

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

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).

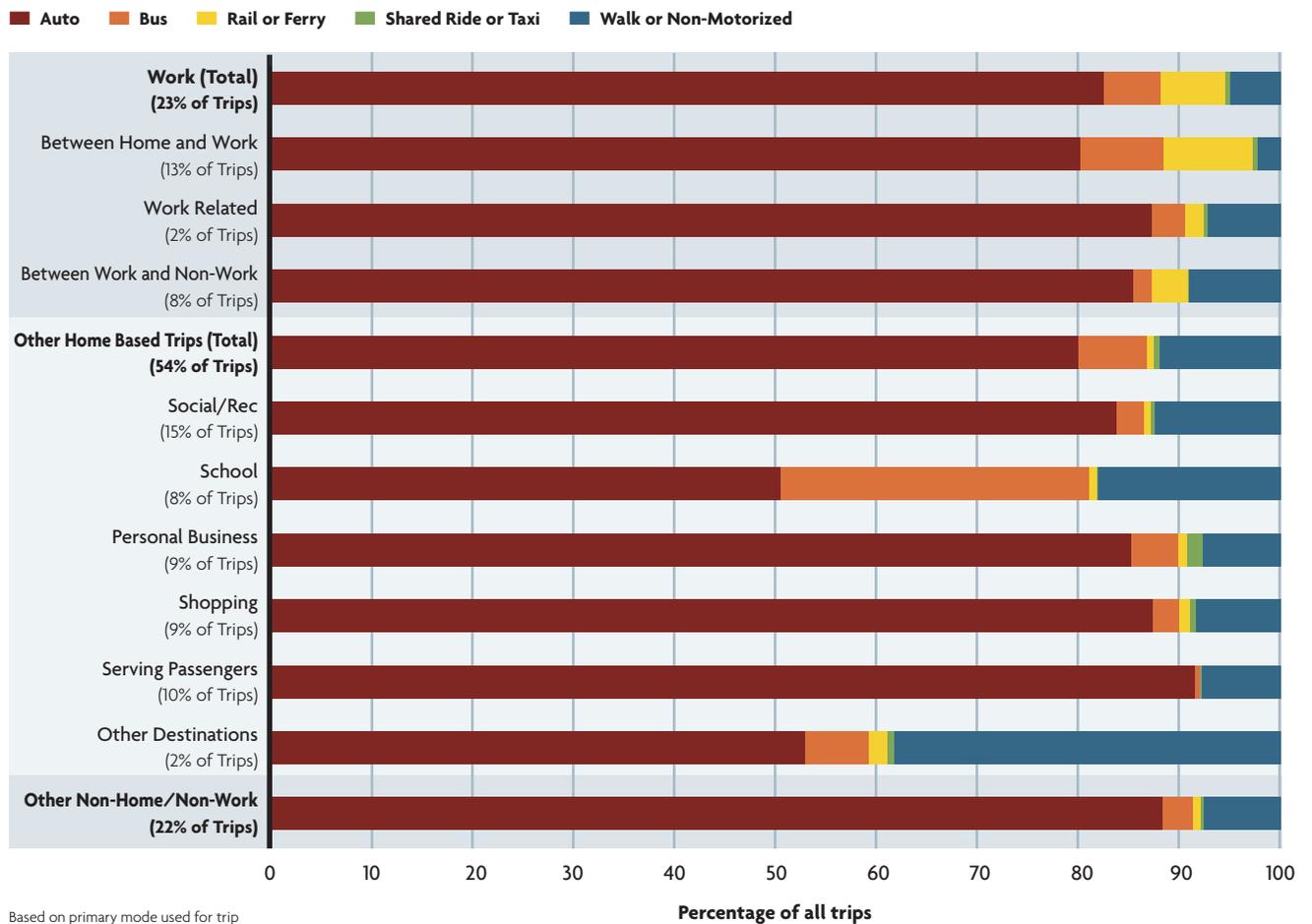
NJTPA Region Facts at a Glance

2010 Census: Households	2,398,756
2010 Census: Population	6,578,920
Households Surveyed	7,574
Population Surveyed	18,193
Average Trips per Household (per day)	10.5
Average Trips per Person (per day)	4.1
% Trips Staying within County	79%
% Trips Using Transit	8%
% Trips Work Related	23%
Average Work Trip Duration	33 mins
Average Non-Work Trip Duration	17 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 resident trips are unrelated to work

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE
NJTPA Region



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

TRIP PURPOSE BY DESTINATION
NJTPA Region

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	53%	15%	13%	2%	6%	3%	*	8%
Between Home and Work	53%	16%	16%	4%	8%	3%	*	-
Work Related	46%	13%	9%	*	*	1%	*	31%
Between Work and Non-Work	56%	14%	9%	*	4%	3%	*	15%
Other Home Based Trips	88%	7%	2%	1%	1%	1%	1%	-
Social/Recreation	85%	7%	2%	1%	2%	2%	2%	-
School	92%	5%	1%	*	1%	*	*	-
Personal Business	86%	9%	3%	*	1%	*	1%	-
Shopping	86%	11%	1%	1%	*	1%	*	-
Serving Passengers	94%	2%	1%	2%	*	1%	*	-
Other Destinations	87%	9%	3%	*	*	*	*	-
Other Non-Home/Non-Work	78%	4%	4%	*	1%	*	*	13%

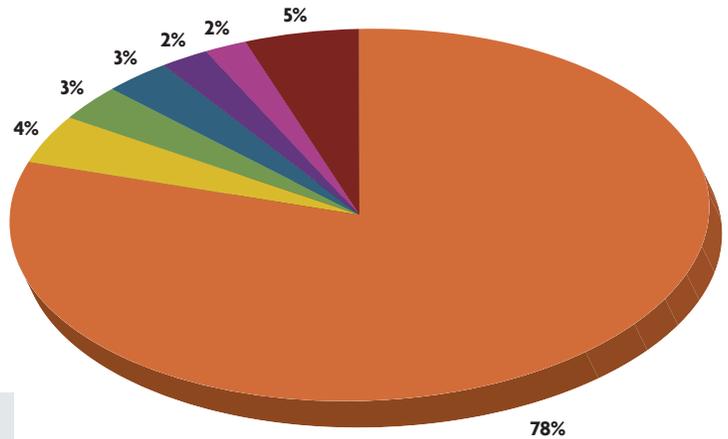
*less than 0.5% ** Trips that both begin and end outside the resident's home county

Overall, residents use public transportation for 12% of work trips.

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
 - Others
 - School bus
 - Taxi or group ride



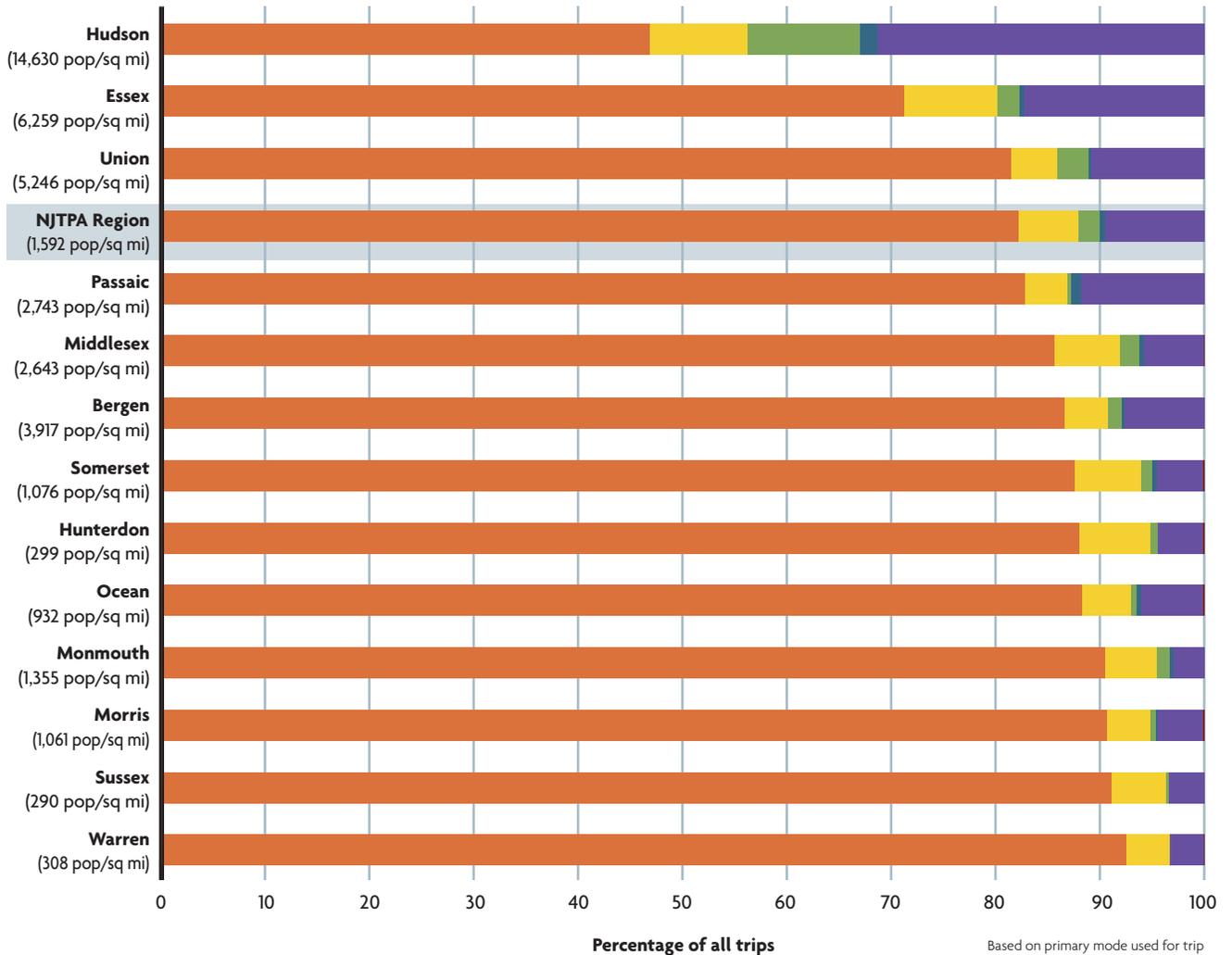
In densely populated counties in the region such as Hudson and Essex, residents walk more frequently.

▼ 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

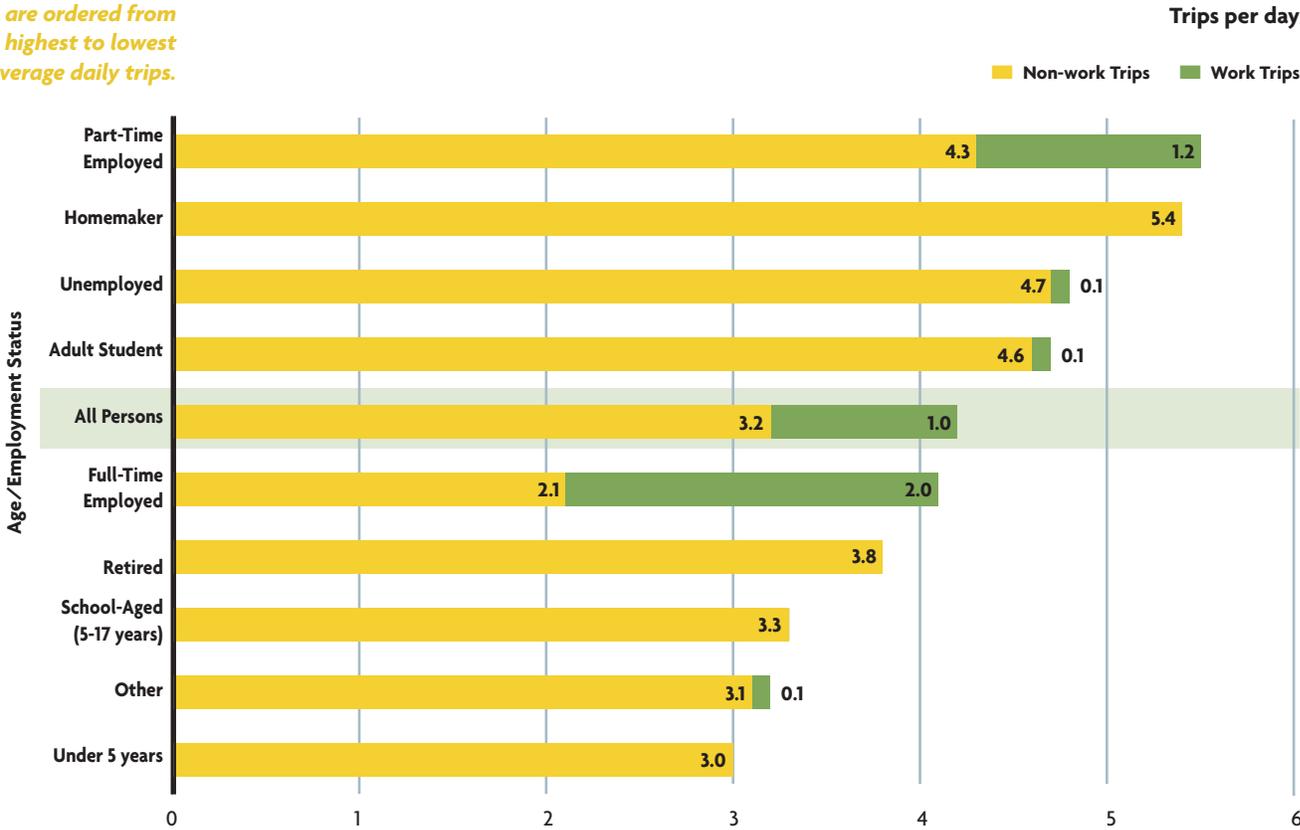


NJTPA region residents average 4.1 trips daily.

Who we are and how often we travel

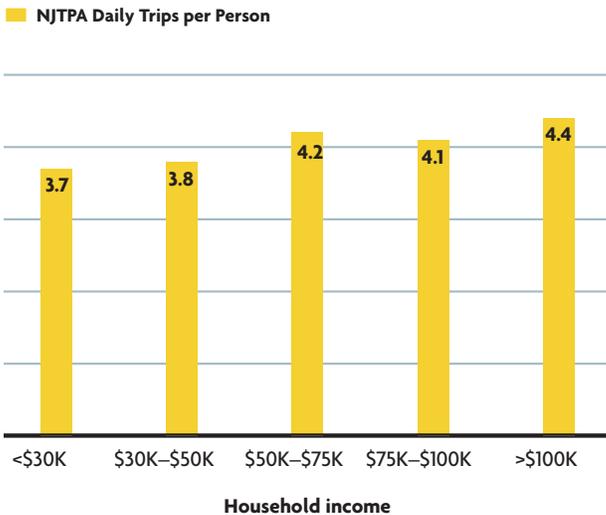
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

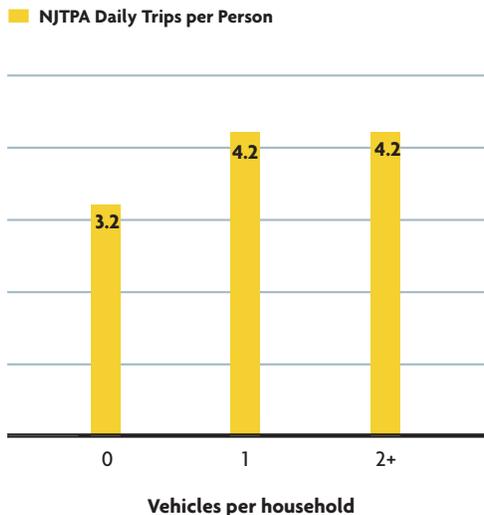


Residents with higher income and vehicle ownership average more trips each day.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP

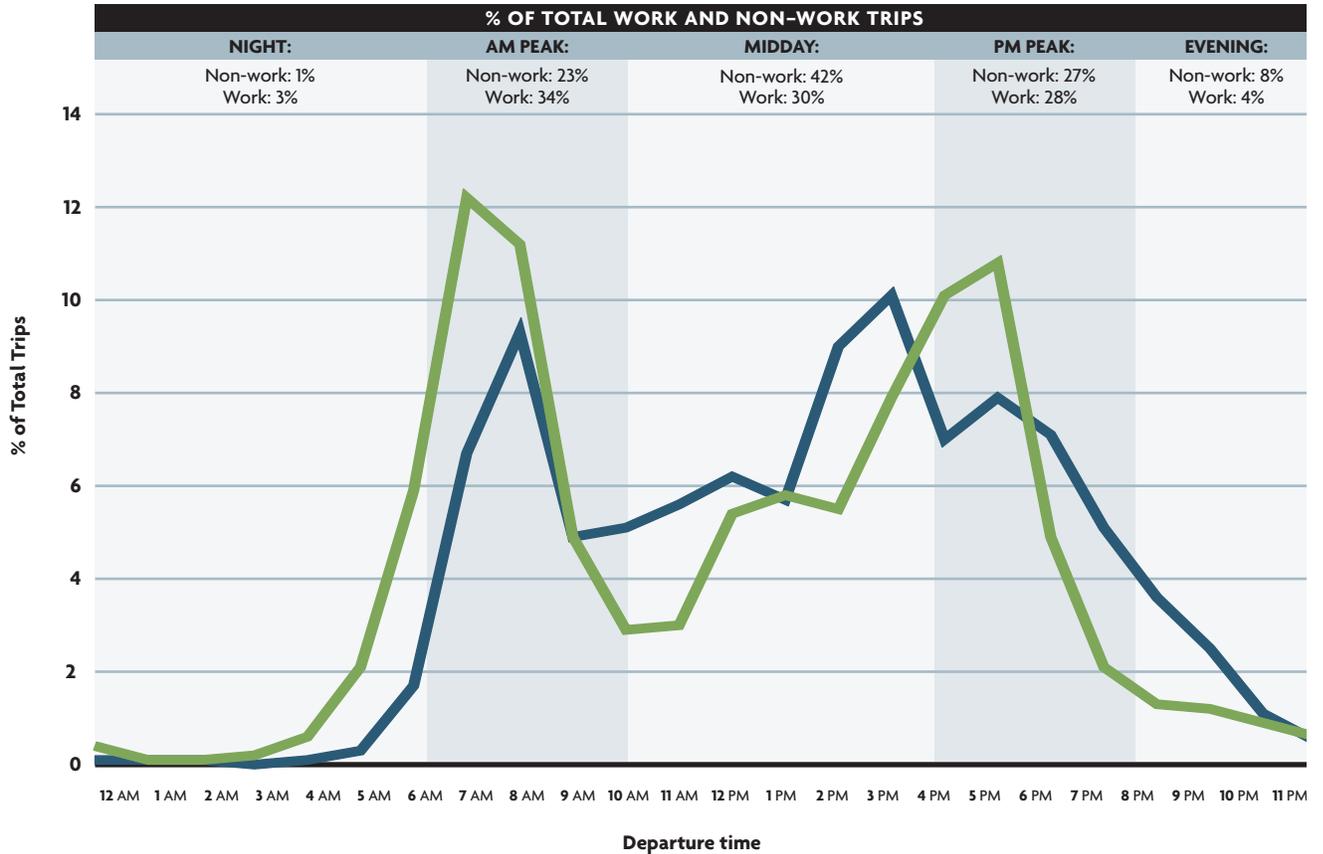


Typical weekday travel for both work and non-work purposes peaks during the morning and evening.

TIME OF TRAVEL

Work and non-work trips

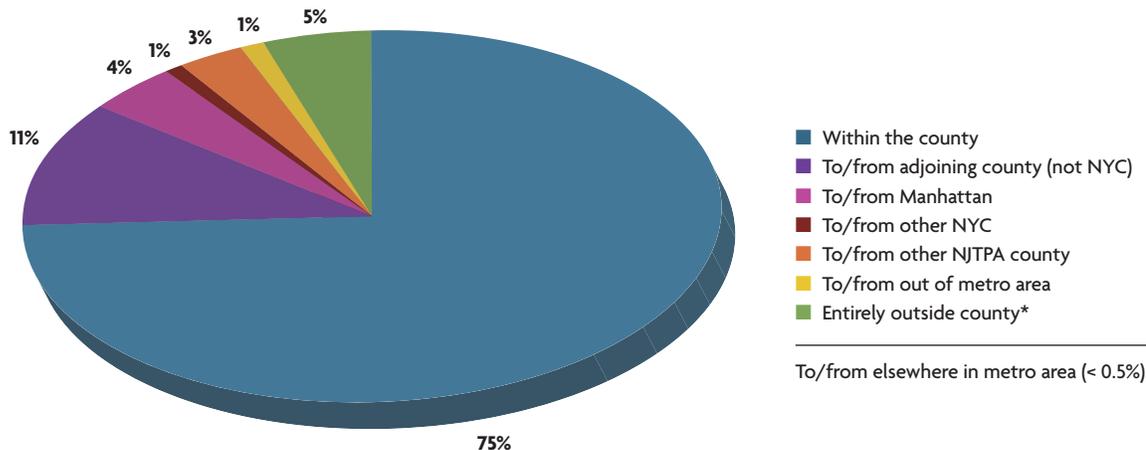
■ Work trips ■ Non-work trips



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

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

NJTPA Region

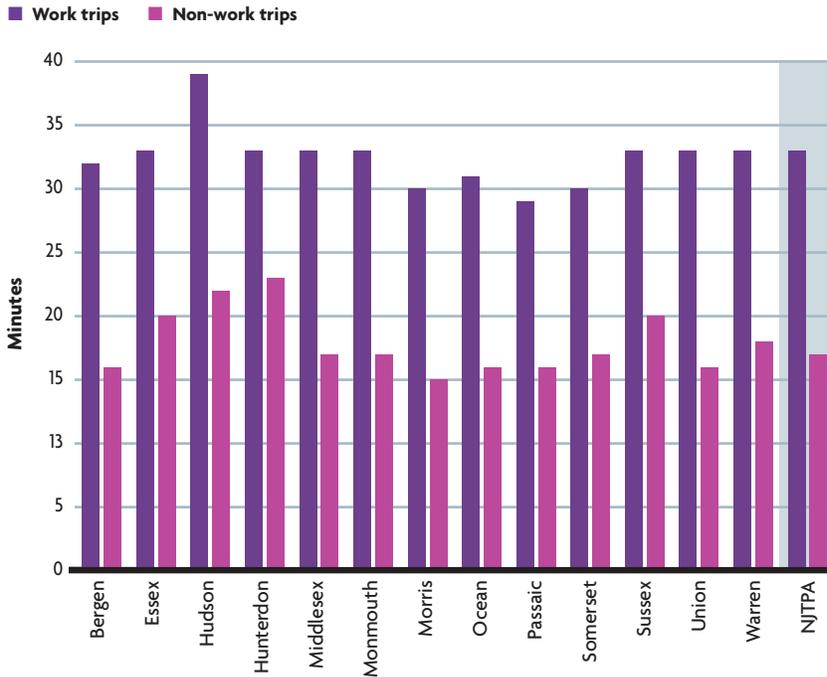


* Trips that both begin and end outside the resident's home county

Average travel durations for work trips are almost twice as long as those for non-work trips.

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	25.4	8.5
Part-Time Employed	18.7	4.3
Unemployed	20.2	5.4
Homemaker	14.2	3.3
Adult Student	20.8	4.4
Retired	19.8	4.5
School Age (<17 yrs)	15.8	2.5
Under 5 yrs	14.0	2.9

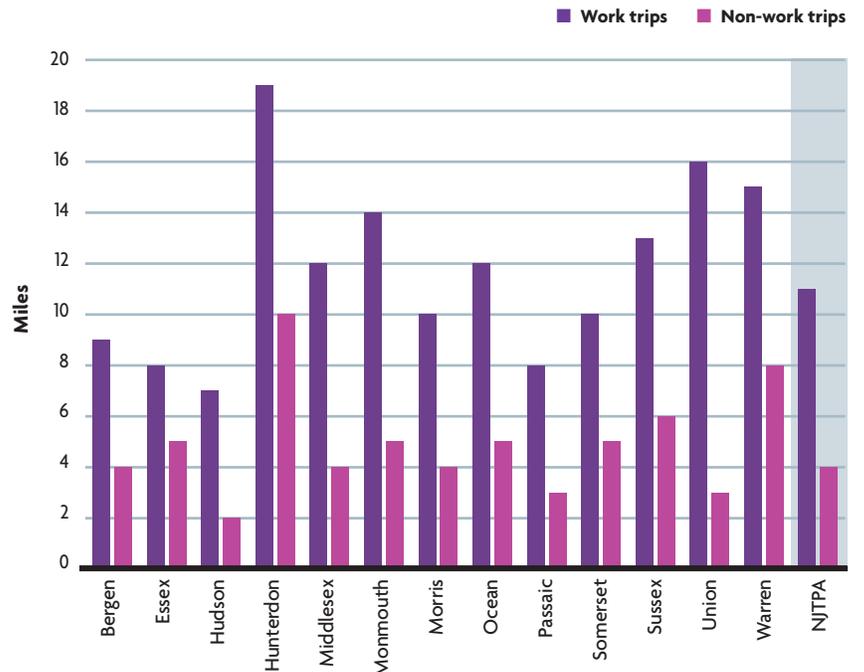
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for The NJTPA Region work trips is 10 minutes less than the average travel time.

Average trip distances for work trips are over twice as far as 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)
Work	32.7	10.8
Between Home and Work	38.5	11.2
Work Related	26.4	11.8
Between Work and Non-Work	24.5	9.8
Other Home Based Trips	17.6	3.7
Social/Recreation	19.5	5.0
School	19.3	2.6
Personal Business	19.8	4.4
Shopping	16.1	3.1
Serving Passengers	11.9	2.4
Other Destinations	23.7	4.5
Other Non-Home/ Non-Work	16.7	5.6



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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One Newark Center, 17th Floor, Newark, NJ 07102
973-639-8400 Fax: 973-639-1953

www.njtpa.org

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