REGIONAL HOUSEHOLD TRAVEL SURVEY: NJTPA Region 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

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY
Defining the Vision. Shaping the Future.
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 residents of the NJTPA’s northern and central New Jersey region.

IN THE 13-COUNTY NJTPA REGION, 7,574 households were surveyed about the travel activity of all household members (18,193 people). Most NJTPA travel is not work-related (77%) and stays within the resident’s home county (75%). While access to financial and other business activity concentrated in Manhattan is important to the region’s economy, only about 10% of the NJTPA region residents travel there for work. Residents predominantly travel by car (78%), although public transit use in the NJTPA region (including 12% of work trips) is high compared to elsewhere in the nation. Residents in urban areas such as Hudson and Essex counties tend to walk more than those in rural areas like Sussex and Warren counties. NJTPA residents average 4.1 trips daily. The average duration for work commutes (33 minutes) is almost twice that for non-work trips (17 minutes). More than half of trips for both work and non-work purposes are during morning and evening peak periods (6 am-10 am and 4 pm-8 pm, respectively).

### NJTPA Region Facts at a Glance

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 Census: Households</td>
<td>2,398,756</td>
</tr>
<tr>
<td>2010 Census: Population</td>
<td>6,578,920</td>
</tr>
<tr>
<td>Households Surveyed</td>
<td>7,574</td>
</tr>
<tr>
<td>Population Surveyed</td>
<td>18,193</td>
</tr>
<tr>
<td>Average Trips per Household (per day)</td>
<td>10.5</td>
</tr>
<tr>
<td>Average Trips per Person (per day)</td>
<td>4.1</td>
</tr>
<tr>
<td>% Trips Staying within County</td>
<td>79%</td>
</tr>
<tr>
<td>% Trips Using Transit</td>
<td>8%</td>
</tr>
<tr>
<td>% Trips Work Related</td>
<td>23%</td>
</tr>
<tr>
<td>Average Work Trip Duration</td>
<td>33 mins</td>
</tr>
<tr>
<td>Average Non-Work Trip Duration</td>
<td>17 mins</td>
</tr>
</tbody>
</table>

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.
**Why we travel**

**TRIP PURPOSE**

- **Within County**
- **To/From Adjoining County (Not NYC)**
- **To/From Manhattan**
- **To/From Other NJTPA County**
- **To/From Elsewhere in Metro Area**
- **To/From Outside of Metro Area**
- **Entirely Outside County**

<table>
<thead>
<tr>
<th>TRIP PURPOSE</th>
<th>Within County</th>
<th>To/From Adjoining County (Not NYC)</th>
<th>To/From Manhattan</th>
<th>To/From Other NJTPA County</th>
<th>To/From Elsewhere in Metro Area</th>
<th>To/From Outside of Metro Area</th>
<th>Entirely Outside County</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Work</strong></td>
<td>53%</td>
<td>15%</td>
<td>13%</td>
<td>2%</td>
<td>6%</td>
<td>3%</td>
<td>*</td>
</tr>
<tr>
<td>Between Home and Work</td>
<td>53%</td>
<td>16%</td>
<td>16%</td>
<td>4%</td>
<td>8%</td>
<td>3%</td>
<td>*</td>
</tr>
<tr>
<td>Work Related</td>
<td>46%</td>
<td>13%</td>
<td>9%</td>
<td>*</td>
<td>4%</td>
<td>3%</td>
<td>1%</td>
</tr>
<tr>
<td>Between Work and Non-Work</td>
<td>56%</td>
<td>14%</td>
<td>9%</td>
<td>*</td>
<td>4%</td>
<td>3%</td>
<td>*</td>
</tr>
<tr>
<td><strong>Other Home Based Trips</strong></td>
<td>88%</td>
<td>7%</td>
<td>2%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Social/Recreation</td>
<td>85%</td>
<td>7%</td>
<td>2%</td>
<td>*</td>
<td>2%</td>
<td>2%</td>
<td>*</td>
</tr>
<tr>
<td>School</td>
<td>92%</td>
<td>5%</td>
<td>1%</td>
<td>*</td>
<td>1%</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Personal Business</td>
<td>86%</td>
<td>9%</td>
<td>3%</td>
<td>*</td>
<td>1%</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Shopping</td>
<td>86%</td>
<td>11%</td>
<td>1%</td>
<td>*</td>
<td>1%</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Serving Passengers</td>
<td>94%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>*</td>
<td>1%</td>
<td>*</td>
</tr>
<tr>
<td>Other Destinations</td>
<td>87%</td>
<td>9%</td>
<td>3%</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td><strong>Other Non-Home/Non-Work</strong></td>
<td>78%</td>
<td>4%</td>
<td>4%</td>
<td>*</td>
<td>1%</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

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

**More than three-fourths of resident trips are unrelated to work**

**Most work trips by residents remain within the NJTPA region. Ten percent of work trips are to Manhattan.**

**TRIP PURPOSE BY DESTINATION**

- **Between Home and Work**
- **Work Related**
- **Between Work and Non-Work**
- **Other Home Based Trips**
- **Social/Recreation**
- **School**
- **Personal Business**
- **Shopping**
- **Serving Passengers**
- **Other Destinations**
- **Other Non-Home/Non-Work**

**Percentage of all trips**

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

Based on primary mode used for trip
Overall, residents use public transportation for 12% of work trips.

How we travel

**PERCENTAGE WORK TRAVEL BY MODE**

NJTPA Region

- 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

In densely populated counties in the region such as Hudson and Essex, residents walk more frequently.

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

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

NJTPA Region

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

Based on primary mode used for trip
NJTPA region residents average 4.1 trips daily.

Residents with higher income and vehicle ownership average more trips each day.

Who we are and how often we travel

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

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME

DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP
When we travel

Typical weekday travel for both work and non-work purposes peaks during the morning and evening.

TIME OF TRAVEL
Work and non-work trips

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Work Trips</th>
<th>Non-work Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night</td>
<td>Non-work: 1% Work: 3%</td>
<td></td>
</tr>
<tr>
<td>AM Peak</td>
<td>Non-work: 23% Work: 34%</td>
<td></td>
</tr>
<tr>
<td>Midday</td>
<td>Non-work: 42% Work: 30%</td>
<td></td>
</tr>
<tr>
<td>PM Peak</td>
<td>Non-work: 27% Work: 28%</td>
<td></td>
</tr>
<tr>
<td>Evening</td>
<td>Non-work: 8% Work: 4%</td>
<td></td>
</tr>
</tbody>
</table>

**PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION**
NJTPA Region

- Within the county: 75%
- To/from adjoining county (not NYC): 14%
- To/from Manhattan: 6%
- To/from other NYC: 2%
- To/from other NJTPA county: 4%
- To/from out of metro area: 4%
- Entirely outside county*: 1%
- To/from elsewhere in metro area (< 0.5%)

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

Most trips by residents either remain within one county or are to/from an adjoining county.
Average travel durations for work trips are almost twice as long as those for non-work trips.

Average trip distances for work trips are over twice as far as non-work trips.
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.