RT-HIS NY•NJ•CT

Regional Travel - Household Interview Survey

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COMPARATIVE ANALYSIS
WEEKDAY AND WEEKEND TRAVEL

WITH NPTS INTEGRATION

*Prepared for the New York Metropolitan Transportation Council (NYMTC)
and the North Jersey Transportation Planning Authority (NJTPA)*

PB
100 YEARS

February 2000

COMPARATIVE ANALYSIS WEEKDAY AND WEEKEND TRAVEL WITH NPTS INTEGRATION

for the

RT-HIS: REGIONAL TRAVEL - HOUSEHOLD INTERVIEW SURVEY

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February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

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Section 1.0 - Introduction

1.1 Comparative Analysis of Weekday and Weekend Travel: RT-HIS with NPTS Integration:

This report supplements the principal *RT-HIS* report – the <u>General Final Report</u> which provides an in depth analysis of weekday travel in the New York, New Jersey, and Connecticut metropolitan area. This special report provides a comparative analysis of weekend with weekday travel in the metro area. It is based on the analysis of weekend travel data collected in the 1997/1998 Regional Travel - Household Interview Survey (*RT-HIS*) data, combined with weekend travel data from the 1995 Nationwide Personal Transportation Survey (NPTS).

The NPTS weekend data for the metro area is taken from a sample of 1,602 households for the entire metro area, mostly comprised of households in New York counties (1,445 households) as a consequence of NYSDOT 's participation in the FHWA "over-sample" program for the NPTS. The counties in northern New Jersey are represented with a much smaller sample in the NPTS data (128 households), simply a subset of the regular national sample.

The primary purpose of the *RT-HIS* travel survey was to collect data for weekday travel in order to support the development and updating of forecasting models of weekday travel demand. The weekday sample is quite large (10,971 households), and allows for analysis of weekday travel at the county level.

As part of the *RT-HIS*, however, weekend travel data were collected for a small sample of households (275 households) in the 13 counties that comprise the North Jersey Transportation Planning Authority (NJTPA). The weekend data were collected in the *RT-HIS* to supplement the NPTS "national" sample for these counties.

As a special product of the *RT-HIS*, this report describes the data processing and analysis of weekend travel in the regional study area, documenting the assembly, reconciliation, and analysis of the NPTS and *RT-HIS* weekend data for region. This report profiles weekend travel characteristics and provides comparative analysis with weekday travel --using both NPTS and *RT-HIS* sample data for each.

1.2 *RT-HIS*: General Final Report

This report on weekend travel is a supplement to the <u>*RT-HIS* General Final Report</u>. For a complete discussion of the *RT-HIS*, the reader is referred to the *RT-HIS* General Final Report which presents a description and analysis of Weekday travel in the Metro area. This report serves as the basic documentation of the design and implementation of the 1997/1998 Regional Travel - Household Interview Survey (*RT-HIS*). It provides a complete discussion of:

- the objectives of the *RT-HIS*, and an overview of other travel surveys assessed in formulating the *RT-HIS*, and an explanation of the RT-HIS documentation;

- the development of the sampling plan and interview process, and methods of data processing;

- implementation of the survey, including the characteristics of the achieved sample and the necessary adjustments made throughout the sampling process; and,

- the principal results of the analysis of weekday *RT-HIS* travel data , presented in a series of tables and graphics. Basic descriptive tabulations of the results are presented, focused on general topics of interest for regional transportation and travel behavior.

1.3   The *RT-HIS*: An Overview

The *RT-HIS* was conducted in the 28 county New York City metropolitan region, including 12 counties in New York, 14 counties in New Jersey, and 2 counties in Connecticut.

The *RT-HIS* is a major component of the Transportation Models and Data Initiative, a two phase project of the New York Metropolitan Transportation Council (NYMTC) to develop transportation data and the next generation of forecasting models for the region. The *RT-HIS* was primarily designed and implemented to directly support the development of the Best Practice Models (BPM) being developed in Phase 2 of the Transportation Models and Data Initiative.

The North Jersey Transportation Planning Authority (NJTPA), the Metropolitan Transportation Planning Organization (MPO) for the 13 counties of northern New Jersey, co-sponsored this particularly important data collection effort for the metropolitan area in order to update and validate travel forecasting and other analysis tools for general transportation planning purposes. New Jersey Transit also participated, sponsoring the inclusion of Mercer County, New Jersey. In addition, the core region surveyed was supplemented to include New Haven county, Connecticut, at the request of the Metropolitan Transit Authority (MTA).

The prime consultant for the project was Parsons Brinckerhoff, New York, also the leader of the consultant team for the NYTMC Best Practice Model development project. The survey task leader was NuStats International, Austin, Texas.

Data collection began in February of 1997 and continued through May of 1998. The *RT-HIS* is a diary type travel survey, in which detailed travel information for each member of participating households was collected an entire travel day. This includes the specific time, location, and mode of travel for all household members during the travel day, as well as their activities at each place to which they traveled. In addition, basic demographic, employment and other data about each household and each person in the household was collected in the *RT-HIS*.

The selection, recruiting and collecting the *RT-HIS* data from each household was an eight staged process, involving a series of mailings and telephone interviews and follow-up contacts.

These procedures are summarized in the chart below:

Survey Step	Highlight / Feature
❑ Household selected	❑ Random Digit Dialing (RDD)-based sample
❑ Letter of Introduction mailed	❑ From NYMTC/NJTPA with $1
❑ Recruitment interview conducted (by telephone)	❑ CATI:* Household & Person profiles, work/school info, assign travel day
❑ Travel Diaries received for each person	❑ Diaries, with $1 per person, Hot Line and instructions
❑ Assigned Travel Day	❑ Reminder call before / verify info.
❑ Retrieval interview(s) conducted	❑ PATI:* report diary info with probes
❑ Data checking and control	❑ Edit Checks, geo-coding and call-backs
❑ Geocoding of all locations	❑ Point (Long/Lat) location of places visited (trip ends)

* *Note: CATI – Computer Assisted Telephone Interview procedure.*

   PATI - Paper Assisted Telephone Interview procedure.

1.4   Organization of this Report

The remainder of this report is organized as follows:

- Section 2: A description of the *RT-HIS* and NPTS sources, and the data processing steps required to reconcile and use the travel data from each source for a comparative analysis of weekend travel.

- Section 3: A discussion of the statistical reliability and the confidence limits for estimates of selected travel measures tabulated from the NPTS and *RT-HIS* travel survey data sets – both weekend and weekday.

- Section 4: The presentation of a general analysis of weekend travel in the metro area, focusing on key travel measures, comparing and contrasting weekend estimates with weekday estimates for each, using both the *RT-HIS* and the NPTS data.

Section 2.0 - Description of *RT-HIS* and NPTS Weekend Data

2.1 Regional Geography

The Weekend data is based on small samples, sufficient for MPO regional or larger scale reporting. For Weekday data in the *RT-HIS*, the substantially larger sample allows reports at the county level. For initial analysis, the 28 counties in the New York-New Jersey-Connecticut metropolitan area have been grouped into a variety of sets of counties. For example, the most detailed of these County Groups, separates Manhattan from other New York City boroughs (counties), and keeps Long Island separate from the Mid-Hudson counties, east and west of the Hudson River. For the counties that comprise the NJTPA, sub-areas are reported on based on a grouping of counties that is consistent with analyses done by the NJTPA, grouping counties by both travel corridor and their general urban, suburban, or rural development type.

Table 1: Standard Geography for RT-HIS Region – County Groupings

County groups (Level 1)

Manhattan	New York county
Other NYC	Kings (Brooklyn), Queens, Bronx, and Richmond (Staten Island)
Long Island	Nassau and Suffolk
Mid-Hudson (NYMTC)	Westchester, Putnam and Rockland
Mid-Hudson (Other)	Orange and Dutchess
Connecticut	Fairfield and New Haven
Bergen-Passaic	Bergen and Passaic
Essex-Hudson-Union	Essex, Hudson and Union
Middlesex-Morris-Somerset	Middlesex, Somerset and Morris
Monmouth-Ocean	Monmouth and Ocean
Hunterdon-Sussex-Warren	Hunterdon, Sussex and Warren
Mercer	Mercer
Out of Metro Area	Location outside the 28 county *RT-HIS* area

County groups (Level 2)

NYC Total	All five boroughs of New York City
Long Island	Nassau and Suffolk
Mid-Hudson (all)	Westchester, Putnam, Dutchess, Rockland and Orange
Connecticut	Fairfield and New Haven
NJTPA	Bergen, Passaic, Hudson, Essex, Union, Somerset, Morris, Middlesex, Ocean, Monmouth, Warren, Hunterdon, and Sussex
Mercer	Mercer (part of DVRPC)
Out of Metro Area	Location outside the 28 county *RT-HIS* area

County groups (Level 3)

NYMTC Area	All five boroughs of New York City. Long Island, Mid-Hudson (NYTMC)
Other New York Counties	Orange and Dutchess
Connecticut	Fairfield and New Haven
NJTPA	Bergen, Passaic, Hudson, Essex, Union, Somerset, Morris, Middlesex, Ocean, Monmouth, Warren, Hunterdon, and Sussex
Mercer	Mercer (part of DVRPC)
Out of Metro Area	Location outside the 28 county *RT-HIS* area

2.2 Reconciliation of *RT-HIS* and NPTS: Key Data Items

For the analysis conduct for this report, the comparable household and trip files from the two surveys were developed. The 28 counties that comprise the Metro Area were extracted from the national NPTS data files, and the data contents were reduced to selected key household and travel measures that could be compared with those collected in the *RT-HIS*.

Listed below are the selected variables that have been included in the metro area NPTS files used for the analyses reported on here.   These are fully documented in the *1995 NPTS Users Guide* (October 1997), and a listing with variable names and nominal category value codes can be found in this report as *Appendix A: NPTS Data Items Used for Comparative Analysis with RT-HIS*

NPTS Data Items Common to Household and Trip (Travel Day) File

- Household identification number
- Total number of persons in HH
- No. of vehicles in household (derived)
- Number of drivers in HH
- HH family income category
- Race of reference person
- Family life cycle
- Travel day - day of week
- No. of workers in HH
- State postal code
- County FIPS code

NPTS Household File Only

- Tenure of housing unit
- Age of reference person (years)
- Final household weight

NPTS Trip (Travel Day) File Only

- Total # of persons on trip (derived)
- Place Type (H=home, W=work, S=other-specify)
- 1995 purpose - from
- 1995 purpose - to
- Purpose of trip (1990 definition)
- Purpose of trip (1995 definition)
- Start time of trip
- Distance (miles)
- Mode of transportation code
- Travel time (min)
- Final travel day trip weight

In order to reconcile the NPTS data with the *RT-HIS* data, it has been necessary to "re-code" data items in a consistent manner between the two surveys. Listed below are the selected variables that have either been renamed or re-coded in some manner to accommodate as direct a comparison as possible of the NPTS data items with their *RT-HIS* counterparts. These too can be found in this report as *Appendix A: NPTS Data Items Used for Comparative Analysis with RT-HIS.*

Re-codes or Renaming of NTPS Data Items for Comparability with *RT-HIS*

- Regional County ID   (See Table 1 above)
- County Grouping 1, 2 and 3   (See Table 1 above)
- County Grouping by State   (See Table 1 above)
- Age of Person – Re-coded
- Household family income category – Re-coded
- Household Size – Re-coded
- Number of Vehicles in Household – Re-coded
- Trip Depart Hour (Beginning)
- Travel Period(s)
- Trip Purpose - Origin
- Trip Purpose - Destination
- Distance (miles)
- Trip Distance – Recoded
- Travel time (min)

- Travel Time – Recoded
- Estimated Average Trip Speed (mph)
- Number in Vehicle (Auto)
- Travel Mode (Common to both NPTS and *RT-HIS*)

2.3   Availability of NPTS and *RT-HIS* Data Products for the Metro Area

All the data recoding and other data transformations used to produce the tabulations of NPTS and *RT-HIS* data reported on in this report have been performed in SPSS. The "syntax" files that have been developed, provide full and specific documentation of the data processing required and the exact definition of data items.

These data processing and reporting procedure scripts have are included, along with all input and output data files on <u>*RT-HIS* Data Files and Procedures</u>, a CD compilation of *RT-HIS*, NPTS and PUMS data developed by the consultant team for use in processing, validating and reporting on the *RT-HIS* data.

These are available to NYMTC and NJTPA member agencies, transportation analysts and other interested persons.

Section 3.0 - Statistical Reliability of Selected Travel Measures

In this report, four travel data sets are compared and contrasted to provide and understanding of weekend travel in the Metro Area:

- NPTS – Weekend
- *RT-HIS* – Weekend (NJTPA counties only)
- *RT-HIS* – Weekday
- NPTS - Weekday

Because the sample sizes of these data sources vary, as well as the degree of variability of different data items within each data set, the level of confidence around an estimated measure differs from one source to the other. In general, the larger the sample's size, either in number of households or trips, the more accurate the reported measure should be, or in other words, the smaller the confidence interval around the measure at some specified level of reliability.

While it is not practical to indicate the statistical accuracy of all data points reported in this or other *RT-HIS* reports, a good understanding of the issue can be gained by examining the statistical reliability of a few key measures estimated from these data sets, as done in **Table 2** through **Table 5**.

In these tables, four different travel measures are compared, showing the best estimate and the confidence limits, plus or minus, at both the 90% and the 95% level of reliability, for the Metro Area as a whole, and for the set of counties that comprise both the NYTMC and the NJTPA planning regions.

Table 2 and Table 3 show "ordinal" variables for which a mean can be calculated as an estimate:
- Total Daily Household Trip Rate – trips made by households
- Transit Trip Rate – transit trips made by households

Table 4 and Table 5 illustrate the statistical reliability associated with a "nominal" variable around an estimated proportion (or share), shown here for:
- Auto Share of total Trips
- Walk Share of total trips

Sampling Reliability and Reporting Format for Tables in Section 4.0

In the following section of this report, the principal measures of travel are estimated from the *RT-HIS* and NPTS, weekday and weekend data sources.   In the tables presented in Section 4.0, tabulations of the survey data for units of geography where the sample size is less than 100 households have been masked (shaded) as a warning. Where the total number of households is less than 30, no estimates are reported. This reporting format has been necessary mostly for the display of weekend travel measures, where the sample sizes are considerably smaller than for weekday.   For a nominal variable, such as the estimated share of transit trips from a group of

counties, the confidence limits estimate associated with a sample of 100 trips would range from a plus or minus 3.6 percentage points (for a 5% estimated share), to a maximum of 8.2 percentage points (for a 50 % estimated share).

Based on the discussion in this section, it should be clear that caution is needed to avoid attributing a false sense of precision to the any of the "best estimates" shown in the tables in Section 4.0, but especially for those estimates that based on relatively small samples sizes, such as between 100 and 300.

Table 2: RT-HIS and NPTS: Measures of Statistical Reliability - Daily Trip Rate Trips per Household – Total Trips

Region	RT-HIS / Weekday	NPTS / Weekday	NPTS / Weekend	RT-HIS / Weekend
Metro Area				
Sample (n) – Households	10,971	3,803	1,602	
Standard Deviation	6.91	7.08	7.18	
Estimated Mean (Weighted)	**8.30**	**8.87**	**8.02**	
@90% Lower Limit	8.19	8.68	7.73	
Upper Limit	8.41	9.06	8.32	
@95% Lower Limit	8.17	8.65	7.67	
Upper Limit	8.43	9.10	8.37	
NYTMC Counties				
Sample (n) – Households	5,046	2,641	1,130	
Standard Deviation	6.54	6.80	7.10	
Estimated Mean (Weighted)	**7.92**	**8.12**	**7.46**	
@90% Lower Limit	7.77	7.90	7.11	
Upper Limit	8.07	8.34	7.81	
@95% Lower Limit	7.74	7.86	7.05	
Upper Limit	8.10	8.38	7.87	
NJTPA Counties				
Sample (n) – Households	4,541	321	128	275
Standard Deviation	7.16	8.35	8.17	7.09
Estimated Mean (Weighted)	**8.80**	**10.35**	**8.53**	**7.71**
@90% Lower Limit	8.62	9.58	7.34	7.01
Upper Limit	8.97	11.11	9.71	8.42
@95% Lower Limit	8.59	9.43	7.11	6.88
Upper Limit	9.01	11.26	9.94	8.55

Table 3: RT-HIS and NPTS: Measures of Statistical Reliability – Transit Trip Rate Transit Trips per Household

Region	RT-HIS / Weekday	NPTS / Weekday	NPTS / Weekend	RT-HIS / Weekend
Metro Area				
Sample (n) – Households	10,971	3,803	1,602	
Standard Deviation	1.65	1.52	1.06	
Estimated Mean (Weighted)	**0.92**	**0.77**	**0.30**	
@90% Lower Limit	0.89	0.73	0.26	
Upper Limit	0.95	0.81	0.34	
@95% Lower Limit	0.89	0.72	0.25	
Upper Limit	0.95	0.82	0.35	
NYTMC Counties				
Sample (n) – Households	5,046	2,641	1,130	
Standard Deviation	1.84	1.64	1.07	
Estimated Mean (Weighted)	**1.22**	**1.01**	**0.38**	
@90% Lower Limit	1.18	0.96	0.33	
Upper Limit	1.26	1.06	0.43	
@95% Lower Limit	1.17	0.95	0.32	
Upper Limit	1.27	1.07	0.44	
NJTPA Counties				
Sample (n) – Households	4,541	321	128	275
Standard Deviation	1.25	1.19	1.05	0.70
Estimated Mean (Weighted)	**0.52**	**0.39**	**0.13**	**0.12**
@90% Lower Limit	0.49	0.28	-0.02	0.05
Upper Limit	0.55	0.50	0.28	0.19
@95% Lower Limit	0.48	0.26	-0.05	0.04
Upper Limit	0.56	0.52	0.31	0.20

Table 4: RT-HIS and NPTS: Measures of Statistical Reliability - Auto Driver Share of Total Trips

Region	RT-HIS / Weekday	NPTS / Weekday	NPTS / Weekend	RT-HIS / Weekend
Metro Area				
Sample (n) – Trips	88,188	34,173	13,253	
*P * (1-P)*	0.25	0.25	0.24	
Estimated % (Weighted)	**48.9%**	**45.2%**	**42.5%**	
@90% Lower Limit	48.6%	44.8%	41.8%	
Upper Limit	49.2%	45.6%	43.2%	
@95% Lower Limit	48.6%	44.7%	41.7%	
Upper Limit	49.2%	45.7%	43.3%	
NYTMC Counties				
Sample (n) – Trips	38,119	22,596	9,023	
*P * (1-P)*	0.24	1.64	1.07	
Estimated % (Weighted)	**38.6%**	**35.7%**	**37.0%**	
@90% Lower Limit	38.2%	34.3%	35.2%	
Upper Limit	39.0%	37.1%	38.8%	
@95% Lower Limit	38.1%	34.0%	34.9%	
Upper Limit	39.1%	37.4%	39.1%	
NJTPA Counties				
Sample (n) – Trips	37,750	3,421	1,191	2,100
*P * (1-P)*	0.24	1.19	1.05	0.70
Estimated % (Weighted)	**59.7%**	**60.5%**	**54.5%**	**54.9%**
@90% Lower Limit	59.3%	57.4%	49.6%	0.52
Upper Limit	60.1%	63.6%	59.4%	0.58
@95% Lower Limit	59.2%	56.8%	48.7%	51.3%
Upper Limit	60.2%	64.2%	60.3%	58.5%

Table 5: RT-HIS and NPTS: Measures of Statistical Reliability- Walk Only Share of Total Trips

Region	RT-HIS / Weekday	NPTS / Weekday	NPTS / Weekend	RT-HIS / Weekend
Metro Area				
Sample (n) – Trips	88,188	34,173	13,253	
*P * (1-P)*	0.13	0.14	0.12	
Estimated % (Weighted))	**15.0%**	**16.8%**	**14.5%**	
@90% Lower Limit	14.8%	16.5%	14.0%	
Upper Limit	15.2%	17.1%	15.0%	
@95% Lower Limit	14.8%	16.4%	13.9%	
Upper Limit	15.2%	17.2%	15.1%	
NYTMC Counties				
Sample (n) – Trips	38,119	22,596	9,023	
*P * (1-P)*	0.17	1.64	1.07	
Estimated % (Weighted)	**21.3%**	**22.7%**	**19.0%**	
@90% Lower Limit	21.0%	21.3%	17.2%	
Upper Limit	21.6%	24.1%	20.8%	
@95% Lower Limit	20.9%	21.0%	16.9%	
Upper Limit	21.7%	24.4%	21.1%	
NJTPA Counties				
Sample (n) – Trips	37,750	3,421	1,191	2,100
*P * (1-P)*	0.08	1.19	1.05	0.07
Estimated % (Weighted)	**8.5%**	**7.6%**	**6.8%**	**7.1%**
@90% Lower Limit	8.3%	4.5%	1.9%	6.2%
Upper Limit	8.7%	10.7%	11.7%	8.1%
@95% Lower Limit	8.2%	3.9%	1.0%	6.0%
Upper Limit	8.8%	11.3%	12.6%	8.3%

Additional detail on the statistical reliability of NPTS and *RT-HIS* data items, including county-level analysis, is found in *Appendix B: Statistical Reliability of RT-HIS and NPTS Estimates– Detailed Tables for Selected Measures.*

Section 4.0 - A General Analysis of Weekend Travel

4.1 Analysis and Reporting for this Report

Key weekend travel measures are presented in this section, taken from both the 1995 NPTS and the 1997/98 *RT-HIS* weekend data. They are compared with similar travel data items for weekday travel, from both the NPTS and the *RT-HIS*. In this main section of the report, basic descriptive tabulations of the results are presented, focused on the following general topics of interest for regional transportation and travel behavior.

- ❑ General Travel and Trip Rates
- ❑ Mode Shares
- ❑ Purpose of Travel
- ❑ Time of Day
- ❑ Trip Distance, Times and Speeds
- ❑ Auto Trips: Vehicle Occupancy

For each of these topics, a three-part table is presented, showing the results by county groups (level 3), and organized as follows to allow for direct comparison of the estimates:

A. Weekend - NPTS (Metro Area) and *RT-HIS* (NJTPA only)

B. Weekday – *RT-HIS*

C. Weekday - NPTS

In addition to the caveat offered about the risks of attributing false precision to estimates based on small samples, the direct comparison of statistics developed from *RT-HIS* and NPTS data should also be tempered with some caution. While comparative analysis between the two travel data sources for the region is generally valid, it can not be exact, largely due to two factors:

- ❑ *When the surveys were held:* The NPTS was conducted in 1995, over the course of an entire year (12 months); the RT-HIS was conducted more than two years later, in 1997 and 1998, during Fall, Winter and Spring months (holidays and bad-weather days avoided).

- ❑ *Variations in methodologies:* While the basic approach and content of the two surveys are quite similar, even subtle variation in procedures and question phrasing may have some effect on the data collected and the measures of travel that result.

4.2   Household Trip Rates

Table 6 displays the estimated daily household trip rates for weekend and weekday travel, by work and non-work trip purposes, and by general mode type. In Part A, the data for the NJTPA counties that are shown for both the NPTS sample (128 households), and for the RT-HIS sample (275 households).   For all other parts of the region, only NPTS data is available to report.

- The estimated weekend daily trip rates for the Metro area is 8.0 -- 8.02 with NPTS data only, or 7.98 (if the *RT-HIS* weekend data is incorporated). These estimates of weekend trip rates are somewhat lower than the total trip rates estimated for weekday travel in the Metro area –- 8.30 with the *RT-HIS*, or 8.87 with the NPTS.   Consistent with the note of caution made above, probably the best interpretation of these two weekday statistics is that the "true" weekday rate for the Metro Area is between 8 and 9 trips per household; not, for example, that weekday trip-making has declined over the two or three year period between the NPTS and the *RT-HIS* survey.
- The rate of making Non-Work trips, however, is higher on the weekend (7.2 trips per household) than on the average weekday (5.8 from the *RT-HIS* or 6.1 from NPTS).
- Transit trip rate is considerably lower on the weekends than on weekdays -- (0.3 trips per household) compared to (0.9 from the *RT-HIS* or 0.8 from NPTS).

Table 7 also shows the same household trip rate estimates, but a finer level of geography (County Grouping – Level 1).

Table 6 : Trip Rates - by Work and Other - by Total, Vehicle, Non-Vehicle and Transit

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

County Group	UnWeighted Sample Households	Work Trips (to/from)	Other Trips	Total Trip Rate	Vehicle Trip Rate	Non-Vehicle Trip Rate	Transit Trip Rate
NYMTC Counties	1,130	0.76	6.70	7.46	5.67	1.79	0.38
Other NY Counties	315	1.00	7.66	8.66	7.80	0.86	0.03
CT Counties	23	-	-	-	-	-	-
NJTPA Counties (NPTS)	128	1.11	7.42	8.53	7.58	0.95	0.13
NJTPA Counties (RTHIS)	275	0.59	7.12	7.71	7.11	0.60	0.12
Combined: NJTPA *	403	0.75	7.22	7.97	7.26	0.71	0.12
Mercer	6	-	-	-	-	-	-
Total: Metro Area - NPTS	1,602	0.86	7.17	8.02	6.55	1.48	0.30
Total: Metro Area - w/RTHIS	1,877	0.82	7.16	7.98	6.63	1.35	0.28

* Weight Average Estimate.
   NOTE: See the Section 3.0 for the explanation of shaded cells in this and subsequent tables.

B. Weekday - 1997/8 RT-HIS

County Group	UnWeighted Sample Households	Work Trips (to/from)	Other Trips	Total Trip Rate	Vehicle Trip Rate	Non-Vehicle Trip Rate	Transit Trip Rate
NYMTC Counties	5,046	2.35	5.56	7.92	6.19	1.72	1.22
Other NY Counties	545	2.75	6.37	9.12	8.66	0.47	0.65
CT Counties	430	2.72	5.94	8.66	8.22	0.44	0.51
NJTPA Counties	4,541	2.73	6.07	8.80	8.03	0.77	0.52
Mercer	409	2.82	6.32	9.14	8.54	0.60	0.49
Total: Metro Area	10,971	2.52	5.78	8.30	7.02	1.28	0.92

C. Weekday - 1995 NPTS

County Group	UnWeighted Sample Households	Work Trips (to/from)	Other Trips	Total Trip Rate	Vehicle Trip Rate	Non-Vehicle Trip Rate	Transit Trip Rate
NYMTC Counties	2,641	2.56	5.56	8.12	5.79	2.33	1.01
Other NY Counties	746	3.25	6.15	9.40	8.67	0.73	0.52
CT Counties	81	2.38	7.39	9.77	8.85	0.92	0.34
NJTPA Counties	321	3.52	6.83	10.35	9.13	1.22	0.39
Mercer	14	-	-	-	-	-	-
Total: Metro Area	3,803	2.82	6.06	8.87	7.03	1.85	0.77

Table 7 : Trip Rates - by Work and Other - by Total, Vehicle, Non-Vehicle and Transit

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

County Group	UnWeighted Sample Households	Work Trips (to/from)	Other Trips	Total Trip Rate	Vehicle Trip Rate	Non-Vehicle Trip Rate	Transit Trip Rate
NPTS 1995							
Manhattan	155	0.42	4.69	5.11	2.79	2.32	0.67
Other NYC	564	0.75	6.42	7.17	4.94	2.23	0.48
Long Island	260	0.83	9.04	9.87	9.01	0.86	0.03
Mid-Hudson (NYMTC)	151	1.31	6.69	8.00	7.46	0.54	0.11
Mid-Hudson (Other)	315	1.00	7.66	8.66	7.80	0.86	0.03
Connecticut	23	0.49	8.07	8.56	8.10	0.45	0.47
Bergen-Passaic	24	0.50	7.43	7.94	7.45	0.49	0.00
Essex-Hudson-Union	39	1.03	7.30	8.33	6.60	1.73	0.23
Middlesex-Morris-Somerset	28	1.15	5.93	7.07	6.59	0.48	0.00
Monmouth-Ocean	28	1.67	9.88	11.54	10.94	0.60	0.23
Hunterdon-Sussex-Warren	9	-	-	-	-	-	-
Mercer	6	-	-	-	-	-	-
Total: Metro Area	1,602	0.86	7.17	8.02	6.55	1.48	0.30
RT-HIS 1997/98							
Bergen-Passaic	60	0.34	7.58	7.92	7.23	0.69	0.02
Essex-Hudson-Union	75	0.59	5.29	5.88	4.91	0.97	0.20
Middlesex-Morris-Somerset	47	0.50	8.92	9.43	9.24	0.18	0.23
Monmouth-Ocean	52	0.98	7.41	8.39	7.76	0.62	0.00
Hunterdon-Sussex-Warren	41	0.67	6.62	7.29	7.29	0.00	0.06
Subtotal: NJTPA	275	0.59	7.12	7.71	7.11	0.60	0.12

B. Weekday - 1997/8 RT-HIS

County Group	UnWeighted Sample Households	Work Trips (to/from)	Other Trips	Total Trip Rate	Vehicle Trip Rate	Non-Vehicle Trip Rate	Transit Trip Rate
Manhattan	1,548	2.33	4.21	6.54	3.31	3.23	1.59
Other NYC	1,849	1.94	5.13	7.07	5.24	1.83	1.32
Long Island	816	3.10	7.10	10.20	9.50	0.70	0.83
Mid-Hudson (NYMTC)	833	2.85	6.70	9.55	8.71	0.84	0.87
Mid-Hudson (Other)	545	2.75	6.37	9.12	8.66	0.47	0.65
Connecticut	430	2.72	5.94	8.66	8.22	0.44	0.51
Bergen-Passaic	918	2.75	6.60	9.36	8.59	0.77	0.24
Essex-Hudson-Union	1,167	2.51	5.49	8.01	6.79	1.21	0.53
Middlesex-Morris-Somerset	930	3.12	6.17	9.29	8.80	0.49	0.61
Monmouth-Ocean	702	2.42	6.20	8.61	8.08	0.53	0.71
Hunterdon-Sussex-Warren	824	3.11	6.24	9.35	8.93	0.42	0.63
Mercer	409	2.82	6.32	9.14	8.54	0.60	0.49
Total	10,971	2.52	5.78	8.30	7.02	1.28	0.92

C. Weekday - 1995 NPTS

County Group	UnWeighted Sample Households	Work Trips (to/from)	Other Trips	Total Trip Rate	Vehicle Trip Rate	Non-Vehicle Trip Rate	Transit Trip Rate
Manhattan	370	2.24	4.33	6.56	3.37	3.20	1.21
Other NYC	1,286	2.39	5.46	7.85	5.00	2.86	1.23
Long Island	598	2.98	6.63	9.62	8.61	1.00	0.61
Mid-Hudson (NYMTC)	387	3.06	5.90	8.96	7.85	1.12	0.51
Mid-Hudson (Other)	746	3.25	6.15	9.40	8.67	0.73	0.52
Connecticut	81	2.38	7.39	9.77	8.85	0.92	0.34
Bergen-Passaic	71	3.48	5.72	9.20	8.07	1.12	0.23
Essex-Hudson-Union	91	3.25	5.95	9.20	7.25	1.95	0.37
Middlesex-Morris-Somerset	75	3.85	7.72	11.58	10.66	0.91	0.31
Monmouth-Ocean	58	3.30	9.70	13.00	12.04	0.95	0.76
Hunterdon-Sussex-WarrenJ	26	-	-	-	-	-	-
Mercer	14	-	-	-	-	-	-
Total	3,803	2.82	6.06	8.87	7.03	1.85	0.77

4.3 Mode Shares

Variations in travel by the predominant mode of travel are shown in **Table 8.**

- Transit mode shares are lower on the weekend than on the average weekday in each sub-area of the metro region.
- On the weekend, auto passenger trips constitute a substantially larger share of trips than they do on weekday, reflecting higher levels of vehicle occupancy (see Section 4.7) – 28.9% on weekends vs. 19.5% weekday *RT-HIS* (or 17.3 NPTS).
- Walk as a share of total trips, however, remains relatively constant at around 15 percent of total for the overall region.

Table 8 : Main Mode of Travel

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Main Mode of Travel	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
Auto Driver	37.0	57.6	-	54.5	54.9	-	42.5
Auto Passenger	26.2	31.5	-	31.3	32.8	-	28.9
Motorcycle	0.0	0.1			0.0		0.0
Public Bus	5.2	0.2	-	1.4	2.2		3.8
School Bus	0.1	0.2			0.9		0.1
Commuter Rail	1.4	0.0	-	0.1			0.9
Subway/PATH	3.5	0.1	-		0.6		2.2
Streetcar	0.0						0.0
Other Non-POV	0.4	0.2	-	1.4	0.1		0.9
Taxi	2.0	0.3	-		0.7	-	1.4
Bicycle	0.6	0.9		1.2	0.7		0.7
Walk	19.0	5.1	-	6.8	7.1	-	14.5
Not Given	4.6	3.9	-	3.3		-	4.1
Total: All Modes	100.0	100.0	-	100.0	100.0	-	100.0

B. Weekday - 1997/8 RT-HIS

Main Mode of Travel	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Auto Driver	38.6	63.5	65.3	59.7	61.6	48.9
Auto Passenger	16.7	22.5	22.5	22.8	24.9	19.5
Motorcycle		0.3				0.0
Other POV	0.1	0.1		0.0		0.0
Public Bus	5.8	1.1	0.9	2.5	1.5	4.1
School Bus	2.8	6.2	4.4	3.7	4.1	3.4
Commuter Rail	1.5	0.7	1.3	1.0	1.1	1.3
Subway/PATH	10.5	0.1		1.1	0.1	6.1
Streetcar				0.1		0.0
Other Non-POV	0.5	0.2	0.1	0.1	0.1	0.4
Taxi	1.7	0.3	0.3	0.3		1.0
Bicycle	0.5	0.3	0.2	0.3	0.1	0.4
Walk	21.3	4.9	4.9	8.5	6.5	15.0
Total: All Modes	100.0	100.0	100.0	100.0	100.0	100.0

C. Weekday - 1995 NPTS

	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Auto Driver	35.7	64.3	59.4	60.5	-	45.2
Auto Passenger	14.3	21.1	25.8	21.3	-	17.3
Motorcycle	0.0	0.2				0.0
Other POV	0.0	0.0		0.2		0.1
Public Bus	6.6	0.7	1.6	1.9		4.7
School Bus	2.3	4.8	3.2	2.3	-	2.5
Commuter Rail	2.4	0.3	0.2	0.9		1.8
Subway/PATH	7.8	0.2		0.1	-	4.9
Streetcar	0.0					0.0
Other Non-POV	0.4	0.2	0.2	0.5		0.4
Taxi	1.8	0.3		0.2		1.2
Bicycle	0.8	0.3		1.0		0.8
Walk	22.7	4.4	7.1	7.6	-	16.8
Not Given	5.1	3.2	2.5	3.5		4.4
Total: All Modes	100.0	100.0	100.0	100.0	-	100.0

4.4 Purpose of Travel

The distribution of weekend travel by trip purpose is compared with weekday in **Table 9.**

- As would be expected, the share of work trips is considerably less than on weekdays, but still about one-third the level –- 5.5% of weekend for the metro area, compared to 15.2% weekday *RT-HIS*, or 16.1% weekday NPTS.

- Similarly, school trips are rarely made on the weekends (0.3% of total trips), while they account for comprise 6.9% of weekday *RT-HIS*, or 4.7% of weekday NPTS trips.

- Social-Recreational travel represents a share of weekend travel that is almost twice as large as that for weekday travel – 23.0% vs. 13.4% NPTS.

Table 9 : Trip Purpose (Destination)

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Purpose (Destination)	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
Work	5.3	6.1	-	6.7	3.9	-	5.5
School	0.3	0.4		0.1	1.9		0.3
Social Rec-Visit	22.5	21.2	-	21.2	48.3	-	23.0
Personal Business	12.6	12.3	-	10.9	13.2	-	11.9
Shop	18.5	17.9	-	20.6	17.4	-	18.6
Serve Passenger	4.5	6.0	-	5.6	5.0	-	4.8
At Home Activity	36.0	35.7	-	33.8	10.3	-	35.5
Other Purpose	0.3	0.4		1.0	0.1		0.4
Not Given	0.0			0.1			0.0
Total: All Purposes	100.0	100.0	-	100.0		-	100.0

B. Weekday - 1997/8 RT-HIS

Trip Purpose (Destination)	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Work	14.9	15.1	15.8	15.5	15.4	15.2
School	6.9	6.5	7.2	6.8	6.8	6.9
Social Rec-Visit	37.6	37.5	36.5	36.2	36.7	37.0
Personal Business	11.0	9.9	9.9	10.0	10.2	10.5
Shop	9.6	11.6	10.1	9.8	9.7	9.8
Serve Passenger	6.6	8.7	9.0	9.1	10.9	7.8
At Home Activity	10.9	9.9	11.5	10.9	10.1	10.9
Other Purpose	2.6	0.8		1.5	0.2	1.9
Not Given						
Total: All Purposes	100.0	100.0	100.0	100.0	100.0	100.0

C. Weekday - 1995 NPTS

Trip Purpose (Destination)	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Work	16.0	17.5	12.3	17.2	-	16.1
School	4.9	4.2	4.3	4.4	-	4.7
Social Rec-Visit	13.8	12.6	15.2	12.3	-	13.4
Personal Business	12.2	11.7	14.1	10.9	-	12.0
Shop	12.3	12.3	12.5	12.5	-	12.4
Serve Passenger	6.0	6.7	6.1	7.7	-	6.5
At Home Activity	34.5	34.7	35.2	34.7	-	34.6
Other Purpose	0.3	0.3	0.2	0.3		0.3
Total: All Purposes	100.0	100.0	100.0	100.0	-	100.0

4.5 Time of Day

The distribution of travel by time of day is considerably different on weekends than on weekdays as revealed in **Table 10.**

❑ Weekend travel during the 6-10 am period is only about half the share (12.4% of daily trips) than it is during these peak period hours on the weekday (25.7% weekday *RT-HIS*, or 20.8% weekday NPTS).

❑ In contrast, just about half of all weekend travel occurs midday, between 10 am and 4 pm (49.0%) compared to weekdays when it represents about one-third of daily travel in the metro area (36.3% weekday *RT-HIS*, 39.7% weekday NPTS).

Table 10 : Time of Day - By Period (Time of Departure)

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Purpose (Destination)	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
Owl 12am-6am	2.6	3.0	-	2.6	1.3	-	2.6
AM Peak 6-10am	11.2	13.8	-	15.1	16.5	-	12.4
Midday 10am-4pm	49.5	46.8	-	50.2	48.5	-	49.0
PM Peak 4-8 pm	25.4	25.8	-	23.7	24.4	-	25.3
Evening 8pm-12 am	11.3	10.6	-	8.4	9.3	-	10.7
Total: 24 Hours	100.0	100.0	-	100.0	100.0	-	100.0

B. Weekday - 1997/8 RT-HIS

Trip Purpose (Destination)	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Owl 12am-6am	2.0	2.0	1.0	1.7	1.6	1.8
AM Peak 6-10am	24.9	26.3	26.6	26.8	26.1	25.7
Midday 10am-4pm	36.1	39.4	38.3	36.0	33.7	36.3
PM Peak 4-8 pm	27.0	24.1	26.5	27.5	30.9	27.1
Evening 8pm-12 am	10.1	8.3	7.6	8.0	7.8	9.1
Total: 24 Hours	100.0	100.0	100.0	100.0	100.0	100.0

C. Weekday - 1995 NPTS

Trip Purpose (Destination)	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Owl 12am-6am	2.2	2.4	1.7	2.7	-	2.3
AM Peak 6-10am	20.7	21.3	18.9	21.7	-	20.8
Midday 10am-4pm	39.7	39.1	47.1	37.3	-	39.7
PM Peak 4-8 pm	27.0	28.4	25.8	28.0	-	27.2
Evening 8pm-12 am	10.3	8.9	6.4	10.3	-	9.9
Total: 24 Hours	100.0	100.0	100.0	100.0	-	100.0

4.6 Trip Distance, Times and Speeds

Estimated travel distances and times are shown in **Table 11,** along with an average estimated speed for all trips. In **Table 12** these trip characteristics are estimated for trips by each of the main modes of travel. The trip length distribution for weekend travel, by distance ranges and time intervals, is displayed and compared with the weekday distributions in **Table 13** and **Table 14**.

❑ The average weekend trip is a little longer than the weekday trip – 7.8 miles vs. 7.1 (both *RT-HIS* and NPTS) miles for the metro area, but is somewhat faster – 20.5 mph compared to 15.9 mph (*RT-HIS*) or 18.4 (NPTS) for weekday trips.

❑ Consequently, the average weekend trip is shorter than the weekday trip in terms of time spent traveling – 17.2 minutes compared to 23.9 minutes (weekday RTHIS) or 18.4 minutes (weekday NPTS).

❑ The most noticeable variation is associated with auto passenger trips (also a larger share of weekend trips as noted above); average distance for weekend trips being 11.0 miles, compared to 6.8 miles (weekday *RT-HIS*) or 9.4 (weekday NPTS).

Table 11 : Trip Distance, Travel Time and Average Approximate Speed

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Characteristic	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
Distance in Miles	7.5	10.3	-	8.2	10.1	-	7.8
Travel Time in Minutes	18.3	17.2	-	15.5	21.6	-	17.2
Avg. Speed (mph)	18.1	27.3	-	23.7	21.2	-	20.5

B. Weekday - 1997/8 RT-HIS

Trip Characteristic	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Distance in Miles	5.8	10.4	9.7	8.4	7.9	7.1
Travel Time in Minutes	26.4	22.0	20.4	21.2	19.2	23.9
Avg. Speed (mph)	12.9	22.7	19.8	19.4	20.6	15.9

C. Weekday - 1995 NPTS

Trip Characteristic	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Distance in Miles	6.7	9.7	8.0	7.4	-	7.1
Travel Time in Minutes	20.1	17.7	17.4	17.0	-	18.9
Avg. Speed (mph)	16.0	26.3	22.1	21.8	-	18.4

Table 12 : Trip Distance, Travel Time and Average Approximate Speed - by Mode of Travel

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Mode of Travel	NYMTC Counties			NJTPA Counties			Total Metro Area		
	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)
Auto Driver	8.5	16.5	22.9	7.6	14.4	25.7	8.4	15.7	24.7
Auto Passenger	11.1	20.3	24.9	12.3	20.1	27.9	11.0	19.5	26.4
Other POV	16.1	18.8	49.5				12.9	15.3	46.2
Public Bus	6.9	37.4	9.9	16.5	37.1	17.4	7.4	36.9	10.4
School Bus	34.1	37.0	14.8				35.6	38.5	17.2
Commuter Rail	17.6	42.9	24.8	3.8	14.0	16.2	19.9	44.0	25.8
Subway/PATH	9.6	38.1	16.0				9.5	37.8	15.8
Streetcar	3.0	20.0	8.9				3.0	20.0	8.9
Other Non-POV	59.2	52.2	46.0	1.0	6.9	10.8	20.3	21.8	22.9
Taxi	6.7	19.6	18.6				6.4	18.8	18.6
Bicycle	1.4	12.8	6.1	0.7	9.3	4.7	1.0	11.2	5.4
Walk	0.6	10.4	3.7	0.3	6.8	2.9	0.5	9.9	3.6
Not Given	1.6	8.0	4.8	1.1	6.3	7.0	1.4	7.8	5.3
Total	7.5	18.3	18.1	8.2	15.5	23.7	7.8	17.2	20.5

B. Weekday - 1997/8 RT-HIS

Mode of Travel	NYMTC Counties			NJTPA Counties			Total Metro Area		
	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)
Auto Driver	7.6	22.3	18.8	9.4	20.4	22.2	8.7	21.0	20.7
Auto Passenger	5.6	22.2	15.6	7.1	17.2	19.5	6.8	19.7	17.8
Other POV	1.0	14.9	3.9	7.2	5.7	0.3	2.6	15.1	4.6
Public Bus	4.7	44.7	7.2	11.4	55.2	11.6	6.3	47.3	8.2
School Bus	5.0	27.7	9.5	7.4	25.1	11.6	6.0	26.3	10.4
Commuter Rail	27.1	87.1	20.5	22.8	86.0	18.0	28.2	88.0	20.8
Subway/PATH	7.2	53.5	8.9	10.5	57.2	11.8	7.4	53.7	9.1
Streetcar				4.4	46.0	6.4	4.4	46.0	6.4
Other Non-POV	13.2	81.4	10.8	11.5	83.4	13.5	13.2	94.8	11.4
Taxi	4.3	24.7	10.2	7.3	31.0	16.7	4.9	25.1	10.8
Bicycle	1.8	27.3	6.4	2.7	17.7	9.6	2.0	24.0	7.1
Walk	0.9	12.9	4.0	2.3	12.0	6.9	1.2	12.6	4.6
Total	5.8	26.4	12.9	8.4	21.2	19.4	7.1	23.9	15.9

C. Weekday - 1995 NPTS

Mode of Travel	NYMTC Counties			NJTPA Counties			Total Metro Area		
	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)	Distance in Miles	Travel Time in Minutes	Avg. Approx. Speed (mph)
Auto Driver	8.5	18.7	23.4	7.9	16.4	24.4	8.2	17.5	24.2
Auto Passenger	10.0	19.4	22.9	8.3	17.0	23.6	9.4	18.8	23.2
Motorcycle	8.8	14.6	30.0				9.8	15.3	35.5
Other POV	32.8	64.9	25.0	7.8	16.5	26.0	13.2	28.7	25.7
Public Bus	7.2	36.4	9.9	13.4	49.2	19.8	8.4	37.7	11.6
School Bus	4.0	20.6	13.3	5.8	19.0	16.9	4.7	20.7	14.3
Commuter Rail	26.0	52.9	23.4	25.1	46.1	30.8	26.9	52.4	25.5
Subway/PATH	10.2	41.4	16.5	7.4	30.2	31.9	10.3	41.4	16.7
Streetcar	30.0	67.8	25.7				30.0	67.8	25.7
Other Non-POV	37.0	48.2	25.3	37.0	73.2	26.6	42.0	58.9	28.0
Taxi	3.0	15.5	13.1	0.8	28.3	10.6	2.9	16.1	13.0
Bicycle	1.5	11.9	8.7	2.1	12.1	6.3	1.7	12.0	7.9
Walk	0.6	10.2	3.6	0.5	10.8	3.1	0.6	10.1	3.5
Not Given	1.3	7.9	4.2	1.0	7.1	10.5	1.2	7.6	5.5
Total	6.7	20.1	16.0	7.4	17.0	21.8	7.1	18.9	18.4

Table 13 : Trip Distance - by Mileage Range

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Mileage Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
< .5 Mile	23.9	15.3	-	16.0	8.3	-	20.8
.5-1 Mile	15.9	10.2	-	13.3	11.3	-	15.1
1-3 Miles	23.2	24.2	-	26.2	24.5	-	23.6
3-5 Miles	9.0	11.1	-	13.2	14.1	-	10.0
5-10 Miles	12.4	17.1	-	13.2	17.9	-	13.8
10-15 Miles	6.5	6.6	-	7.4	6.3	-	7.0
15-20 Miles	2.5	4.5	-	2.5	4.0	-	2.6
20-30 Miles	2.9	3.1	-	3.4	4.3	-	3.0
30-40 Miles	1.0	3.1	-	2.2	2.8	-	1.4
40-60 Miles	1.2	2.7	-	1.5	4.1	-	1.3
60 + Miles	1.5	2.1	-	1.2	2.5	-	1.4
All Trips	100.0	100.0	-	100.0	100.0	-	100.0

B. Weekday - 1997/8 RT-HIS

Trip Mileage Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
< .5 Mile	18.5	7.6	10.8	10.5	8.1	14.8
.5-1 Mile	12.1	8.6	7.5	10.7	11.7	11.1
1-3 Miles	23.9	24.7	26.2	26.9	26.4	25.1
3-5 Miles	11.3	13.3	18.8	13.0	14.6	12.7
5-10 Miles	15.5	22.3	14.7	15.3	20.6	15.6
10-15 Miles	7.2	6.6	6.6	7.1	7.7	7.1
15-20 Miles	3.9	3.8	3.7	4.3	2.4	4.0
20-30 Miles	4.0	4.3	3.6	5.3	2.0	4.3
30-40 Miles	1.6	2.1	1.5	2.7	1.4	2.0
40-60 Miles	1.2	2.7	2.3	2.3	2.4	1.7
60 + Miles	0.8	4.0	4.2	1.8	2.7	1.5
All Trips	100.0	100.0	100.0	100.0	100.0	100.0

C. Weekday - 1995 NPTS

Trip Mileage Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
< .5 Mile	25.4	14.5	18.5	16.4	-	22.1
.5-1 Mile	15.9	10.9	9.4	16.2	-	15.4
1-3 Miles	21.6	20.4	24.2	22.2	-	21.8
3-5 Miles	10.0	14.1	14.7	14.0	-	11.5
5-10 Miles	11.2	17.6	16.0	13.5	-	12.4
10-15 Miles	5.7	7.5	6.0	5.9	-	5.9
15-20 Miles	3.2	4.1	5.6	3.5	-	3.5
20-30 Miles	3.4	4.4	2.7	3.7	-	3.5
30-40 Miles	1.3	2.1	0.7	1.9	-	1.5
40-60 Miles	1.3	2.5	0.5	1.6	-	1.4
60 + Miles	0.8	1.7	1.6	1.1	-	1.0
All Trips	100.0	100.0	100.0	100.0	-	100.0

Table 14 : Trip Travel Time - by Minute Ranges

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Travel Time Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
< 5 Minutes	30.1	32.4	-	36.0	22.5	-	31.6
5-10 Mins.	22.2	24.9	-	22.8	20.4	-	22.5
10-20 Mins.	24.0	21.9	-	24.0	27.7	-	24.6
20-30 Mins.	10.6	9.1	-	7.1	12.8	-	9.3
30-40 Mins.	3.5	2.6	-	3.2	4.3	-	3.6
40-50 Mins.	4.4	3.5	-	2.2	3.2	-	3.5
50-60 Mins.	2.2	2.3	-	2.5	3.7	-	2.1
60-90 Mins.	1.6	1.2	-	1.2	3.8	-	1.4
90 + Mins.	1.6	2.1	-	0.9	1.7	-	1.4
All Trips	100.0	100.0	-	100.0	100.0	-	100.0

B. Weekday - 1997/8 RT-HIS

Trip Travel Time Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
< 5 Minutes	28.8	29.6	28.6	31.9	38.2	29.7
5-10 Mins.	20.6	23.8	22.7	25.3	15.5	22.1
10-20 Mins.	21.8	24.5	30.0	22.3	27.5	22.7
20-30 Mins.	11.0	10.5	10.2	8.9	10.4	10.4
30-40 Mins.	5.1	3.3	2.1	2.8	6.2	4.2
40-50 Mins.	4.8	3.2	1.7	3.1		4.0
50-60 Mins.	3.4	2.0	2.2	2.5		3.0
60-90 Mins.	3.2	1.5	1.5	1.9		2.7
90 + Mins.	1.2	1.4	1.1	1.4	2.1	1.2
All Trips	100.0	100.0	100.0	100.0	100.0	100.0

C. Weekday - 1995 NPTS

Trip Travel Time Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
< 5 Minutes	20.4	22.0	22.7	24.8	-	22.1
5-10 Mins.	17.2	20.3	22.3	20.3	-	18.8
10-20 Mins.	24.3	26.9	27.4	25.3	-	25.1
20-30 Mins.	14.8	14.5	14.8	13.3	-	14.3
30-40 Mins.	4.5	4.2	3.8	4.4	-	4.4
40-50 Mins.	5.3	3.5	2.9	3.9	-	4.5
50-60 Mins.	5.9	3.2	2.6	3.0	-	4.5
60-90 Mins.	5.0	3.2	1.9	3.3	-	4.1
90 + Mins.	2.6	2.3	1.6	1.6	-	2.2
All Trips	100.0	100.0	100.0	100.0	-	100.0

4.7 Auto Trips: Vehicle Occupancy

It is clear from **Table 15** that vehicle occupancy rates for weekend auto trips differ substantially from weekday auto travel.   In **Table 16**, the distribution of auto trips by number of persons in vehicle is shown.   The vehicle occupancy information is broken down by trip purpose in both tables.

❑ Average auto occupancy for weekend trips is slightly over 2 persons per vehicle (2.02), compared to 1.40 on weekdays (*RT-HIS*) or 1.46 (NPTS).

❑ Occupancy rates are particularly higher on weekends for shopping and social-recreational trips -- for example, almost 3 (2.90) persons per vehicle on weekends for shopping, compared to 1.41 (*RT-HIS*) or 1.45 (NPTS) on weekdays.

❑ While more than two-thirds of weekday auto trips are single occupant / driver only trips (72.5% *RT-HIS* or 70.7% NPTS), only somewhat more than half of weekend trips are driver alone auto trips (55.9%).

Table 15 : Average Vehicle Occupancy - Auto Driver Trips - by Trip Purpose

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Travel Time Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties (NPTS)	NJTPA Counties (RT-HIS)	Mercer	Metro Area
Work	1.16	1.08	-	1.37	1.07	-	1.23
School	1.11	1.78	-	1.00	1.27	-	1.16
Social Rec-Visit	2.18	1.80	-	2.05	1.78	-	2.09
Personal Business	1.84	7.56		1.52	1.56		1.94
Shop	4.02	1.49	-	1.57	1.51	-	2.90
Serve Passenger	2.10	1.86	-	1.96	1.88	-	2.01
At Home Activity	1.74	1.50	-	1.63	1.63	-	1.69
Other Purpose	2.23	1.97		1.33	1.00		1.76
Not Given	2.00						2.00
All Trips	2.27	2.19	-	1.66	1.65	-	2.02

B. Weekday - 1997/8 RT-HIS

Trip Travel Time Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Work	1.13	1.07	1.08	1.09	1.06	1.10
School	1.17	1.20	1.23	1.32	1.21	1.24
Social Rec-Visit	1.43	1.39	1.40	1.41	1.35	1.41
Personal Business	1.39	1.33	1.28	1.39	1.47	1.38
Shop	1.43	1.37	1.33	1.35	1.32	1.38
Serve Passenger	1.87	1.89	1.87	1.94	1.82	1.90
At Home Activity	1.49	1.39	1.39	1.41	1.31	1.44
Other Purpose	1.47	1.87		1.36	2.17	1.44
All Trips	1.42	1.37	1.36	1.39	1.35	1.40

C. Weekday - 1995 NPTS

Trip Travel Time Ranges	NYMTC Counties	Other NY Counties	CT Counties	NJTPA Counties	Mercer	Metro Area
Work	1.16	1.09	1.09	1.12	-	1.14
School	1.21	1.21	1.62	1.33	-	1.29
Social Rec-Visit	1.73	1.54	1.90	1.62	-	1.70
Personal Business	1.43	1.36	1.88	1.42	-	1.48
Shop	1.39	1.43	1.60	1.47		1.45
Serve Passenger	1.99	1.88	1.73	1.99	-	1.97
At Home Activity	1.48	1.37	1.58	1.36	-	1.45
Other Purpose	3.73	1.98	2.00	3.21	-	3.12
All Trips	1.47	1.38	1.60	1.42	-	1.46

Table 16 : Vehicle Occupancy Distribution - Auto Driver Trips - by Trip Purpose

A. Weekend - 1995 NPTS and 1997/98 RT-HIS (NJTPA only)

Trip Purpose (Destination)	Single Occupant	Two Person	Three Person	Four plus	Total
Work	87.2	10.8	1.0	1.0	100.0
School	88.5	11.5			100.0
Social Rec-Visit	36.8	32.5	13.5	17.2	100.0
Personal Business	58.5	20.6	12.0	8.9	100.0
Shop	53.6	28.4	12.1	5.9	100.0
Serve Passenger	33.6	37.5	18.9	10.0	100.0
At Home Activity	58.0	23.6	10.3	8.1	100.0
Other Purpose	21.9	62.6		15.6	100.0
Not Given		100.0			100.0
NYMTC: All Trips	53.8	25.9	11.4	8.9	100.0
Work	80.7	11.8	2.3	5.2	100.0
School	100.0				100.0
Social Rec-Visit	39.5	37.4	9.2	13.9	100.0
Personal Business	67.1	21.3	7.3	4.3	100.0
Shop	54.5	36.0	8.6	0.9	100.0
Serve Passenger	29.8	48.8	17.4	4.1	100.0
At Home Activity	61.7	22.4	9.8	6.1	100.0
Other Purpose	66.7	33.3			100.0
NJTPA: All Trips (NPTS)	57.3	28.1	8.8	5.7	100.0
Work	94.9	5.1			100.0
School	*				100.0
Social Rec-Visit	54.3	25.2	12.6	7.9	100.0
Personal Business	63.8	23.8	8.1	4.4	100.0
Shop	61.7	26.4	11.1	0.9	100.0
Serve Passenger	31.5	47.9	12.3	8.2	100.0
At Home Activity	57.5	26.5	11.5	4.4	100.0
Other Purpose	*				100.0
NJTPA: All Trips (RTHIS)	58.3	25.6	10.8	5.2	100.0
Work	85.9	10.2	1.4	2.5	100.0
School	88.6	6.8	4.6		100.0
Social Rec-Visit	39.4	33.7	11.7	15.2	100.0
Personal Business	61.8	21.2	9.4	7.6	100.0
Shop	54.7	30.1	11.0	4.2	100.0
Serve Passenger	35.2	40.5	15.8	8.6	100.0
At Home Activity	59.8	22.5	10.1	7.6	100.0
Other Purpose	46.4	45.4		8.2	100.0
Not Given		100.0			100.0
Total Metro: All Trips	55.9	26.1	10.2	7.8	100.0

B. Weekday - 1997/8 RT-HIS

Trip Purpose (Destination)	Single Occupant	Two Person	Three Person	Four plus	Total
Work	93.1	4.9	1.2	0.8	100.0
School	86.8	12.0	0.4	0.9	100.0
Social Rec-Visit	70.5	20.9	5.5	3.0	100.0
Personal Business	72.4	20.5	4.4	2.8	100.0
Shop	67.8	24.1	6.2	2.0	100.0
Serve Passenger	40.1	40.8	14.2	4.9	100.0
At Home Activity	66.6	22.6	7.1	3.7	100.0
Other Purpose	67.2	23.5	4.4	4.8	100.0
NYMTC: All Trips	71.0	20.6	5.7	2.8	100.0
Work	94.0	4.5	0.7	0.7	100.0
School	80.4	12.5	3.6	3.6	100.0
Social Rec-Visit	72.1	18.9	6.2	2.8	100.0
Personal Business	73.0	19.3	5.2	2.5	100.0
Shop	73.0	21.5	3.6	1.9	100.0
Serve Passenger	36.8	41.5	15.0	6.7	100.0
At Home Activity	71.9	20.1	5.4	2.7	100.0
Other Purpose	72.2	23.1	2.7	2.0	100.0
NJTPA: All Trips (RTHIS)	72.9	18.9	5.5	2.7	100.0
Work	93.9	4.4	1.0	0.7	100.0
School	83.7	11.3	2.9	2.1	100.0
Social Rec-Visit	71.7	19.4	6.0	2.9	100.0
Personal Business	73.4	19.4	4.7	2.5	100.0
Shop	71.2	21.9	5.1	1.9	100.0
Serve Passenger	39.1	41.0	13.8	6.1	100.0
At Home Activity	69.6	21.1	6.3	3.0	100.0
Other Purpose	68.9	23.2	3.9	3.9	100.0
Total Metro: All Trips	72.5	19.2	5.6	2.7	100.0

C. Weekday - 1995 NPTS

Trip Purpose (Destination)	Single Occupant	Two Person	Three Person	Four plus	Total
Work	88.6	8.1	2.3	1.0	100.0
School	85.9	8.4	4.2	1.4	100.0
Social Rec-Visit	59.2	21.7	10.7	8.4	100.0
Personal Business	73.0	16.7	6.2	4.2	100.0
Shop	72.4	20.2	4.7	2.7	100.0
Serve Passenger	35.7	42.1	13.8	8.3	100.0
At Home Activity	74.9	16.0	6.0	3.1	100.0
Other Purpose	7.4	12.9	46.4	33.4	100.0
NYMTC: All Trips	71.7	18.1	6.3	3.8	100.0
Work	90.9	7.5	0.7	1.0	100.0
School	75.7	17.3	5.3	1.7	100.0
Social Rec-Visit	52.4	36.4	8.9	2.3	100.0
Personal Business	70.7	17.7	10.8	0.8	100.0
Shop	64.7	25.2	8.8	1.2	100.0
Serve Passenger	34.7	39.4	19.2	6.7	100.0
At Home Activity	74.1	17.6	6.6	1.7	100.0
Other Purpose	44.7			55.3	100.0
NJTPA: All Trips (RTHIS)	70.3	20.2	7.5	2.0	100.0
Work	90.2	7.2	1.6	0.9	100.0
School	79.4	13.2	6.0	1.4	100.0
Social Rec-Visit	55.5	28.0	10.3	6.3	100.0
Personal Business	70.1	17.4	8.4	4.1	100.0
Shop	69.4	21.1	6.7	2.9	100.0
Serve Passenger	36.5	40.1	15.6	7.8	100.0
At Home Activity	73.9	16.6	6.5	3.1	100.0
Other Purpose	22.1	25.3	18.0	34.7	100.0
Total Metro: All Trips	70.7	18.7	7.0	3.5	100.0

Appendix A:

NPTS Data Items Used for Comparative Analysis with *RT-HIS*

1. Data Items Common to Household and Trip (Travel Day) File

HOUSEID   Household identification number

HHSIZE   Total number of persons in HH

HHVEHCNT No. of vehicles in household (derived)

DRVRCNT   Number of drivers in HH

HHFAMINC HH family income category
01	<$5K
02	$5 < 10K
03	$10 < 15K
04	$15 < 20K
05	$20 < 25K
06	$25 < 30K
07	$30 < 35K
08	$35 < 40K
09	$40 < 45K
10	$45 < 50K
11	$50 < 55K
12	$55 < 60K
13	$60 < 65K
14	$65 < 70K
15	$70 < 75K
16	$75 < 80K
17	$80 < 100K
18	$100+K
98	Not obtained
99	Refused

HH_RACE   Race of reference person
01	White
02	African-American
03	Asian
04	Other
98	Not Obtained
99	Refused

LIF_CYC   Family life cycle
01	1 Adult, No Child
02	2+ Adult, No Child
03	1 Adult-Child 0-5yrs
04	2+ Adult-Child 0-5yrs
05	1 Adult-Child 6-15yrs

06   2+ Adult-Child 6-15yrs
           07   1 Adult-Child 16-21yrs
           08   2+ Adult-Child 16-21yrs
           09   1 Adult-Retired-No Child
           10   2+ Adult-Retired-No Child

TRAVDAY   Travel day - day of week

           1   Sunday
           2   Monday
           3   Tuesday
           4   Wednesday
           5   Thursday
           6   Friday
           7   Saturday

TRAVWKND   Travel day on weekend (1=Y, 2=N)

WRKCOUNT   No. of workers in HH

HHSTATE   State postal code

HHCOUNTY   County FIPS code

2. Household File Only

HOMEOWN   Tenure of housing unit

REF_AGE   Age of reference person (years)

WTHHFIN   Final household weight

3. Trip (Travel Day) File Only

NUMONTRP   Total # of persons on trip (derived)

WHERE   Place is H=home, W=work, S=other-specify

WHYFROM   1995 purpose - from
                 01   To Work
                 02   Work-Related
                 03   Return to work
                 04   Shopping

05   School
06   Religious
07   Medical/Dental
08   Other Family/Personal Business
09   Take Passenger
10   Pick-Up Passenger
11   Vacation
12   Visit Friend/Relative
13   Out to Eat
14   Other Social/Recreational
15   Change transport
16   Other
17   Home
94   Legit Skip
98   Not obtained
99   Refused

WHYTO   1995 purpose - to
          (xx   same codes as WHYFROM)

WHYTRP90   Purpose of trip (1990 definition)

          01   To or From Work
          02   Work-Related
          03   Shopping
          04   Other Family/Personal Business
          05   School/Church
          06   Medical/Dental
          07   Vacation
          08   Visit Friend/Relative
          10   Other Social/Recreational
          11   Other
          98   Not obtained

WHYTRP95   Purpose of trip (1995 definition)
             (xx   same codes as WHYFROM)

STRTTIME   Start time of trip

TRPMILES   Distance (miles)

TRPTRANS   Mode of transportation code
          01   Automobile
          02   Van
          03   SUV

04   Pickup Truck
            05   Other Truck
            06   RV
            07   Motorcycle
            08   Other POV
            09   Bus
            10   Amtrak
            11   Commuter Rail
            12   Streetcar/Trolley
            13   Subway
            14   Airplane
            15   Taxicab
            16   Bicycle
            17   Walk
            18   School Bus
            19   Other non-POV
            94   Legit Skip
            98   Not obtained
            99   Refused

TRVL_MIN   Travel time (min)

WTTRDFIN   Final travel day trip weight

4. Re-codes or Renaming of NPTS Data Items for Comparability with *RT-HIS*

RCO_N   Regional County ID

            1   Manhattan
            2   Queens
            3   Bronx
            4   Brooklyn
            5   Staten Island
            6   Nassau
            7   Suffolk
            8   Westchester
            9   Rockland
           10   Putnam
           11   Orange
           12   Dutchess
           13   Fairfield
           14   Bergen
           15   Passaic
           16   Hudson
           17   Essex

18   Union
19   Morris
20   Somerset
21   Middlesex
22   Monmouth
23   Ocean
24   Hunterdon
25   Warren
26   Sussex
27   New Haven
28   Mercer

REG1_N   County Grouping 1

1   Manhattan
2   Other NYC
3   Long Island
4   Mid-Hudson (NYMTC)
5   Mid-Hudson (Other)
6   Connecticut
7   Bergen-Passaic
8   Essex-Hudson-Union
9   Middlesex-Morris-Somerset
10   Monmouth-Ocean
11   Hunterdon-Sussex-Warren
12   Mercer

REG2_N   County Grouping 2

1   NYC Total
2   Long Island
3   Mid-Hudson (all)
4   Connecticut
5   NJTPA
6   Mercer

REG3_N   County Grouping 3

1   NYMTC Counties
2   Other NY Counties
3   CT Counties
4   NJTPA Counties
5   Mercer

REG4_N   States 3

1 New York
2 Connecticut
3 New Jersey

AGE_R2   Age of Person – Recoded

1   Under 5 yrs.
2   5 - 11 yrs
3   12 - 15 yrs
4   16 - 18 yrs
5   19 - 20 yrs
6   21 - 24 yrs
7   25 - 29 yrs
8   30 - 34 yrs
9   35 - 39 yrs
10   40 - 44 yrs
11   45 - 49 yrs
12   50 - 54 yrs
13   55 - 59 yrs
14   60 - 64 yrs
15   65 - 69 yrs
16   70 - 74yrs
17   75+yrs
18   Not Given

INCOME_R   HH family income category – Re-coded

1   Below $25K
2    $25 - 49K
3    $50 - 74K
4    $75 - 99K
5    $100 +
6   Not Given

HHSIZE_R   Household Size – Re-coded

1   1 Person HH
2   2 Person
3   3 Person
4   4 Person
5   5+ Person

TOTVEH_R   Number of Vehicles in Household – Re-coded

0   Zero Vehicle HH
1   1 Vehicle
2   2 Vehicles

3   3 Vehicles

4   4+Vehicles

TRPDPHR   Trip Depart Hour (Beginning)

TRIPER1   Travel Period 1

1   Owl 12am-6am
2   AM Peak 6-10am
3   Midday 10am-4pm
4   PM Peak 4-8 pm
5   Evening 8pm-12 am

TRIPER2   Travel Period 2

1   AM Peak 6-10am
2   PM Peak 4-8 pm
3   Other Off-Peak

TRIPER3   Travel Period 3

1   Peak Periods
2   Off-Peak

TRIPUR_O   Trip Purpose - Origin

1   Work
2   School
3   Social Rec-Visit
4   Personal Business
5   Shop
6   Serve Passenger
7   At Home Activity
8   Other Purpose
9   Not Given

TRIPUR_D   Trip Purpose - Destination

1   Work
2   School
3   Social Rec-Visit
4   Personal Business
5   Shop
6   Serve Passenger
7   At Home Activity
8   Other Purpose
9   Not Given

TRIPDIST   Distance (miles)

TDIST_R1   Trip Distance – Recoded (1)

               1   < .5 Mile
               2   .5-1 Mile
               3   1-3 Miles
               4   3-5 Miles
               5   5-10 Miles
               6   10-15 Miles
               7   15-20 Miles
               8   20-30 Miles
               9   30-40 Miles
               10   40-60 Miles
               11   60 + Miles

TDIST_R2   Trip Distance – Recoded (2)

               1   < 1 Mile
               2   1-5 Miles
               3   5-10 Miles
               4   10-20 Miles
               5   20-30 Miles
               6   30-60 Miles
               7   60 + Miles

TT_MIN   Travel time (min)

TTIME_R1   Travel Time – Recoded (1)

               1   < 5 Minutes
               2   5-10 Mins.
               3   10-20 Mins.
               4   20-30 Mins.
               5   30-40 Mins.
               6   40-50 Mins.
               7   50-60 Mins.
               8   60-90 Mins.
               9   90 + Mins.

TTIME_R2   Travel Time – Recoded (2)

               1   < 15 Minutes
               2   15-30 Mins.
               3   30-60 Mins.

4   60-90 Mins.
    5   90 + Mins.

TRIP_SPD   Estimated Average Trip Speed (mph)

PERVEH_R   Number in Vehicle

        1   Single Occupant
        2   Two Person
        3   Three Person
        4   Four plus

C_MODE   Travel Mode (Common)

        1   Auto Driver
        2   Auto Passenger
        3   Motorcycle
        4   Other POV
        5   Public Bus
        6   School Bus
        7   Commuter Rail
        8   Subway/PATH
        9   Streetcar
        10   Other Non-POV
        11   Taxi
        12   Bicycle
        13   Walk
        99   Not Given

Appendix B:

Statistical Reliability of *RT-HIS* and NPTS Estimates– Detailed Tables for Selected Measures

Appendix B: List of Tables

**Statistical Reliability of *RT-HIS* and NTPS Estimates –
Detailed Tables for Selected Measures**

Table B-1.1: Total Trip Rate (Trips per Household) – by County
RT-HIS / Weekday

Regional County	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
Manhattan	1,548	5.01	5.40	0.13	0.42	0.50	0.66	6.54	6.33	6.75
Queens	276	6.62	6.76	0.40	1.31	1.56	2.06	7.38	6.72	8.03
Bronx	271	5.93	6.20	0.36	1.19	1.41	1.86	6.67	6.08	7.26
Brooklyn	489	6.21	6.29	0.28	0.92	1.10	1.45	6.78	6.32	7.24
Staten Island	813	6.71	7.09	0.24	0.77	0.92	1.21	8.39	8.01	8.78
Nassau	384	6.98	7.53	0.36	1.17	1.40	1.84	9.90	9.32	10.49
Suffolk	432	7.74	8.18	0.37	1.23	1.46	1.92	10.49	9.87	11.10
Westchester	322	7.72	8.35	0.43	1.41	1.69	2.22	9.55	8.85	10.26
Rockland	250	7.04	7.24	0.45	1.47	1.75	2.30	9.50	8.77	10.24
Putnam	261	7.88	8.22	0.49	1.60	1.91	2.52	9.62	8.82	10.43
Orange	270	8.13	7.89	0.50	1.63	1.94	2.55	9.11	8.30	9.93
Dutchess	275	7.24	6.99	0.44	1.44	1.71	2.25	9.13	8.42	9.85
Fairfield	270	6.53	7.24	0.40	1.31	1.56	2.05	9.46	8.80	10.11
Bergen	643	7.64	8.55	0.30	0.99	1.18	1.55	9.93	9.44	10.43
Passaic	275	7.36	7.42	0.44	1.46	1.74	2.29	8.21	7.48	8.94
Hudson	489	5.87	6.04	0.27	0.87	1.04	1.37	7.00	6.56	7.43
Essex	418	6.70	7.44	0.33	1.08	1.28	1.69	7.97	7.43	8.51
Union	260	7.32	7.37	0.45	1.49	1.78	2.34	9.22	8.47	9.96
Morris	288	7.85	8.97	0.46	1.52	1.81	2.39	10.37	9.61	11.13
Somerset	266	7.34	7.85	0.45	1.48	1.77	2.32	10.02	9.28	10.76
Middlesex	376	6.76	6.74	0.35	1.15	1.37	1.80	8.30	7.73	8.87
Monmouth	433	7.50	7.73	0.36	1.19	1.41	1.86	9.72	9.13	10.31
Ocean	269	6.49	6.68	0.40	1.30	1.55	2.04	7.36	6.71	8.01
Hunterdon	276	6.98	7.34	0.42	1.38	1.65	2.17	9.62	8.93	10.31
Warren	271	7.47	7.94	0.45	1.49	1.78	2.34	8.89	8.14	9.64
Sussex	277	7.18	7.11	0.43	1.42	1.69	2.23	9.45	8.74	10.16
New Haven	160	6.56	7.00	0.52	1.71	2.03	2.68	7.86	7.01	8.72
Mercer	409	7.33	8.20	0.36	1.19	1.42	1.87	9.14	8.55	9.74
Total : Metro Area	10,971	6.91	7.23	0.07	0.22	0.26	0.34	8.30	8.19	8.41

Table B-1.2: Total Trip Rate (Trips per Household) – County Grouping 1
RT-HIS / Weekday

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
Manhattan	1,548	5.01	5.40	0.13	0.42	0.50	0.66	6.54	6.33	6.75
Other NYC	1,849	6.47	6.51	0.15	0.49	0.59	0.78	7.07	6.82	7.32
Long Island	816	7.40	7.87	0.26	0.85	1.02	1.34	10.20	9.77	10.62
Mid-Hudson (NYMTC)	833	7.57	8.12	0.26	0.86	1.03	1.35	9.55	9.12	9.98
Mid-Hudson (Other)	545	7.69	7.47	0.33	1.08	1.29	1.70	9.12	8.58	9.67
Connecticut	430	6.55	7.16	0.32	1.04	1.24	1.63	8.66	8.14	9.18
Bergen-Passaic	918	7.56	8.22	0.25	0.82	0.98	1.29	9.36	8.94	9.77
Essex-Hudson-Union	1,167	6.57	7.05	0.19	0.63	0.75	0.99	8.01	7.69	8.32
Middlesex-Morris-Somerset	930	7.29	7.77	0.24	0.79	0.94	1.23	9.29	8.90	9.68
Monmouth-Ocean	702	7.19	7.35	0.27	0.89	1.06	1.40	8.61	8.17	9.06
Hunterdon-Sussex-Warren	824	7.21	7.40	0.25	0.83	0.98	1.30	9.35	8.93	9.76
Mercer	409	7.33	8.20	0.36	1.19	1.42	1.87	9.14	8.55	9.74
Total: Metro Area	10,971	6.91	7.23	0.07	0.22	0.26	0.34	8.30	8.19	8.41

Table B-1.3: Total Trip Rate (Trips per Household) - County Grouping 2
RT-HIS / Weekday

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 95%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
NYMTC Counties	5,046	6.54	6.99	0.09	0.30	0.36	0.47	7.92	7.74	8.10
Other NY Counties	545	7.69	7.47	0.33	1.08	1.29	1.70	9.12	8.48	9.77
CT Counties	430	6.55	7.16	0.32	1.04	1.24	1.63	8.66	8.04	9.28
NJTPA Counties	4,541	7.16	7.59	0.11	0.35	0.42	0.55	8.80	8.59	9.01
Mercer	409	7.33	8.20	0.36	1.19	1.42	1.87	9.14	8.43	9.86
Total: Metro Area	10,971	6.91	7.23	0.07	0.22	0.26	0.34	8.30	8.17	8.43

Table B-1.4: Transit Trip Rate (Trips per Household) – County Grouping 1
RT-HIS / Weekday

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
Manhattan	1,548	1.75	2.27	0.04	0.15	0.17	0.23	1.59	1.52	1.67
Other NYC	1,849	1.69	1.82	0.04	0.13	0.15	0.20	1.32	1.26	1.39
Long Island	816	1.35	1.50	0.05	0.16	0.19	0.24	0.83	0.76	0.91
Mid-Hudson (NYMTC)	833	1.49	1.52	0.05	0.17	0.20	0.27	0.87	0.79	0.96
Mid-Hudson (Other)	545	1.50	1.51	0.06	0.21	0.25	0.33	0.65	0.55	0.76
Connecticut	430	1.08	1.15	0.05	0.17	0.20	0.27	0.51	0.42	0.59
Bergen-Passaic	918	0.74	0.75	0.02	0.08	0.10	0.13	0.24	0.20	0.28
Essex-Hudson-Union	1,167	1.15	1.19	0.03	0.11	0.13	0.17	0.53	0.48	0.59
Middlesex-Morris-Somerset	930	1.18	1.32	0.04	0.13	0.15	0.20	0.61	0.54	0.67
Monmouth-Ocean	702	1.41	1.57	0.05	0.18	0.21	0.27	0.71	0.62	0.79
Hunterdon-Sussex-Warren	824	1.37	1.40	0.05	0.16	0.19	0.25	0.63	0.55	0.71
Mercer	409	1.10	1.19	0.05	0.18	0.21	0.28	0.49	0.41	0.58
Total: Metro Area	10,971	1.45	1.65	0.01	0.05	0.05	0.07	0.92	0.90	0.94

Table B-1.5: Auto Drive Shares (of total Trips) – County Grouping 1 RT-HIS / Weekday

County Grouping	N UnWht'd	Auto Drive Trips			Estimate % of Total Weighted	Conf. Limits (@ 90) for Est. Share	
		Confidence Interval for Est. Share at Level of Reliability					
		90%	95%	99%		Lower	Upper
Manhattan	9,556	0.8	1.0	1.3	6.1	5.7	6.5
Other NYC	13,559	1.3	1.5	2.0	29.3	28.6	29.9
Long Island	7,532	1.8	2.2	2.9	61.7	60.8	62.6
Mid-Hudson (NYMTC)	7,552	1.9	2.2	2.9	57.7	56.8	58.6
Mid-Hudson (Other)	5,138	2.2	2.6	3.5	63.5	62.3	64.6
Connecticut	3,477	2.7	3.2	4.2	65.3	64.0	66.6
Bergen-Passaic	7,746	1.8	2.2	2.9	61.6	60.7	62.5
Essex-Hudson-Union	8,652	1.8	2.1	2.8	51.2	50.3	52.1
Middlesex-Morris-Somerset	8,228	1.7	2.1	2.7	63.8	62.9	64.7
Monmouth-Ocean	5,850	2.1	2.5	3.3	61.8	60.8	62.9
Hunterdon-Sussex-Warren	7,374	1.8	2.2	2.8	66.3	65.4	67.2
Mercer	3,524	2.7	3.2	4.2	61.6	60.2	62.9
Total: Metro Area	88,188	0.6	0.7	0.9	48.9	48.6	49.1

Table B-1.6: Walk Only Shares (of total Trips) – County Grouping 1 RT-HIS / Weekday

County Grouping	N UnWht'd	Walk Trips			Estimate % of Total Weighted	Conf. Limits (@ 90) for Est. Share	
		Confidence Interval for Est. Share at Level of Reliability					
		90%	95%	99%		Lower	Upper
Manhattan	9,556	1.7	2.0	2.6	48.3	47.5	49.2
Other NYC	13,559	1.2	1.5	1.9	25.5	24.9	26.1
Long Island	7,532	0.9	1.1	1.5	6.4	5.9	6.9
Mid-Hudson (NYMTC)	7,552	1.1	1.3	1.7	8.5	8.0	9.0
Mid-Hudson (Other)	5,138	1.0	1.2	1.6	4.9	4.4	5.4
Connecticut	3,477	1.2	1.4	1.9	4.9	4.3	5.5
Bergen-Passaic	7,746	1.0	1.2	1.6	8.0	n/a	8.5
Essex-Hudson-Union	8,652	1.3	1.5	2.0	15.0	14.4	15.7
Middlesex-Morris-Somerset	8,228	0.8	0.9	1.2	4.9	4.5	5.3
Monmouth-Ocean	5,850	1.0	1.2	1.6	5.8	5.3	6.3
Hunterdon-Sussex-Warren	7,374	0.8	0.9	1.2	4.2	3.8	4.6
Mercer	3,524	1.4	1.6	2.1	6.5	5.8	7.1
Total: Metro Area	88,188	0.4	0.5	0.6	15.0	14.8	15.2

Table B-2.1: Total Trip Rate (Trips per Household) – by County
NPTS / Weekday

Regional County	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean Lower	Upper
Manhattan	370	4.98	4.96	0.26	0.85	1.01	1.34	6.56	6.14	6.99
Queens	291	6.19	6.66	0.36	1.19	1.42	1.87	8.15	7.56	8.75
Bronx	325	5.90	5.86	0.33	1.08	1.28	1.69	6.89	6.35	7.43
Brooklyn	318	6.24	6.33	0.35	1.15	1.37	1.81	7.93	7.35	8.51
Staten Island	352	6.90	7.08	0.37	1.21	1.44	1.90	8.77	8.17	9.38
Nassau	306	7.61	7.38	0.44	1.43	1.71	2.24	9.30	8.58	10.01
Suffolk	292	7.88	7.63	0.46	1.52	1.81	2.38	9.94	9.18	10.70
Westchester	197	6.38	6.62	0.45	1.50	1.78	2.35	8.42	7.67	9.16
Rockland	137	8.26	8.60	0.71	2.32	2.77	3.64	10.14	8.98	11.30
Putnam	53	9.01	9.03	1.24	4.07	4.85	6.39	11.24	9.21	13.28
Orange	386	7.50	7.68	0.38	1.26	1.50	1.97	9.69	9.06	10.32
Dutchess	360	6.78	6.70	0.36	1.18	1.40	1.84	9.07	8.48	9.66
Fairfield	32	8.49	8.09	1.50	4.94	5.88	7.74	11.86	9.39	14.32
Bergen	39	8.08	7.62	1.29	4.26	5.07	6.67	9.12	7.00	11.25
Passaic	32	7.02	6.90	1.24	4.08	4.86	6.40	9.27	7.23	11.31
Hudson	12	7.75	7.02	2.24	7.36	8.77	11.54	11.08	7.40	14.76
Essex	41	6.12	5.98	0.96	3.15	3.75	4.93	8.71	7.13	10.28
Union	38	6.05	6.23	0.98	3.23	3.85	5.07	8.89	7.27	10.50
Morris	27	9.55	9.44	1.84	6.05	7.21	9.49	12.67	9.65	15.70
Somerset	14	10.29	10.28	2.75	9.04	10.78	14.18	9.92	5.40	14.44
Middlesex	34	7.54	7.56	1.29	4.26	5.07	6.68	11.52	9.39	13.65
Monmouth	32	10.97	10.86	1.94	6.38	7.60	10.00	12.39	9.20	15.58
Ocean	26	11.33	11.27	2.22	7.31	8.71	11.47	13.89	10.23	17.54
Hunterdon	9	6.86	6.07	2.29	7.52	8.96	11.79	8.06	4.30	11.82
Warren	13	7.64	7.02	2.12	6.97	8.30	10.93	8.76	5.28	12.25
Sussex	4	8.37	7.39	4.18	13.76	16.40	21.59	11.36	4.48	18.24
New Haven	49	7.72	7.37	1.10	3.63	4.32	5.69	8.54	6.72	10.35
Mercer	14	6.04	5.80	1.62		6.33	8.33	6.90	6.90	6.90
Total : Metro Area	3,803	7.08	7.29	0.11	0.38	0.45	0.59	8.87	8.68	9.06

Table B-2.2: Total Trip Rate (Trips per Household) – County Grouping 1 NPTS / Weekday

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean Lower	Upper
Manhattan	370	4.98	4.96	0.26	0.85	1.01	1.34	6.56	6.14	6.99
Other NYC	1,286	6.36	6.43	0.18	0.58	0.70	0.92	7.85	7.56	8.14
Long Island	598	7.75	7.51	0.32	1.04	1.24	1.64	9.62	9.10	10.14
Mid-Hudson (NYMTC)	387	7.54	7.31	0.38	1.26	1.50	1.98	8.96	8.33	9.59
Mid-Hudson (Other)	746	7.16	7.24	0.26	0.86	1.03	1.35	9.40	8.96	9.83
Connecticut	81	8.07	7.81	0.90	2.95	3.52	4.63	9.77	8.30	11.25
Bergen-Passaic	71	7.57	7.29	0.90	2.96	3.52	4.63	9.20	7.72	10.67
Essex-Hudson-Union	91	6.31	6.33	0.66	2.18	2.59	3.41	9.20	8.11	10.29
Middlesex-Morris-Somerset	75	8.73	8.92	1.01	3.31	3.95	5.20	11.58	9.92	13.24
Monmouth-Ocean	58	11.05	11.05	1.45	4.77	5.69	7.49	13.00	10.61	15.38
Hunterdon-Sussex-Warren	26	7.23	6.89	1.42	4.66	5.56	7.31	8.95	6.62	11.28
Mercer	14	6.04	5.80	1.62	5.31	6.33	8.33	6.90	4.25	9.56
Total: Metro Area	3,803	7.08	7.29	0.11	0.38	0.45	0.59	8.87	8.68	9.06

Table B-2.3: Total Trip Rate (Trips per Household) - County Grouping 2
NPTS / Weekday

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 95%) for Weighted Mean Lower	Upper
NYMTC Counties	2,641	6.80	6.63	0.13	0.44	0.52	0.68	8.12	7.86	8.38
Other NY Counties	746	7.16	7.24	0.26	0.86	1.03	1.35	9.40	8.88	9.91
CT Counties	81	8.07	7.81	0.90	2.95	3.52	4.63	9.77	8.01	11.53
NJTPA Counties	321	8.35	8.29	0.47	1.53	1.83	2.41	10.35	9.43	11.26
Mercer	14	6.04	5.80	1.62	5.31	6.33	8.33	6.90	3.74	10.07
Total: Metro Area	3,803	7.08	7.29	0.11	0.38	0.45	0.59	8.87	8.65	9.10

Table B-2.4: Transit Trip Rate (Trips per Household) – County Grouping 1
NPTS / Weekday

County Grouping	N UnWht'd	Std. Deviation UnWht'd	Std. Deviation Weighted	Std. Error of Mean UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean Lower	Upper
Manhattan	370	1.53	1.51	0.08	0.26	0.31	0.41	1.21	1.08	1.34
Other NYC	1,286	1.67	1.81	0.05	0.15	0.18	0.24	1.23	1.15	1.31
Long Island	598	1.45	1.38	0.06	0.20	0.23	0.31	0.61	0.51	0.71
Mid-Hudson (NYMTC)	387	1.37	1.22	0.07	0.23	0.27	0.36	0.51	0.39	0.62
Mid-Hudson (Other)	746	1.38	1.28	0.05	0.17	0.20	0.26	0.52	0.43	0.60
Connecticut	81	1.26	1.20	0.14	0.46	0.55	0.72	0.34	0.11	0.57
Bergen-Passaic	71	1.51	1.24	0.18	0.59	0.70	0.92	0.23	n/a	0.53
Essex-Hudson-Union	91	1.18	1.10	0.12	0.41	0.49	0.64	0.37	0.17	0.58
Middlesex-Morris-Somerset	75	1.05	0.94	0.12	0.40	0.47	0.62	0.31	0.11	0.50
Monmouth-Ocean	58	1.42	1.44	0.19	0.61	0.73	0.96	0.76	0.45	1.06
Hunterdon-Sussex-Warren	26	1.30	1.25	0.26	0.84	1.00	1.32	0.44	0.02	0.86
Mercer	14	1.61	1.72	0.43	1.41	1.68	2.21	0.62	n/a	1.32
Total: Metro Area	3,803	1.52	1.52	0.02	0.08	0.10	0.13	0.77	0.73	0.81

Table B-2.5: Auto Drive Shares (of total Trips) – County Grouping 1
NPTS / Weekday

| County Grouping | N UnWht'd | Auto Drive Trips | | | Estimate % of Total | Conf. Limits (@ 90) for Est. Share | |
| | | Confidence Interval for Est. Share at Level of Reliability | | | | | |
		90%	95%	99%	Weighted	Lower	Upper
Manhattan	2,507	1.8	2.2	2.9	8.6	7.7	9.5
Other NYC	10,385	1.4	1.7	2.2	24.9	24.2	25.6
Long Island	6,045	2.1	2.5	3.2	61.5	60.5	62.5
Mid-Hudson (NYMTC)	3,659	2.7	3.2	4.2	57.9	56.5	59.2
Mid-Hudson (Other)	7,239	1.9	2.2	2.9	64.3	63.3	65.2
Connecticut	823	5.6	6.7	8.8	59.4	56.6	62.2
Bergen-Passaic	692	6.0	7.1	9.4	64.1	61.1	67.1
Essex-Hudson-Union	833	5.7	6.8	8.9	47.4	44.6	50.3
Middlesex-Morris-Somerset	896	5.2	6.2	8.1	66.4	63.8	69.0
Monmouth-Ocean	766	5.7	6.8	9.0	62.9	60.0	65.7
Hunterdon-Sussex-Warren	234	9.5	11.3	14.9	73.7	69.0	78.4
Mercer	94	16.2	19.3	25.4	64.7	56.6	72.8
Total: Metro Area	34,173	0.9	1.1	1.4	45.2	44.8	45.7

Table B-2.6: Walk Shares (of total Trips) – County Grouping 1
NPTS / Weekday

| County Grouping | N UnWht'd | Walk Trips | | | Estimate % of Total | Conf. Limits (@ 90) for Est. Share | |
| | | Confidence Interval for Est. Share at Level of Reliability | | | | | |
		90%	95%	99%	Weighted	Lower	Upper
Manhattan	2,507	3.2	3.9	5.1	41.1	39.5	42.7
Other NYC	10,385	1.5	1.8	2.3	29.4	28.7	30.2
Long Island	6,045	1.0	1.2	1.6	6.1	5.6	6.7
Mid-Hudson (NYMTC)	3,659	1.5	1.8	2.4	8.4	7.7	9.2
Mid-Hudson (Other)	7,239	0.8	0.9	1.2	4.4	4.0	4.8
Connecticut	823	3.0	3.5	4.6	7.1	5.7	8.6
Bergen-Passaic	692	3.2	3.9	5.1	7.2	n/a	8.9
Essex-Hudson-Union	833	4.3	5.1	6.7	16.9	14.7	19.0
Middlesex-Morris-Somerset	896	1.7	2.1	2.7	2.6	1.7	3.4
Monmouth-Ocean	766	2.3	2.7	3.6	3.9	2.7	5.0
Hunterdon-Sussex-Warren	234	2.4	2.9	3.8	1.3	0.1	2.5
Mercer	94	9.6	11.4	15.0	8.7	3.9	13.5
Total: Metro Area	34,173	0.7	0.8	1.0	16.8	16.5	17.2

Table B-3.1: Total Trip Rate (Trips per Household) – by County
NPTS / Weekend

Regional County	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean Lower	Upper
Manhattan	155	5.42	4.41	0.44	1.43	1.71	2.25	5.11	4.39	5.83
Queens	135	6.55	6.32	0.56	1.85	2.21	2.91	7.43	6.50	8.35
Bronx	139	6.31	5.95	0.53	1.76	2.10	2.76	6.11	5.23	6.98
Brooklyn	133	7.38	8.23	0.64	2.11	2.51	3.30	7.29	6.24	8.34
Staten Island	157	7.53	7.62	0.60	1.98	2.35	3.10	8.02	7.03	9.00
Nassau	130	8.74	8.45	0.77	2.52	3.01	3.96	9.79	8.53	11.06
Suffolk	130	6.85	7.02	0.60	1.98	2.36	3.10	9.95	8.96	10.93
Westchester	78	7.10	6.63	0.80	2.65	3.15	4.15	8.08	6.75	9.40
Rockland	57	6.38	6.22	0.85	2.78	3.32	4.36	7.42	6.03	8.81
Putnam	16	8.62	8.59	2.16	7.09	8.45	11.13	8.98	5.43	12.53
Orange	171	6.15	6.22	0.47	1.55	1.84	2.43	7.85	7.08	8.63
Dutchess	144	7.43	7.31	0.62	2.04	2.43	3.20	9.75	8.73	10.77
Fairfield	13	6.97	6.44	1.93	6.36	7.58	9.98	9.14	5.96	12.32
Bergen	15	5.15	4.62	1.33	4.38	5.21	6.86	9.18	6.99	11.37
Passaic	9	4.39	3.91	1.46	n/a	n/a	n/a	6.19	n/a	n/a
Hudson	8	6.82	6.50	2.41	n/a	n/a	n/a	8.04	n/a	n/a
Essex	15	11.97	10.64	3.09	10.16	12.11	15.94	11.16	6.08	16.24
Union	16	4.95	4.68	1.24	4.07	4.85	6.38	6.02	3.99	8.06
Morris	9	5.29	4.90	1.76	n/a	n/a	n/a	5.81	n/a	n/a
Somerset	8	6.97	6.74	2.46	n/a	n/a	n/a	10.89	n/a	n/a
Middlesex	11	6.20	5.22	1.87	6.15	7.33	9.65	5.77	2.70	8.85
Monmouth	18	10.78	11.21	2.54	8.36	9.96	13.11	10.25	6.06	14.43
Ocean	10	11.40	10.43	3.61	11.86	14.13	18.61	13.34	7.41	19.27
Hunterdon	5	9.18	8.36	4.10	n/a	n/a	n/a	7.60	n/a	n/a
Warren	1	.	0.00	.	n/a	n/a	n/a	7.00	n/a	n/a
Sussex	3	5.77	4.28	3.33	n/a	n/a	n/a	4.41	n/a	n/a
New Haven	10	6.21	5.87	1.97	6.47	7.70	10.14	7.48	4.25	10.71
Mercer	6	14.60	11.82	5.96	19.61	23.36	30.75	15.59	5.78	25.39
Total : Metro Area	1,602	7.18	7.47	0.18	0.59	0.70	0.93	8.02	7.73	8.32

Table B-3.2: Total Trip Rate (Trips per Household) – County Grouping 1 NPTS / Weekend

| County Grouping | N UnWht'd | Std. Dev. UnWht'd | Std. Dev. Weighted | Std. Error UnWht'd | Confidence Interval for Mean at Level of Reliability | | | Mean Weighted | Conf. Limits (@ 90%) for Weighted Mean | |
					90%	95%	99%		Lower	Upper
Manhattan	155	5.42	4.41	0.44	1.43	1.71	2.25	5.11	4.39	5.83
Queens	135	6.55	6.32	0.56	1.85	2.21	2.91	7.43	6.50	8.35
Bronx	139	6.31	5.95	0.53	1.76	2.10	2.76	6.11	5.23	6.98
Mid-Hudson (NYMTC)	151	6.98	6.69	0.57	1.87	2.23	2.93	8.00	7.06	8.93
Mid-Hudson (Other)	315	6.80	6.77	0.38	1.26	1.50	1.98	8.66	8.03	9.29
Connecticut	23	6.51	6.30	1.36	4.47	5.32	7.01	8.56	6.32	10.79
Bergen-Passaic	24	5.00	4.58	1.02	3.35	4.00	5.26	7.94	6.26	9.61
Essex-Hudson-Union	39	8.86	8.05	1.42	4.67	5.56	7.32	8.33	6.00	10.66
Middlesex-Morris-Somerset	28	6.20	5.98	1.17	3.86	4.59	6.05	7.07	5.14	9.00
Monmouth-Ocean	28	10.92	11.00	2.06	6.79	8.09	10.64	11.54	8.15	14.93
Hunterdon-Sussex-Warren	9	7.20	6.85	2.40	n/a	n/a	n/a	6.69	n/a	n/a
Mercer	6	14.60	11.82	5.96	n/a	n/a	n/a	15.59	n/a	n/a
Total : Metro Area	1,602	7.18	7.47	0.18	0.59	0.70	0.93	8.02	7.73	8.32

Table B-3.3: Total Trip Rate (Trips per Household) - County Grouping 2
NPTS / Weekend

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 95%) for Weighted Mean Lower	Upper
NYMTC Counties	1,130	7.10	7.04	0.211	0.70	0.83	1.09	7.46	7.05	7.87
Other NY Counties	315	6.80	6.77	0.38	1.26	1.50	1.98	8.66	7.91	9.41
CT Counties	23	6.51	6.30	1.36	4.47	5.32	7.01	8.56	5.89	11.22
NJTPA Counties	128	8.17	7.96	0.72	2.38	2.83	3.73	8.53	7.11	9.94
Mercer		14.60	11.82	5.96	n/a	n/a	n/a	15.59	n/a	n/a
Total	1,602	7.18	7.47	0.18	0.59	0.70	0.93	8.02	7.67	8.37

Table B-3.4: Transit Trip Rate (Trips per Household) – County Grouping 1
NPTS / Weekend

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability 90%	95%	99%	Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean Lower	Upper
Manhattan	155	1.21	1.23	0.10	0.32	0.38	0.50	0.67	0.51	0.83
Other NYC	564	1.28	1.23	0.05	0.18	0.21	0.28	0.48	0.40	0.57
Long Island	260	0.25	0.24	0.02	0.05	0.06	0.08	0.03	0.01	0.06
Mid-Hudson (NYMTC)	151	0.54	0.53	0.04	0.14	0.17	0.23	0.11	0.04	0.18
Mid-Hudson (Other)	315	0.49	0.34	0.03	0.09	0.11	0.14	0.03	n/a	0.08
Connecticut	23	1.02	1.25	0.21	0.70	0.83	1.10	0.47	0.12	0.82
Bergen-Passaic	24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Essex-Hudson-Union	39	1.29	1.26	0.21	0.68	0.81	1.06	0.23	(0.11)	0.57
Middlesex-Morris-Somerset	28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Monmouth-Ocean	28	2.27	1.66	0.43	1.41	1.68	2.21	0.23	n/a	0.94
Hunterdon-Sussex-Warren	9	0.00	0.00	0.00	n/a	n/a	n/a	0.00	n/a	n/a
Mercer	6	0.00	0.00	0.00	n/a	n/a	n/a	0.00	n/a	n/a
Total: Metro Area	1,602	0.99	1.06	0.02	0.08	0.10	0.13	0.30	0.26	0.34

**Table B-3.5: Auto Drive Shares (of total Trips) – County Grouping 1
NPTS / Weekend**

| County Grouping 1 | N UnWht'd | Auto Drive Trips | | | Estimate % of Total | Conf. Limits (@ 90) for Est. Share | |
| | | Confidence Interval for Est. Share at Level of Reliability | | | | | |
		90%	95%	99%	Weighted	Lower	Upper
Manhattan	979	3.2	3.8	5.0	10.1	8.5	11.6
Other NYC	4,182	2.3	2.7	3.6	28.4	27.2	29.5
Long Island	2,607	3.2	3.8	5.0	57.9	56.3	59.5
Mid-Hudson (NYMTC)	1,255	4.6	5.5	7.3	53.2	50.9	55.5
Mid-Hudson (Other)	2,742	3.1	3.7	4.9	57.6	56.1	59.2
Connecticut	203	11.5	13.8	18.1	49.1	43.3	54.9
Bergen-Passaic	204	11.5	13.7	18.1	51.9	46.2	57.7
Essex-Hudson-Union	372	8.5	10.1	13.4	47.2	43.0	51.5
Middlesex-Morris-Somerset	229	10.3	12.3	16.2	65.4	60.3	70.6
Monmouth-Ocean	324	9.1	10.9	14.3	53.6	49.1	58.2
Hunterdon-Sussex-Warren	62	17.4	20.7	27.2	77.8	69.1	86.5
Mercer	94	16.1	19.2	25.2	34.1	26.1	42.2
Total: Metro Area	13,253	1.4	1.7	2.2	42.5	41.8	43.2

**Table B-3.5: Walk Shares (of total Trips) – County Grouping 1
NPTS / Weekend**

| County Grouping 1 | N UnWht'd | Walk Trips | | | Estimate % of Total | Conf. Limits (@ 90) for Est. Share | |
| | | Confidence Interval for Est. Share at Level of Reliability | | | | | |
		90%	95%	99%	Weighted	Lower	Upper
Manhattan	979	5.2	6.2	8.1	40.5	37.9	43.1
Other NYC	4,182	2.2	2.6	3.5	25.5	24.4	26.6
Long Island	2,607	1.2	1.5	2.0	3.9	3.3	4.5
Mid-Hudson (NYMTC)	1,255	1.7	2.0	2.7	3.6	2.7	4.4
Mid-Hudson (Other)	2,742	1.4	1.6	2.2	5.1	4.4	5.8
Connecticut	203	4.1	4.9	6.5	3.3	1.2	5.4
Bergen-Passaic	204	2.1	2.5	3.3	0.8	n/a	1.9
Essex-Hudson-Union	372	6.0	7.1	9.4	14.2	11.3	17.2
Middlesex-Morris-Somerset	229	4.7	5.6	7.4	5.0	2.6	7.3
Monmouth-Ocean	324	2.5	3.0	4.0	1.9	0.7	3.2
Hunterdon-Sussex-Warren	62	11.2	13.4	17.6	7.8	2.2	13.4
Mercer	94	12.1	14.4	18.9	14.9	8.8	20.9
Total: Metro Area	13,253	1.0	1.2	1.6	14.5	14.0	15.0

Table B-4.1: Total Trip Rate (Trips per Household) – by County
RT-HIS / Weekend

Regional County	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
Bergen	46	8.23	8.25	1.21	3.99	4.76	6.26	8.35	6.35	10.34
Passaic	14	4.21	4.17	1.13	3.71	4.42	5.81	7.07	5.22	8.92
Hudson	22	4.96	4.94	1.06	3.48	4.15	5.46	5.64	3.90	7.38
Essex	34	5.94	5.94	1.02	3.35	3.99	5.26	6.53	4.85	8.21
Union	19	5.59	5.57	1.28	4.22	5.03	6.62	5.21	3.10	7.32
Morris	13	5.54	5.46	1.54	5.06	6.03	7.94	7.92	5.39	10.45
Somerset	10	11.09	10.96	3.51	11.53	13.74	18.09	15.30	9.53	21.07
Middlesex	24	8.33	8.28	1.70	5.59	6.66	8.77	8.04	5.25	10.84
Monmouth	18	7.88	7.80	1.86	6.11	7.28	9.58	9.17	6.11	12.22
Ocean	34	7.39	7.44	1.27	4.17	4.97	6.54	7.50	5.41	9.59
Hunterdon	11	6.00	6.34	1.81	5.96	7.10	9.34	7.36	4.39	10.34
Warren	17	6.56	7.20	1.59	5.24	6.24	8.22	7.71	5.09	10.33
Sussex	13	5.38	5.64	1.49	4.91	5.85	7.69	6.92	4.47	9.38
NJTPA (RT-HIS)	275	7.09	7.16	0.43	1.41	1.68	2.21	7.71	7.01	8.42

Table B-4.2: Total Trip Rate (Trips per Household) – County Grouping 1
RT-HIS / Weekend

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
Bergen-Passaic	60	7.48	7.12	0.97	3.18	3.78	4.98	7.92	6.33	9.51
Essex-Hudson-Union	75	5.54	5.50	0.64	2.10	2.51	3.30	5.88	4.83	6.94
Middlesex-Morris-Somerset	47	8.71	8.52	1.27	4.18	4.98	6.56	9.43	7.34	11.52
Monmouth-Ocean	52	7.53	7.60	1.04	3.44	4.09	5.39	8.39	6.67	10.10
Hunterdon-Sussex-Warren	41	5.92	5.91	0.92	3.04	3.62	4.77	7.29	5.77	8.81
NJTPA (RT-HIS)	275	7.09	7.16	0.43	1.41	1.68	2.21	7.71	7.01	8.42

Table B-4.3: Total Trip Rate (Trips per Household) - County Grouping 2
RT-HIS / Weekend

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 95%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
NJTPA (RT-HIS)	275	7.09	7.16	0.43	1.41	1.68	2.21	7.71	6.88	8.55

Table B-4.3: Transit Trip Rate (Trips per Household) – County Grouping 1
RT-HIS / Weekend

County Grouping	N UnWht'd	Std. Dev. UnWht'd	Std. Dev. Weighted	Std. Error UnWht'd	Confidence Interval for Mean at Level of Reliability			Mean Weighted	Conf. Limits (@ 90%) for Weighted Mean	
					90%	95%	99%		Lower	Upper
Bergen-Passaic	60	0.13	0.15	0.02	0.05	0.07	0.09	0.02	n/a	0.05
Essex-Hudson-Union	75	0.83	0.86	0.10	0.32	0.38	0.50	0.20	0.04	0.35
Middlesex-Morris-Somerset	47	1.07	1.05	0.16	0.51	0.61	0.80	0.23	n/a	0.49
Monmouth-Ocean	52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hunterdon-Sussex-Warren	41	0.31	0.35	0.05	0.16	0.19	0.25	0.06	n/a	0.14
NJTPA (RT-HIS)	275	0.64	0.70	0.04	0.13	0.15	0.20	0.12	0.06	0.19

Table B-4.5: Auto Drive Shares (of total Trips) – County Grouping 1 RT-HIS / Weekend

| County Grouping | N UnWht'd | Auto Drive Trips | | | Estimate % of Total Weighted | Conf. Limits (@ 90) for Est. Share | |
| | | Confidence Interval for Est. Share at Level of Reliability | | | | | |
		90%	95%	99%		Lower	Upper
Bergen-Passaic	483	7.4	8.8	11.6	56.3	52.6	60.0
Essex-Hudson-Union	445	7.8	9.3	12.2	47.8	43.9	51.7
Middlesex-Morris-Somerset	449	7.7	9.1	12.0	57.9	54.1	61.8
Monmouth-Ocean	420	8.0	9.5	12.6	53.6	49.6	57.6
Hunterdon-Sussex-Warren	303	8.8	10.5	13.9	67.8	63.4	72.2
NJTPA (RT-HIS)	2,100	3.6	4.3	5.6	54.9	53.2	56.7

Table B-4.6: Auto Drive Shares (of total Trips) – County Grouping 1 RT-HIS / Weekend

| County Grouping | N UnWht'd | Walk Trips | | | Estimate % of Total Weighted | Conf. Limits (@ 90) for Est. Share | |
| | | Confidence Interval for Est. Share at Level of Reliability | | | | | |
		90%	95%	99%		Lower	Upper
Bergen-Passaic	483	3.9	4.7	6.1	7.4	5.4	9.3
Essex-Hudson-Union	445	5.7	6.8	9.0	16.1	13.2	18.9
Middlesex-Morris-Somerset	449	2.2	2.6	3.4	2.0	0.9	3.0
Monmouth-Ocean	420	3.8	4.6	6.0	6.1	4.2	8.0
Hunterdon-Sussex-Warren	303	0.0	0.0	0.0		0.0	0.0
NJTPA (RT-HIS)	2,100	1.8	2.2	2.9	7.1	6.2	8.1