

Regional Performance Measures

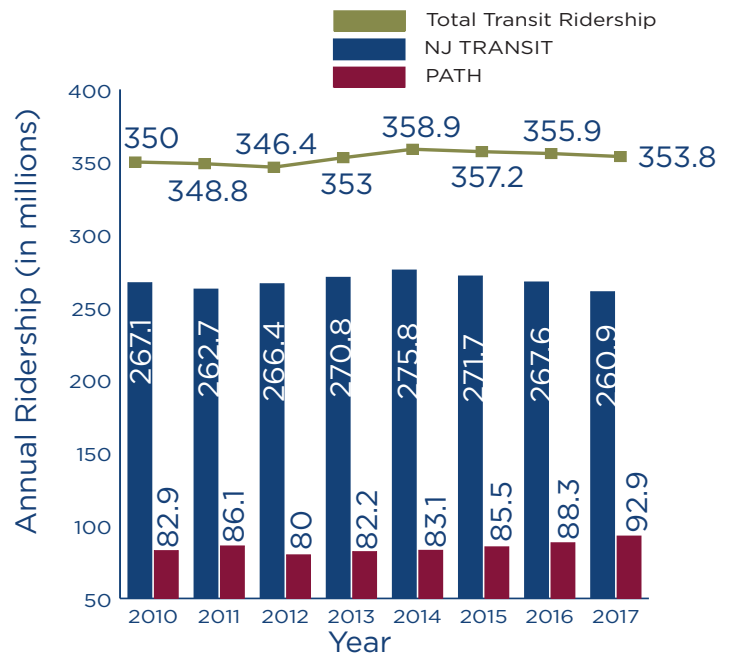
Transit Performance Measures Summary

Public transit plays a vital role in the transportation system in the NJTPA Region. Regional transit performance measures for the NJTPA region address performance areas including Access/Mobility, Community, and Reliability. In addition, transit agencies report on a wide array of performance measures related to Safety and Conditions.

How many use transit?

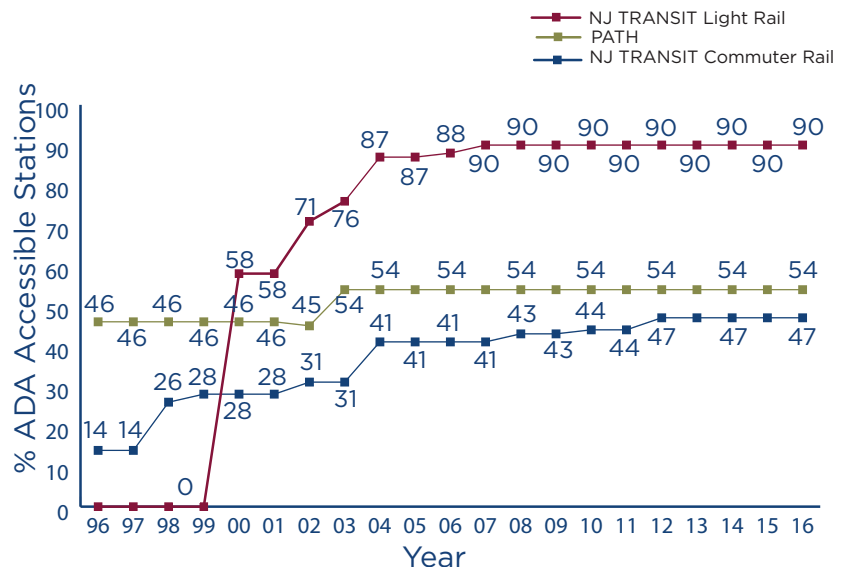
Total regional transit ridership measures the total number of unlinked passenger trips on all modes of public transportation, including buses, light rail, heavy rail, and commuter rail. This measure is distinct from transit commute mode share since it counts transit trips taken for all trip purposes, not just work trips. An increase in transit ridership supports positive outcomes including improved air quality, reduced greenhouse gas emissions, and reduced traffic congestion.

Annual Riders on NJTRANSIT and PATH (in millions)



How accessible is transit to persons with disabilities?

Rail stations that are accessible under the Americans with Disability Act (ADA) comply with accessibility standards established by the U.S. DOT. The requirements include, but are not limited to, accessible path of travel, boarding ramps and bridge plates, functional elevators, curb ramps, wheelchair spaces, level boarding etc. These accessible features also benefit people without disabilities, including parents with strollers, youth, and the elderly.



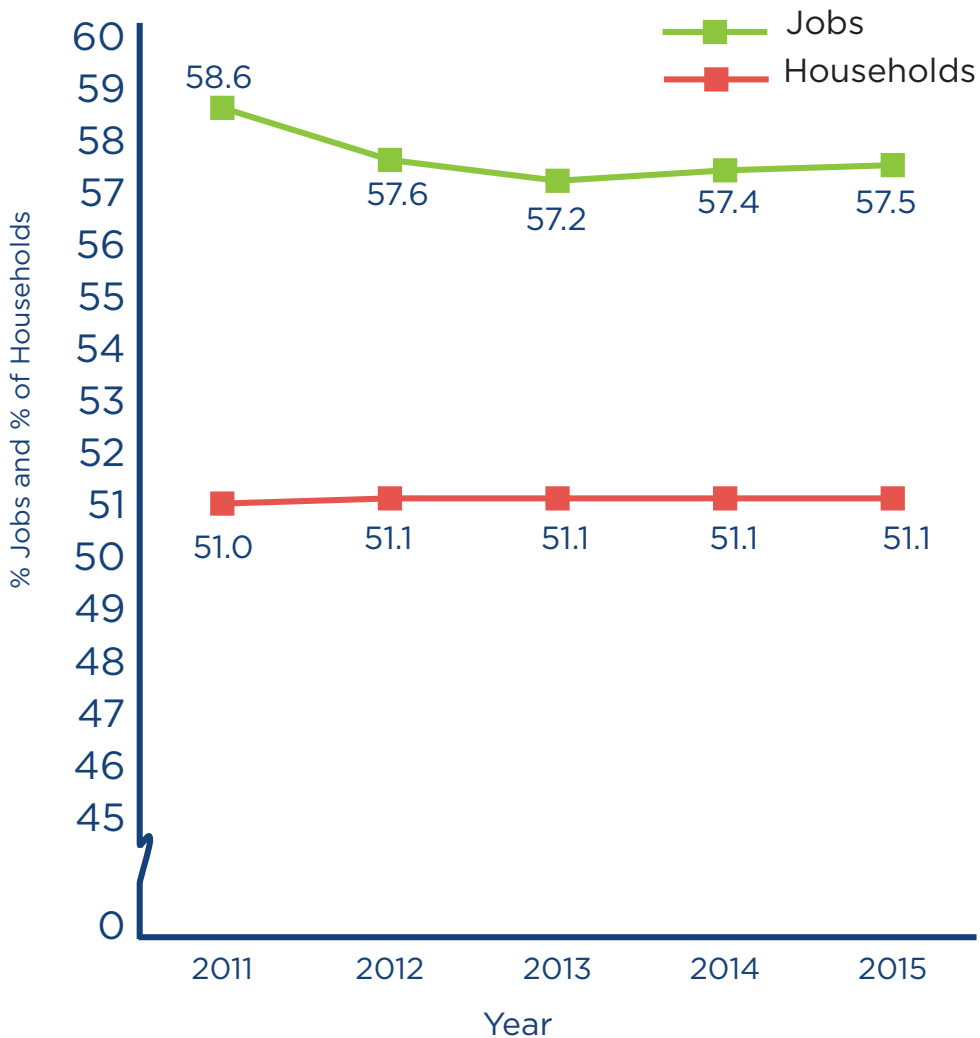
How well does transit serve our communities?

These measures support the NJTPA's goal to create great places through select transportation investments that support the coordination of land use with transportation systems.

These measures assess the level of transit-oriented development by examining the number of jobs and households within a 1/2-mile of regional transit service, which is often considered a reasonable walking distance. Regional transit is defined as commuter rail, light rail, and express bus services. Increasing the share of jobs and households in close

proximity to regional transit stations and stops helps to support more walkable, transit-oriented communities and is an indicator of coordinated transportation and land use planning. U.S. Census data on employment and household locations and the NJTPA's data on transit stop locations are used to analyze these measures.

What % of jobs and households are within walking distance of regional transit



How reliable is transit?

Reliability for public transportation is based on on-time performance, or the ability to adhere to the schedule. (It should be noted that the ability for NJ TRANSIT to adhere to schedules

Commuter Rail & PATH

NJ TRANSIT commuter rail service is considered on time if it arrives at its final destination within 5 minutes and 59 seconds of its scheduled time.

PATH service is considered on time if it both departs and arrives within 3 minutes of its scheduled time.



Light Rail

The Hudson-Bergen Line is considered on time if it arrives at its final destination within 4 minutes and 59 seconds of its scheduled time. River Line service is considered on time if it arrives at its final destination within 5 minutes and 59 seconds of its scheduled time.



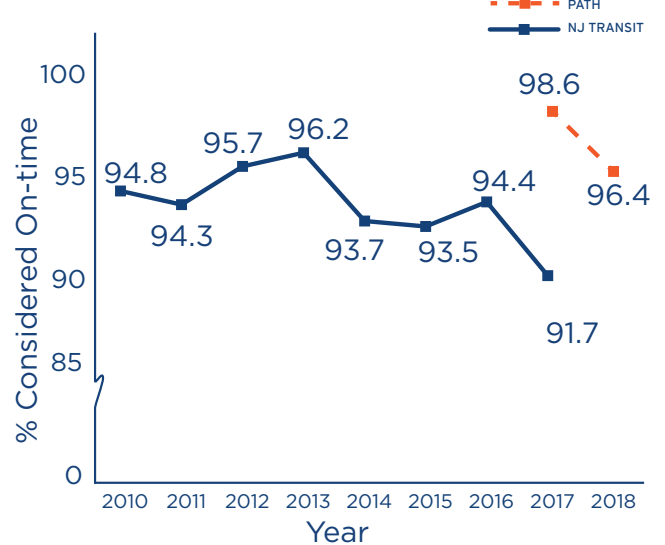
Bus

An NJ TRANSIT bus is considered on time if it departs its terminal within 5 minutes and 59 seconds of its scheduled departure time.

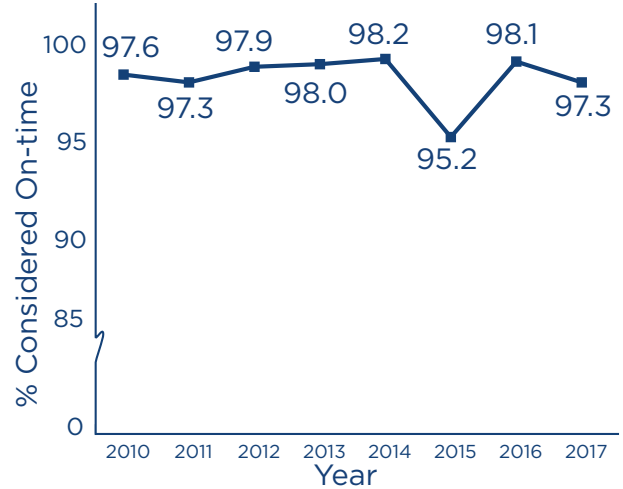


is often affected by external factors, such as weather conditions or traffic incidents.) NJ TRANSIT collects the data. (Amtrak and private bus services are not included in this measure.)

Annual % NJ TRANSIT Commuter Rail + PATH Considered On Time



Annual % NJ TRANSIT Light Rail Considered on Time



Annual % NJTRANSIT Buses Considered On-Time

