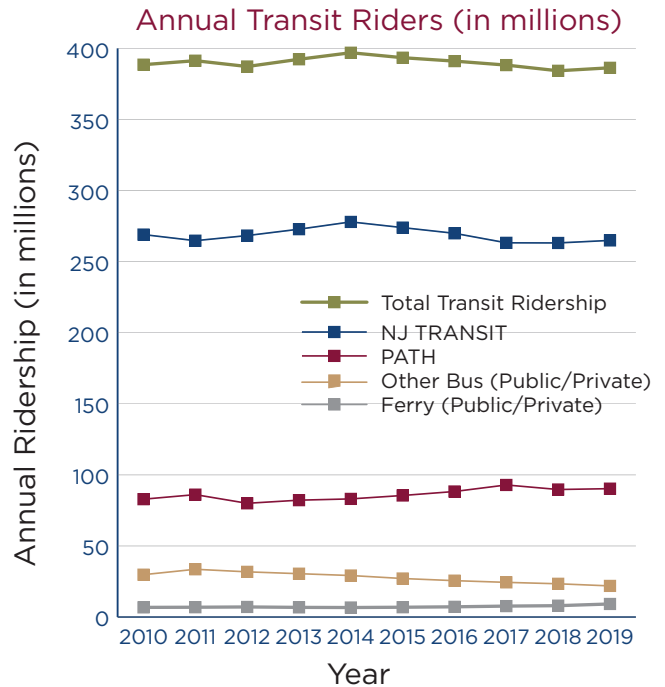


# Regional Performance Measures

## Access and Mobility Performance Measures: What's it like to travel in the NJTPA Region?

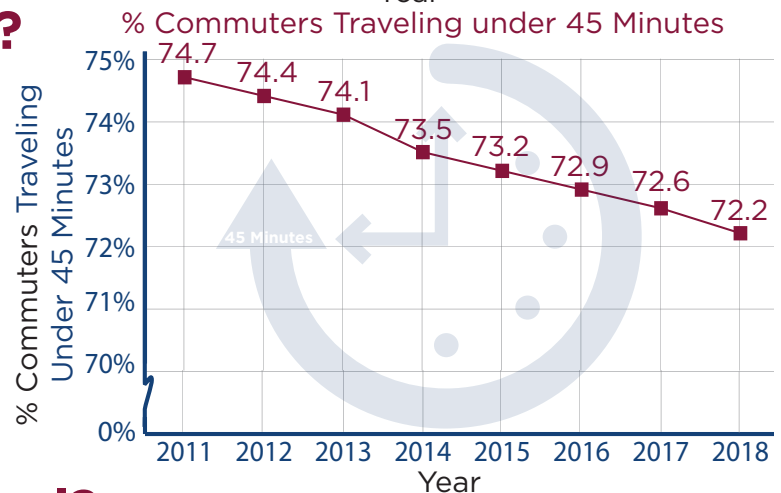
### How many riders use transit?

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.



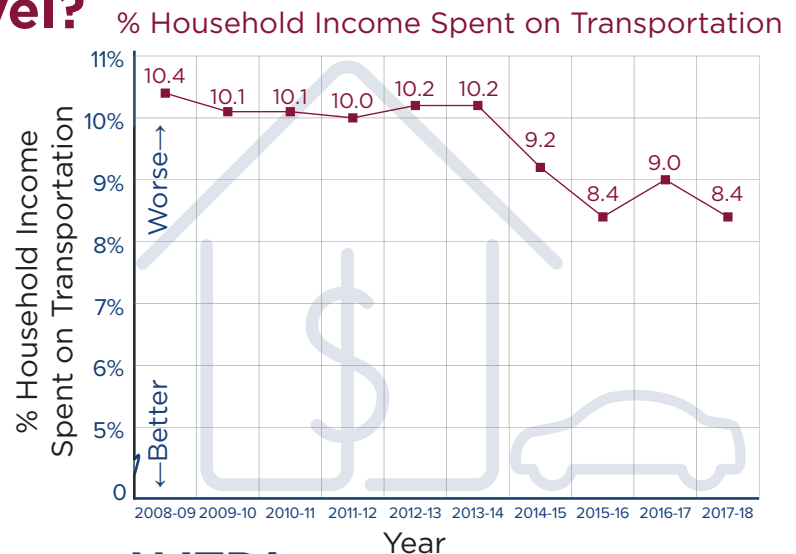
### How long is the commute?

Forty-five (45) minutes is often viewed as a good threshold for a reasonable commute time. The NJTPA region's share of commutes with trips under 45 minutes is computed using the American Community survey, conducted by the U.S. Census Bureau.



### How much is spent on travel?

The Consumer Expenditure Survey, administered annually by the U.S. Bureau of Labor Statistics, provides the percentage of household income spent on transportation in the New York-Newark Metropolitan Statistical Area. Transportation expenses include vehicle payments, tolls and parking fees, vehicle insurance and registration fees, fuel costs, and transit and taxi fares.



## How much excessive traffic delay do people experience?

The measure of peak hour excessive delay (PHED) helps assess the amount of significant delay that people experience during weekday peak morning and afternoon hours. The term “excessive delay” is defined as the time spent traveling below the larger of (a) 60% of the posted speed limit, or (b) 20 miles per hour (mph). For instance, on a road with a 55 mph speed limit, travel slower than 33 mph. PHED is calculated for travel on roads that are on the National Highway System (NHS) in the New Jersey portion of the New York-Newark NY-NJ-CT Urbanized Area. The figures are presented on a per capita basis by dividing the amount of excessive delay (experienced by drivers and passengers) by the total urbanized population

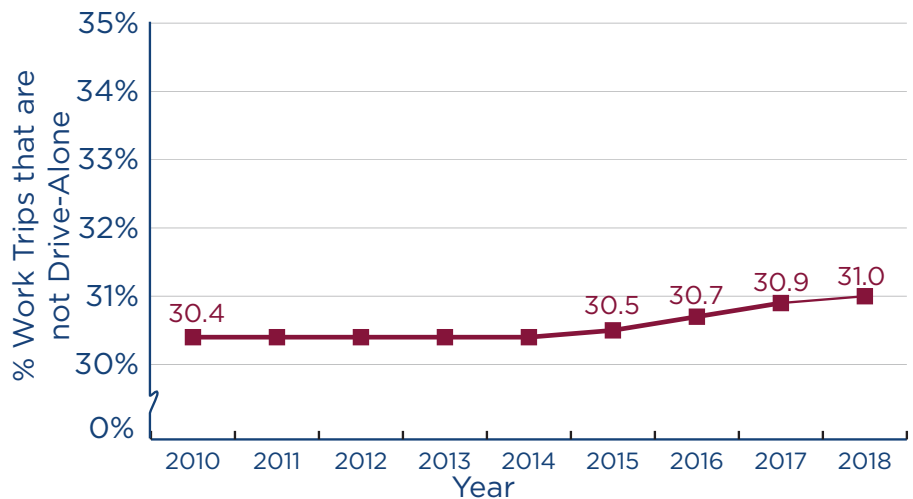
(including people who are not driving on these roads). This measure is computed using federal data based on probe readings on road segments.

Annual Hours Per Capita of “Peak Hour Excessive Delay” on NHS Roads



## What share of work trips are not “drive-alone”?

The percentage of workers living in the NJTPA region who do not drive alone is computed using data from the annual American Community Survey. Workers who do not drive alone may be using transit, ridesharing, walking, biking, or teleworking. Over the last several years, the share of work trips that do not involve driving alone has increased slightly.



## 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.

