5 yrs	12.8	3.9

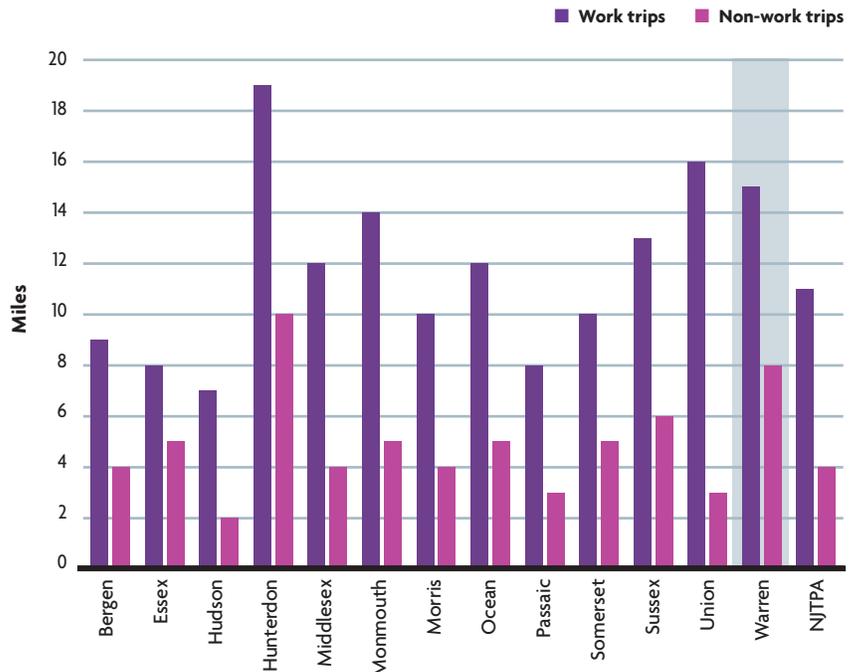
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Warren County work trips is 10 minutes less than the average travel time.

Warren County work and non-work trip distances are among the farthest in the region.

### 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>33.1</b>	<b>15.2</b>
Between Home and Work	38.7	18.5
Work Related	28.8	10.0
Between Work and Non-Work	23.7	10.4
<b>Other Home Based Trips</b>	<b>18.3</b>	<b>8.6</b>
Social/Recreation	19.7	9.1
School	19.3	3.9
Personal Business	25.9	12.0
Shopping	15.3	4.6
Serving Passengers	11.2	3.2
Other Destinations	37.3	75.3
<b>Other Non-Home/Non-Work</b>	<b>15.6</b>	<b>5.6</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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