

REGIONAL HOUSEHOLD TRAVEL SURVEY: *Monmouth 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 *Monmouth County residents*.



IN MONMOUTH COUNTY, 679 households were surveyed about the travel activity of all household members (1,706 people). Similar to all counties in the NJTPA region, most Monmouth County travel is not work-related (79%). Among all NJTPA counties, Monmouth has

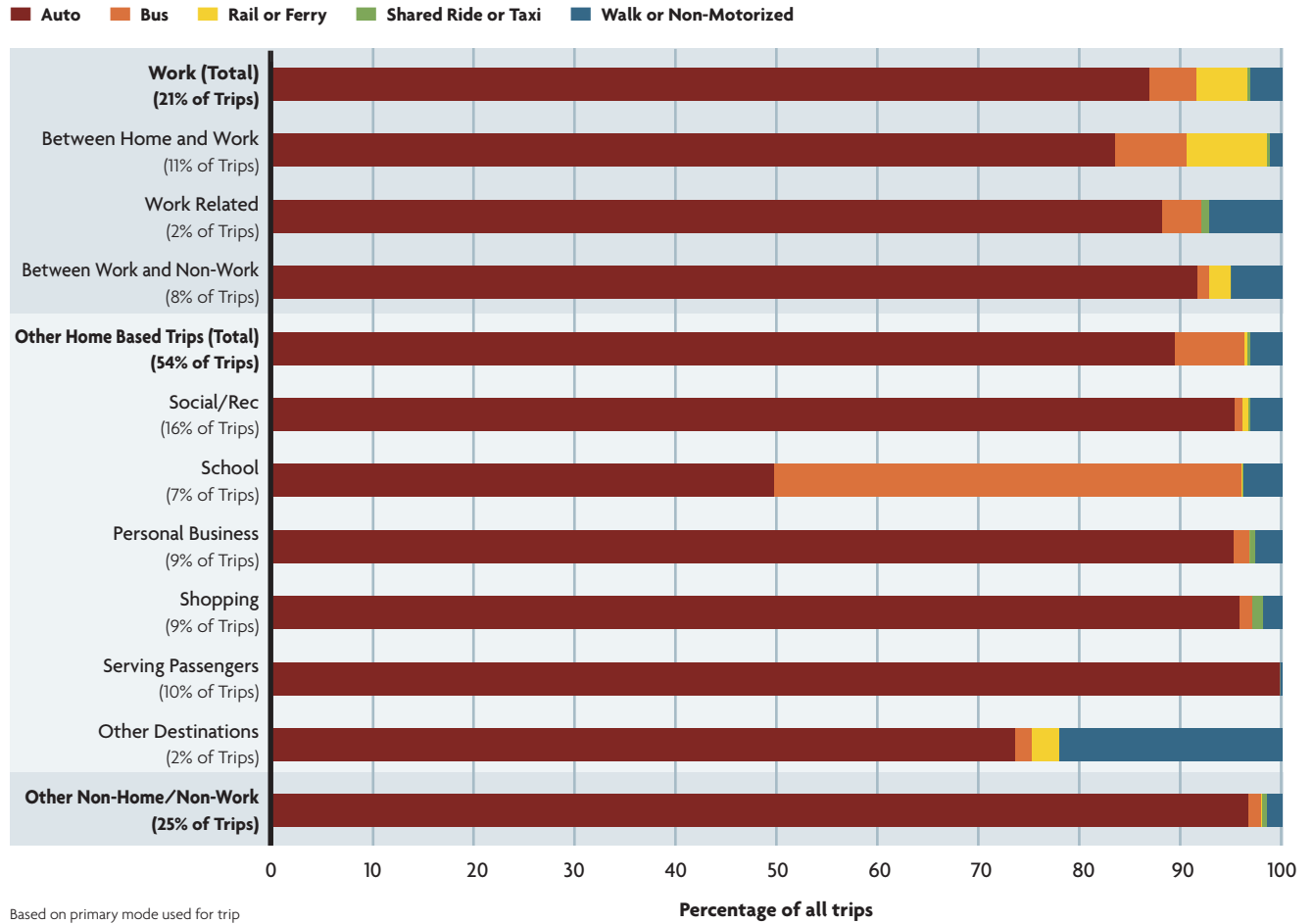
the highest percentage of residents' trips that remain within the county (84%). While public transit use is relatively high by Monmouth residents (10% for work trips, 6% all trips)—supported by services such as the Route 9 express bus, the North Jersey Coast Line train, and bay area ferry services—walking is less frequent than elsewhere in the region. (Importantly, the survey did not count weekend and summer travel, so rates may in actuality be higher.) Monmouth County residents average more trips per day (4.5) than do those from most other NJTPA counties. Travel durations and distances are both similar to NJTPA regional averages, with work trips (33 minutes) longer on average than non-work trips (17 minutes). Monmouth County residents make more than half of their trips, for both work and non-work purposes, during the morning and evening peak periods (6am-10am and 4pm-8pm, respectively).

Monmouth County Facts at a Glance	
2010 Census: Households	233,983
2010 Census: Population	630,380
Households Surveyed	679
Population Surveyed	1,706
Average Trips per Household (per day)	11.5
Average Trips per Person (per day)	4.5
% Trips Staying within County	87%
% Trips Using Transit	6%
% Trips Work Related	21%
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 Monmouth County resident trips are unrelated to work.

PERCENTAGE OF TRAVEL BY TRAVEL MODE AND TRIP PURPOSE
Monmouth County



Most trips by Monmouth residents remain within the county, with the second highest percentage among NJTPA counties for work trips (Ocean is first) and highest for other home-based trips.

TRIP PURPOSE BY DESTINATION
Monmouth 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**
Work	58%	10%	8%	1%	11%	*	1%	10%
Between Home and Work	55%	14%	12%	2%	15%	*	1%	-
Work Related	68%	3%	3%	*	1%	*	*	24%
Between Work and Non-Work	61%	6%	5%	1%	7%	*	*	21%
Other Home Based Trips	92%	5%	*	*	2%	*	*	-
Social/Recreation	89%	6%	1%	1%	2%	*	1%	-
School	97%	2%	*	*	1%	*	*	-
Personal Business	92%	5%	*	*	1%	*	*	-
Shopping	95%	4%	*	*	*	*	*	-
Serving Passengers	92%	5%	*	*	3%	*	*	-
Other Destinations	92%	*	*	*	6%	*	*	-
Other Non-Home/Non-Work	86%	6%	1%	*	1%	*	*	6%

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

Overall, 10% of work trips by Monmouth County residents use public transit.

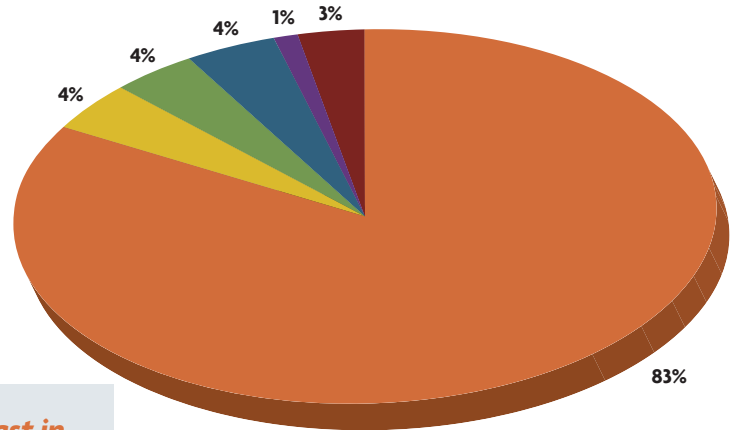
PERCENTAGE WORK TRAVEL BY MODE

Monmouth County

- Auto driver
- Auto passenger
- Commuter rail
- Express bus
- Ferry
- Walk

Modes 0.5% or less:

- Bike
- Light rail
- Local bus
- Other bus
- Others
- School bus
- Subway and PATH
- Taxi or group ride



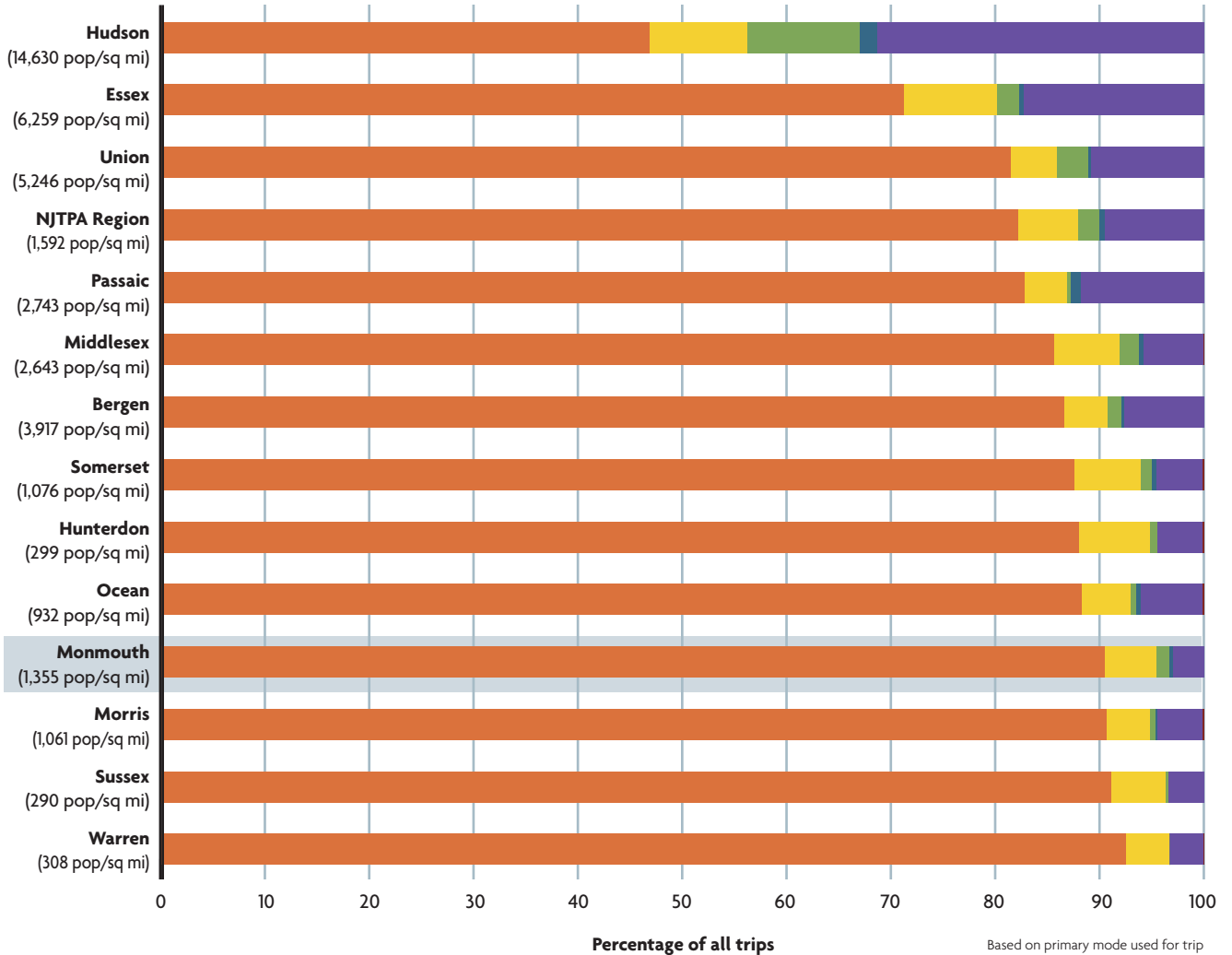
Monmouth County residents walked and biked the least in the region (the survey excluded summer and weekend trips).

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

PERCENTAGE OF ALL TRAVEL BY TRAVEL MODE AND COUNTY

Monmouth County

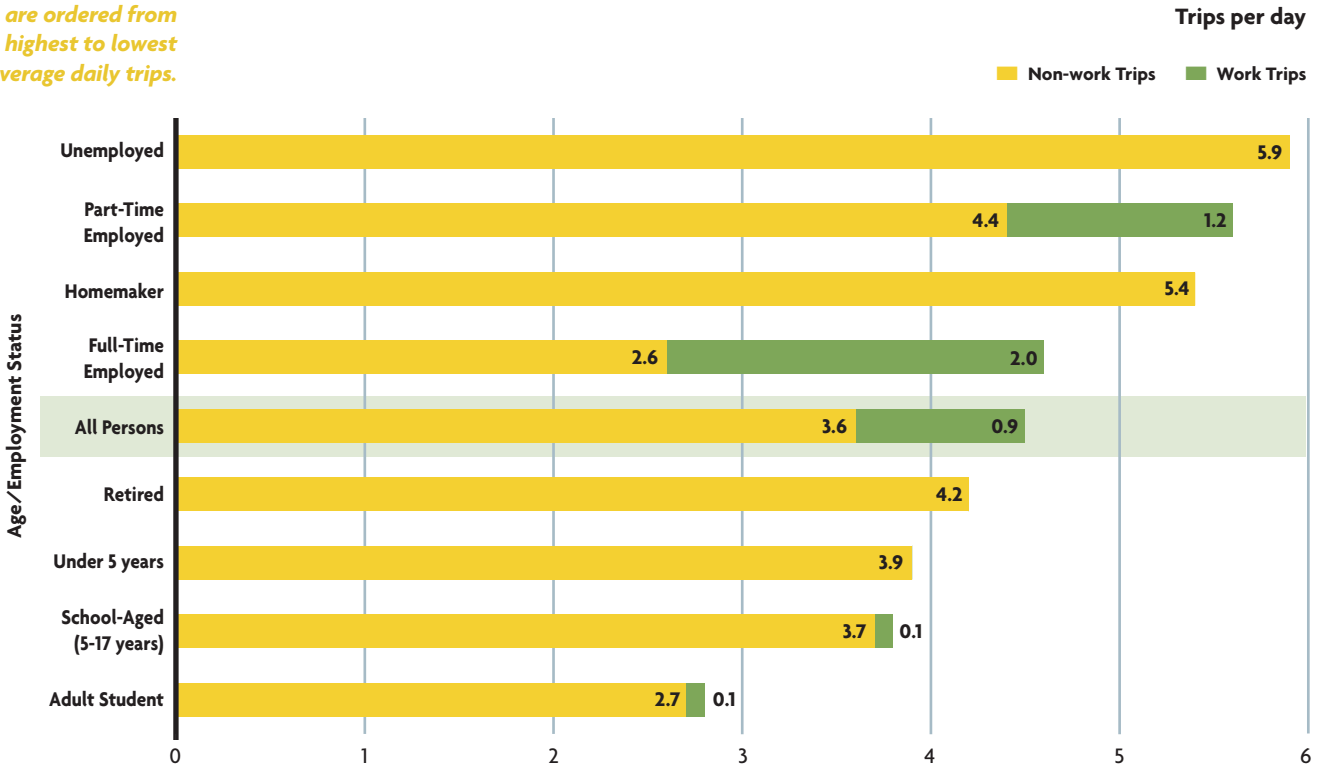
- Auto
- Bus
- Rail or Ferry
- Shared Ride or Taxi
- Walk or Non-Motorized



Monmouth County residents average 4.5 trips each day, second highest in the region.

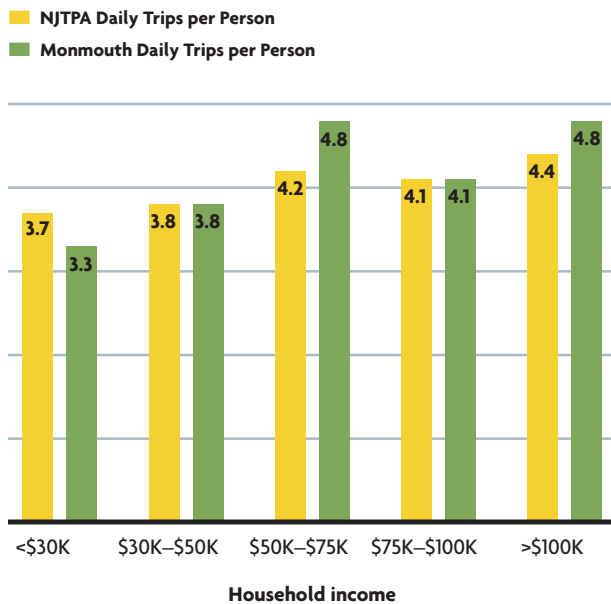
▼ The categories are ordered from highest to lowest average daily trips.

MEAN TRIPS PER PERSON BY AGE AND EMPLOYMENT STATUS

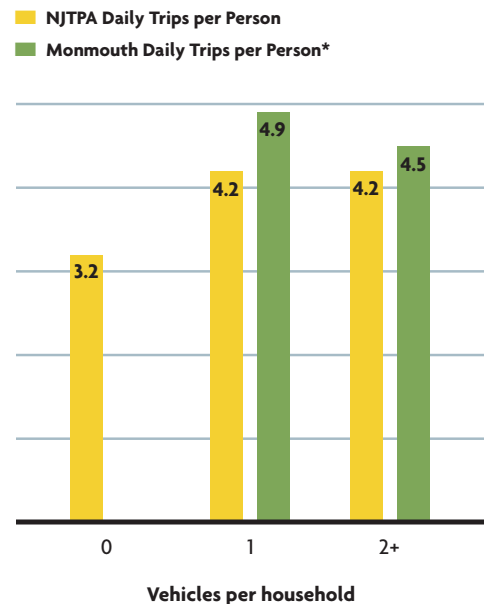


Monmouth County residents with higher incomes make more trips than those in the NJTPA region overall.

DAILY TRIPS PER PERSON BY HOUSEHOLD INCOME



DAILY TRIPS PER PERSON BY VEHICLE OWNERSHIP



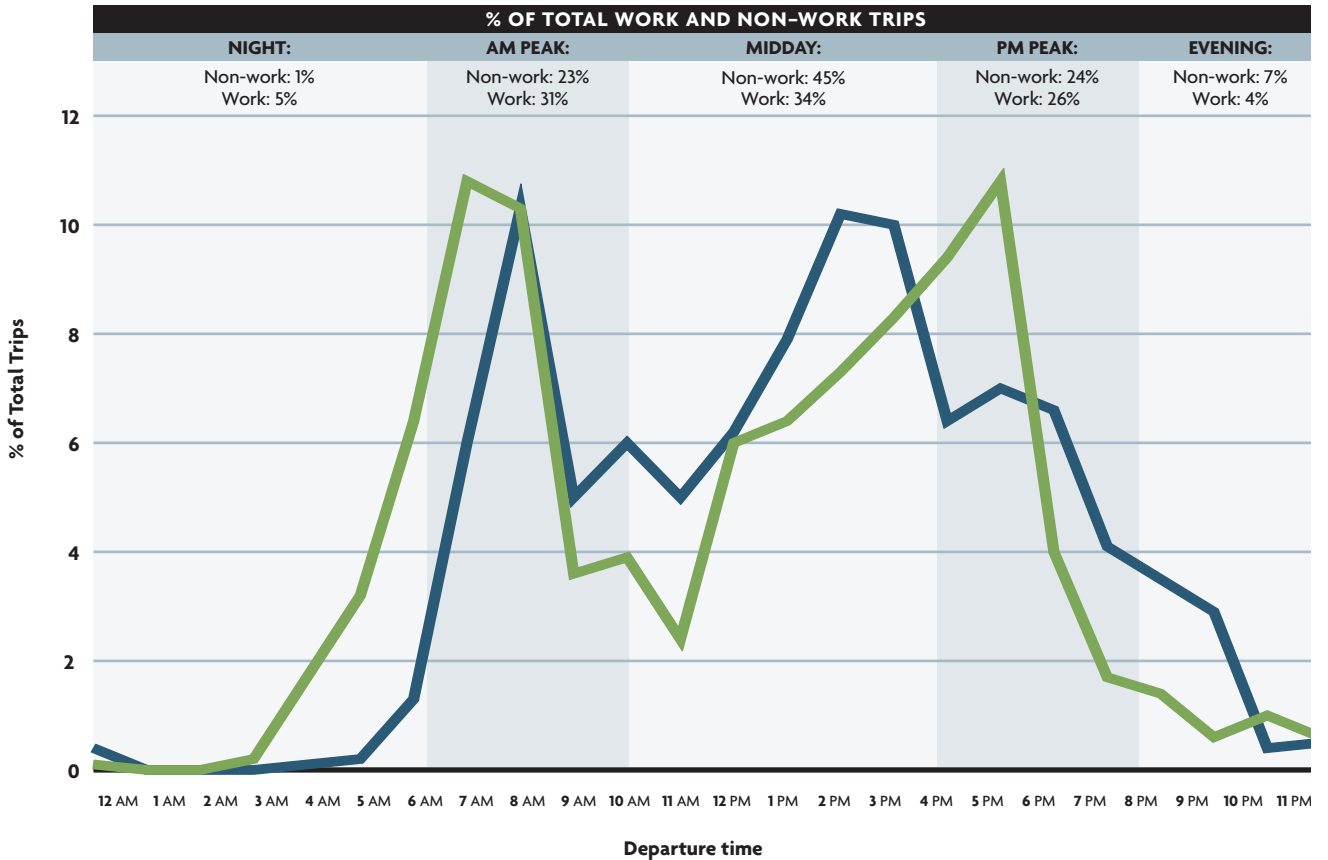
*Insufficient data was collected from Monmouth County households for zero car households.

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

TIME OF TRAVEL

Work and non-work trips

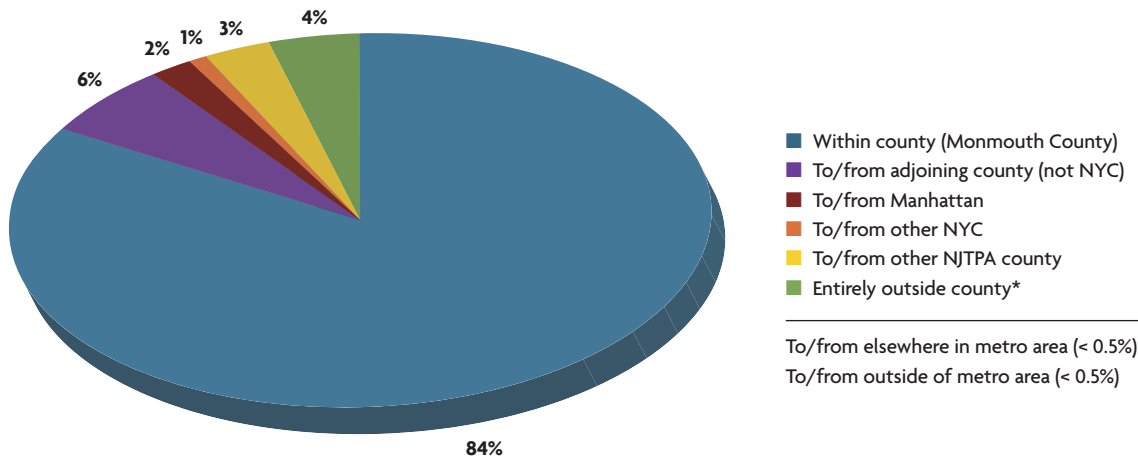
■ Work trips ■ Non-work trips



In the region, Monmouth County residents have the highest percentage of trips that remain within the county.

PERCENTAGE OF WEEKDAY TRIP DISTRIBUTION

Monmouth County



- Within county (Monmouth County)
- To/from adjoining county (not NYC)
- To/from Manhattan
- To/from other NYC
- To/from other NJTPA county
- Entirely outside county*

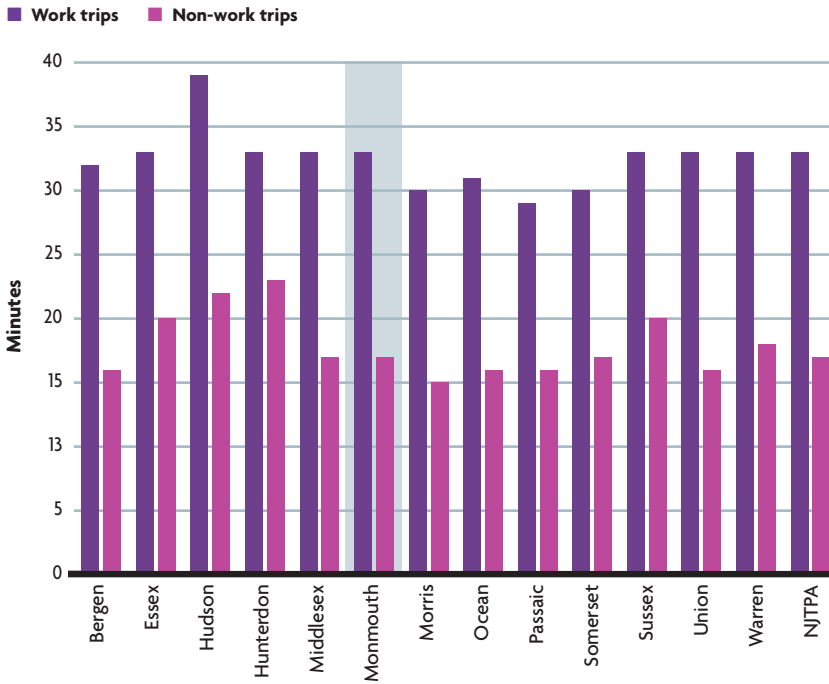
To/from elsewhere in metro area (< 0.5%)
To/from outside of metro area (< 0.5%)

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

Travel times for Monmouth 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	24.4	9.3
Part-Time Employed	19.8	5.4
Unemployed	16.8	4.7
Homemaker	12.6	3.6
Adult Student	20.7	6.3
Retired	20.9	5.5
School Age (<17 yrs)	15.3	3.3
Under 5 yrs	12.6	3.4

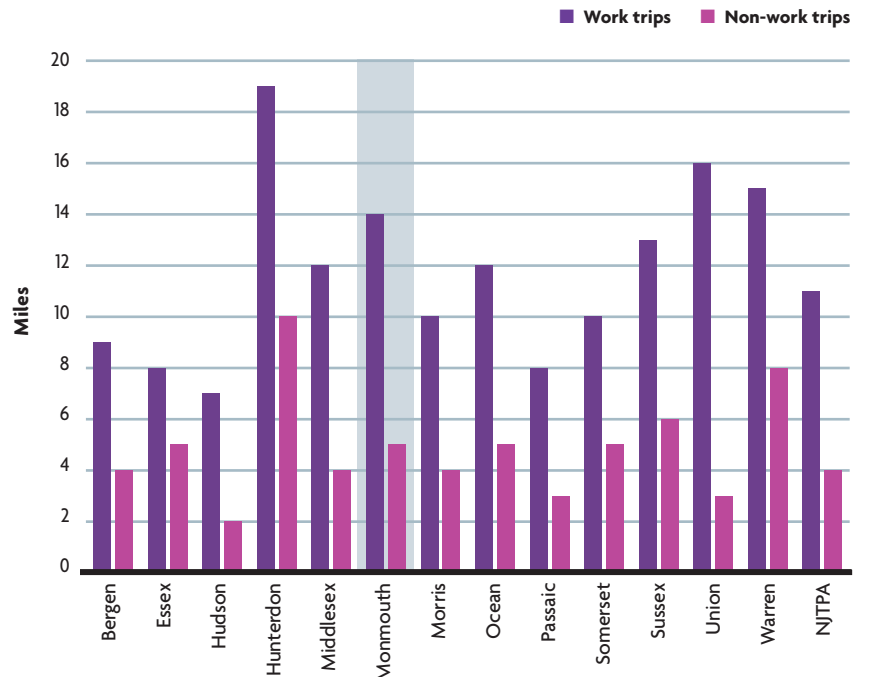
NOTE: Average values for distance and time can be skewed due to long distance trips. For example, the median (middle value) travel time for Monmouth County work trips is 10 minutes less than the average travel time.

Monmouth County residents tend to travel longer distances for work than other region residents.

AVERAGE TRIP DISTANCE IN MILES

Work and non-work trips

TRIP PURPOSE	AVERAGE TRAVEL TIME (IN MINUTES)	AVERAGE TRIP DISTANCE (IN MILES)
Work	33.2	14.0
Between Home and Work	43.0	15.5
Work Related	20.6	29.8
Between Work and Non-Work	21.9	7.3
Other Home Based Trips	16.9	4.3
Social/Recreation	20.3	6.1
School	17.8	3.1
Personal Business	17.3	4.4
Shopping	13.9	3.1
Serving Passengers	13.0	3.5
Other Destinations	18.5	4.5
Other Non-Home/Non-Work	16.8	5.0



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.



September 2015

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