

2025 PSRC Household Travel Survey, Safety & Security Survey Results

Coordinated Mobility & Accessibility Committee
September 16, 2026



Puget Sound Regional Council

Overview



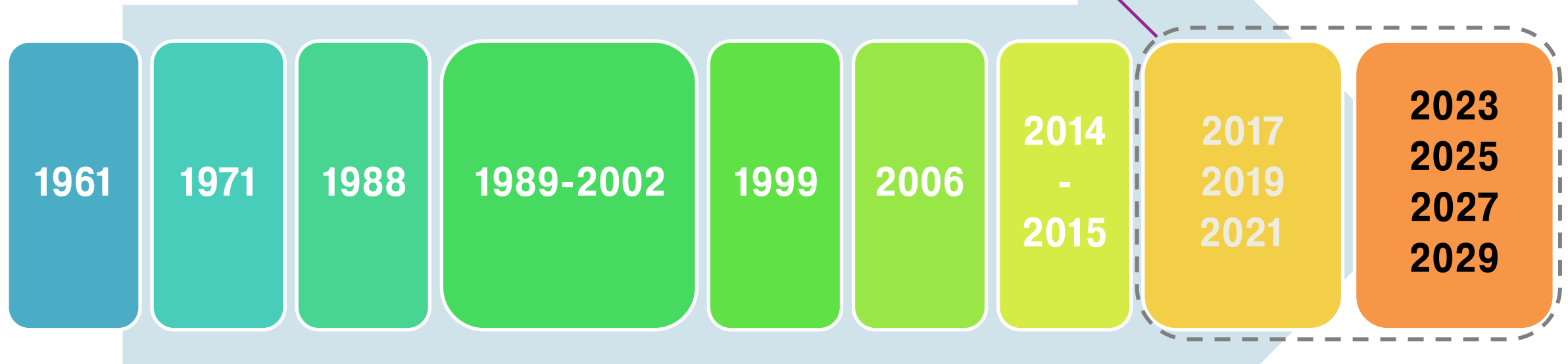
- Intro to the 2025 Household Travel Survey (HTS)
 - Spotlight: Caregiving
- Intro to the 2025 Safety & Security Survey
 - Spotlight: Travel worry & trade-offs



Puget Sound Regional Travel Studies

More frequent snapshots

allows for more timely analysis
& monitoring of trends. Data
can be combined across years.



Webpage: <https://www.psrc.org/household-travel-survey-program>



Multi-year HTS Program

Program goal: The surveys seek to capture quality, regionally representative data for activity and travel behaviors of residents on a typical weekday.

Survey data collection & analyses

- HTS conducted every two years since 2017
- 2025 data finalized this April, analyses now

Motivations

- Frequent snapshots, ability to combine years
- “Smoother” budgets & labor roles
- More flexibility & opportunities for “add-ons”



Uses of HTS data



Analysis

- Most recent regional travel behaviors & patterns
- Trends: comparisons with previous surveys

Model development

- SoundCast
 - Activity-based travel model system
 - Estimate activity/travel choice models
- UrbanSim
 - Parcel-based land use model system
 - Estimate residential location choice model





Information in the HTS data

Who is traveling?

Where are they going?

When do they travel?

Why are they going?

How do they get there?

Examples of planning topics:

- Active travel
- Care-giving responsibilities
- Electric vehicle charging
- Home deliveries & shopping
- Public transit access & use
- Residential mobility & displacement
- Vehicle use & emissions
- Work travel & telecommute

Supports breakdowns by:

- Age
- Disability
- Education
- Gender
- Home location
- Housing type
- Income
- Race & ethnicity
- Sexuality

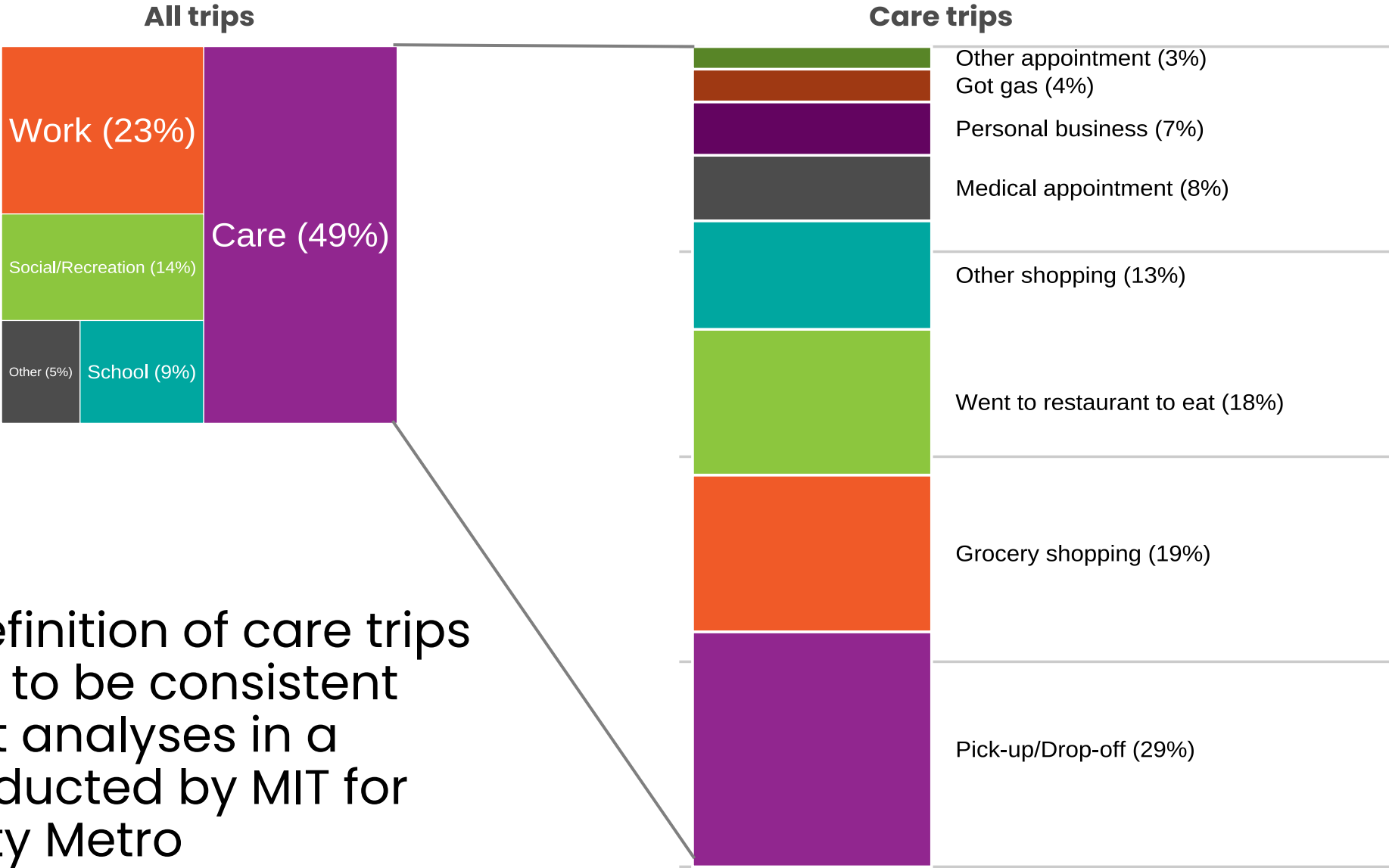


Priority Population Highlights from 2025 HTS





Caregiving trips – composition



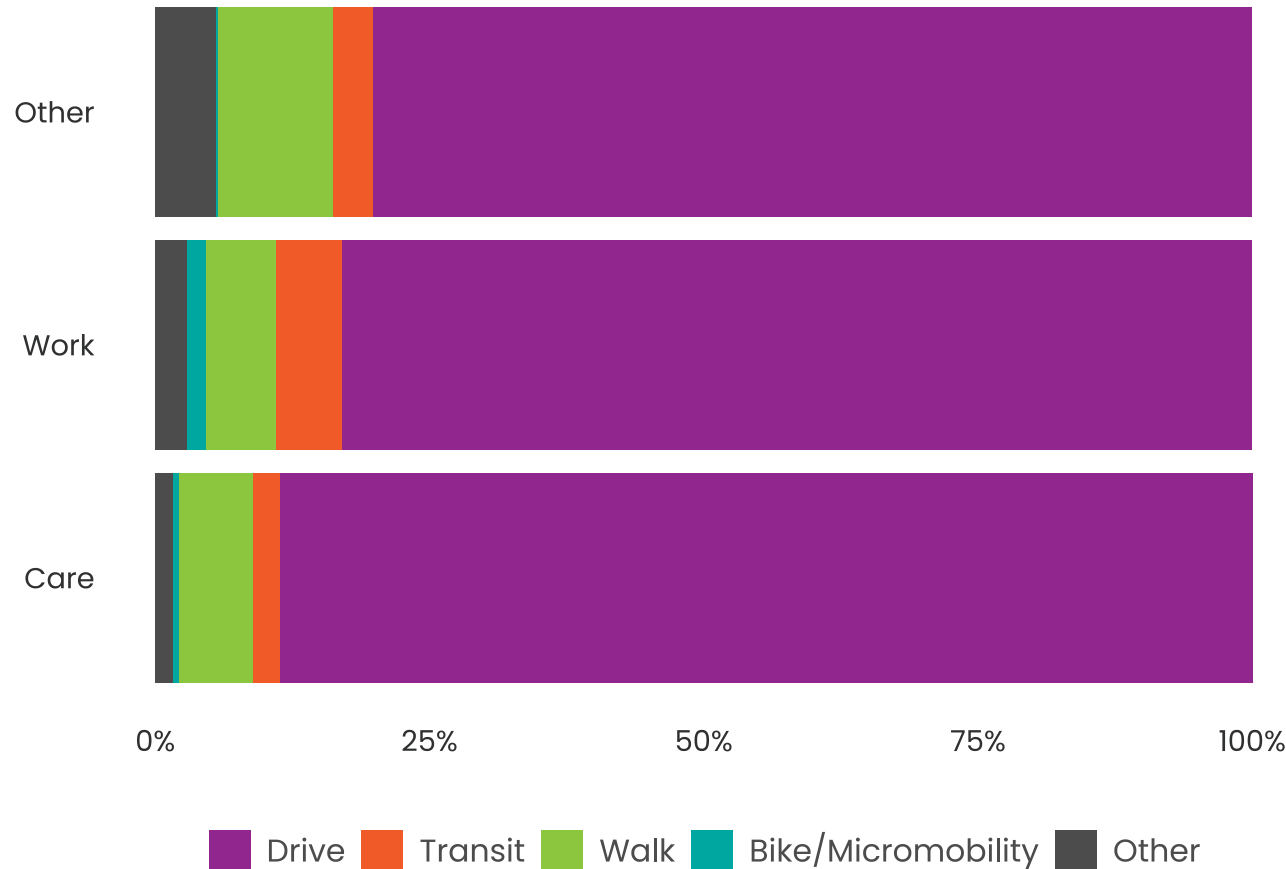
A broad definition of care trips is adopted to be consistent with recent analyses in a [report](#) conducted by MIT for King County Metro





Caregiving trips are overwhelmingly taken by car

2025 Trips by Mode on an Average Weekday



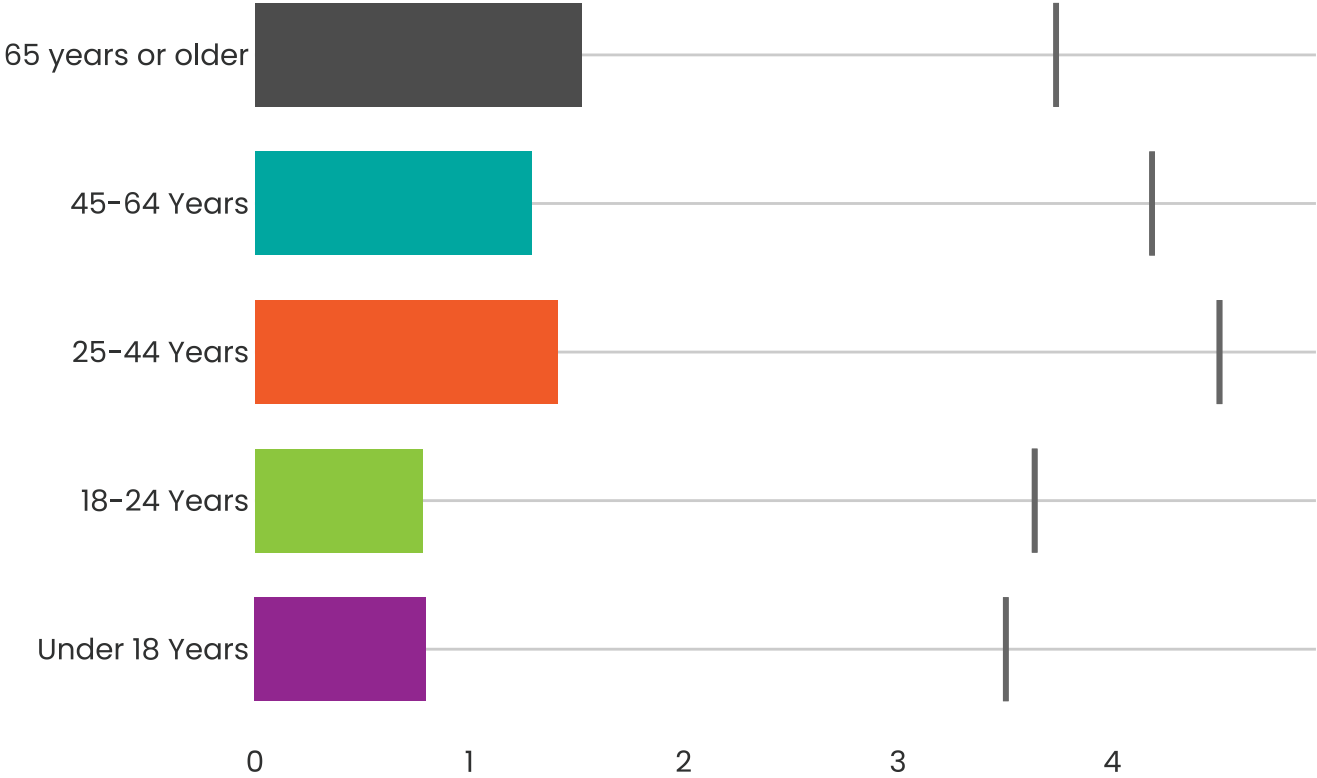
Public transit networks may be more amenable to commutes than to caregiving trips.

Often those using transit to make caregiving trips do not own a car.





Average caregiving trips per weekday by age



Age correlates strongly with caregiving trip frequency.

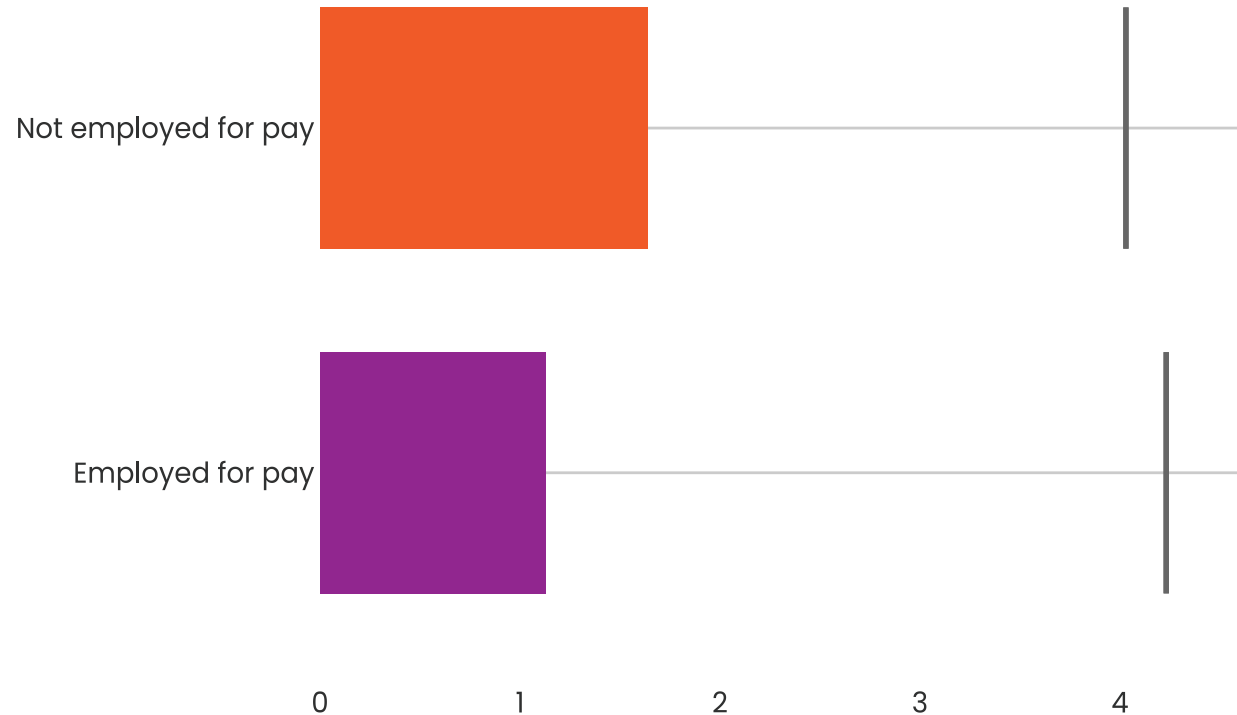
Those under age 25 make 43 percent fewer caregiving trips than the older adult groups.

2025 caregiving trip rate; all-trip rate shown as a reference mark





Average caregiving trips per weekday by employment status



Those without paid employment make 45 percent more caregiving trips per day than those with paid employment.

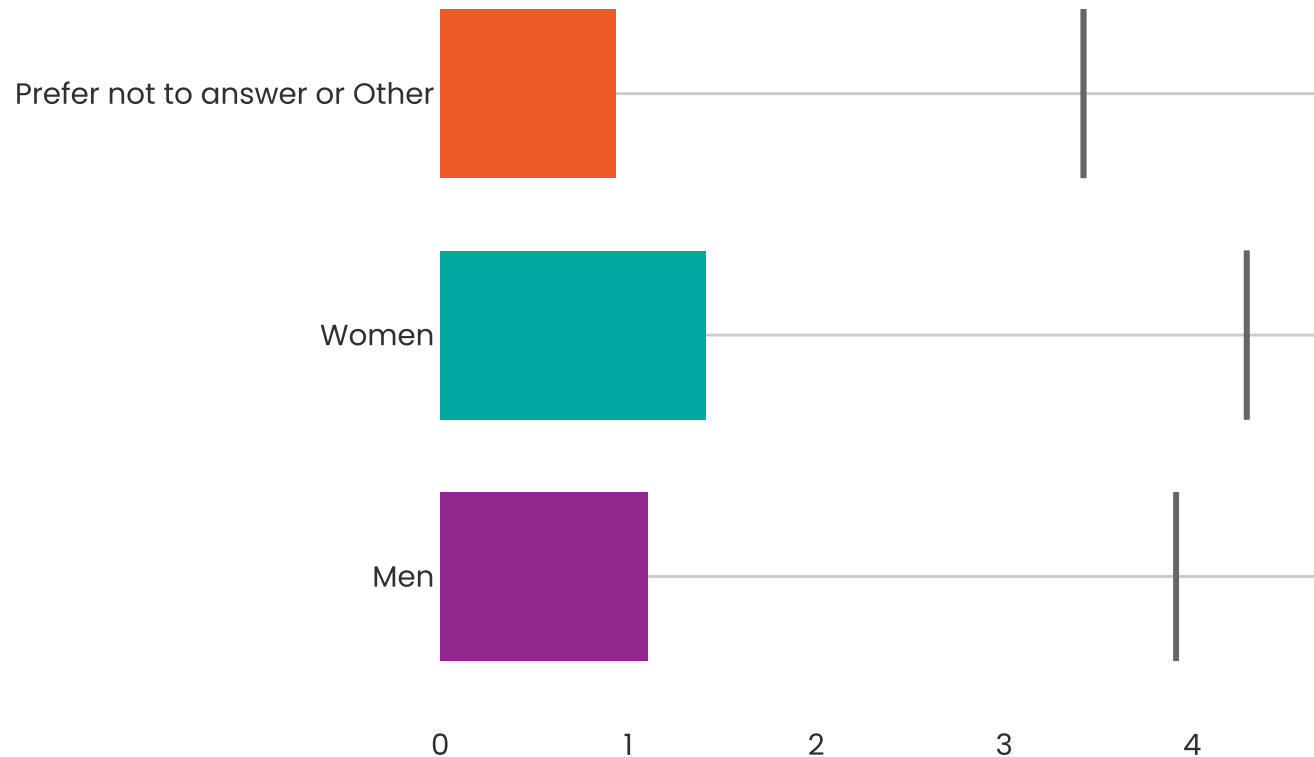
2025 caregiving trip rate; all-trip rate shown as a reference mark





Average caregiving trips per weekday by gender

2025 Trip Rates by Gender



Women make 28 percent more caregiving trips than men.

This difference largely explains their difference in overall trips.

2025 caregiving trip rate; all-trip rate shown as a reference mark

Sample size for the 'Prefer not to answer or Other' (including nonbinary) category is insufficient to draw statistically valid comparisons.





PSRC Safety & Security Survey

- Developed with researchers at Georgia Institute of Technology
- Conducted in September 2025 by consultants
- 2,224 respondents
- In depth: nearly 200 questions





Safety Survey Questionnaire Structure

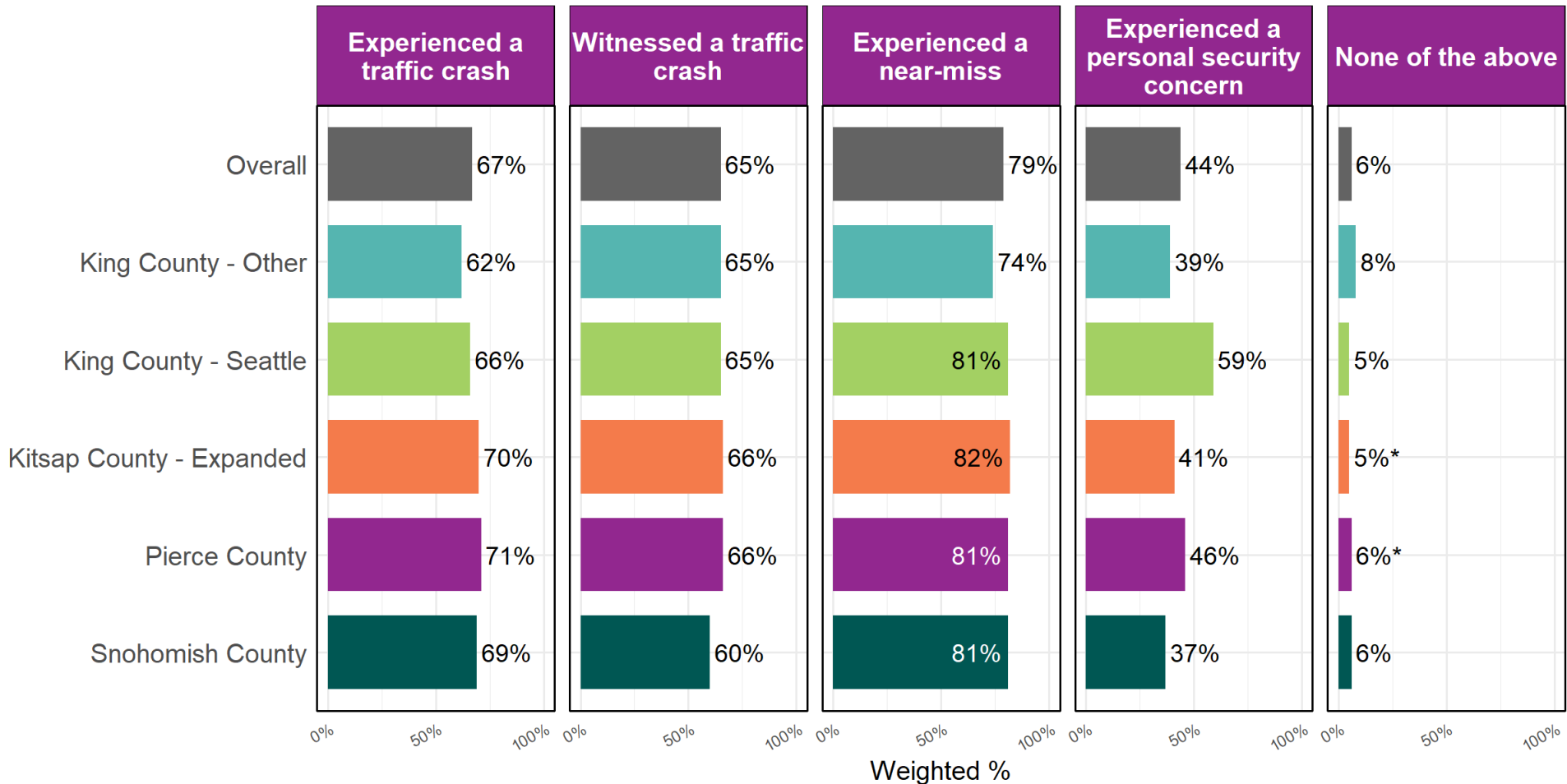
1. General attitudes & predispositions
2. Transportation preferences
3. Daily travel
4. Perceptions of safety while traveling
5. Trade-offs made to improve safety
6. Perceptions of system-wide safety (incl. planning)
7. Unsafe travel experiences
8. Sociodemographic characteristics





Most residents have had unsafe travel experiences

Prevalence of unsafe travel experiences



“A personal security concern in this survey is defined as an interaction with another person or group of people that made you afraid or uncomfortable while traveling.”

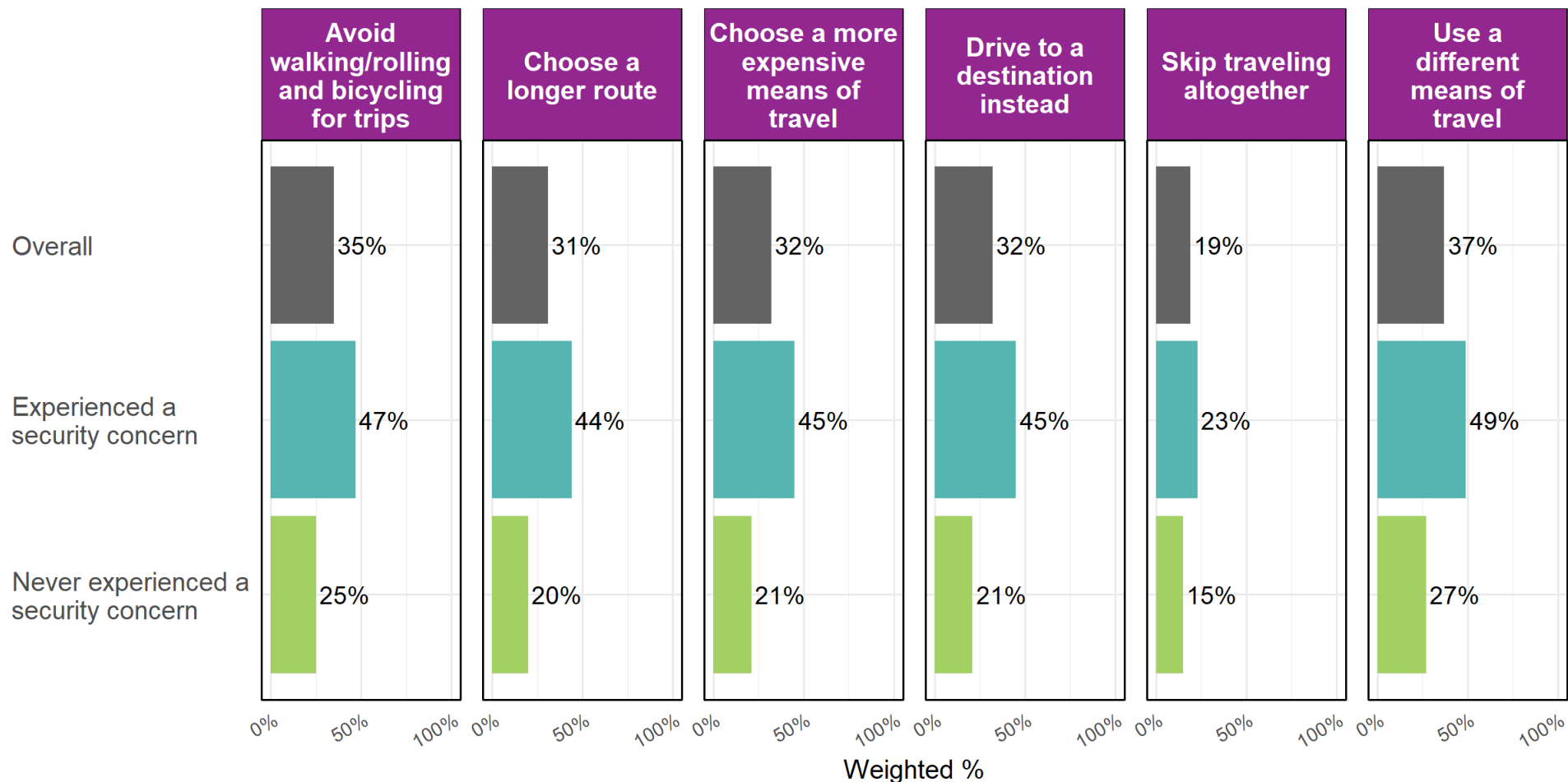
<1% means no respondents endorsed this category.
*Estimate is unstable, interpret with caution (RSE > 0.3).
Suppressed estimates are not graphed (N<10 or RSE>0.5).





Those with negative security experiences take steps to avoid future run-ins

Trade-offs made to avoid a security concern



Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).





Perceived personal threat vs. general incivility

Events where respondents felt targeted or vulnerable had more impact than instances of disorder or incivility not directed towards them.

Largest impact

- Unwanted touching
- Approached unexpectedly
- Physical violence

Moderate impact

- Groups acting in an intimidating manner
- Lewd or explicit behavior
- Rude or threatening comments (incl. catcalling)

Negligible impact

- Property damage
- Yelling
- Smoking/vaping or other drug use
- Erratic behavior
- Loud music





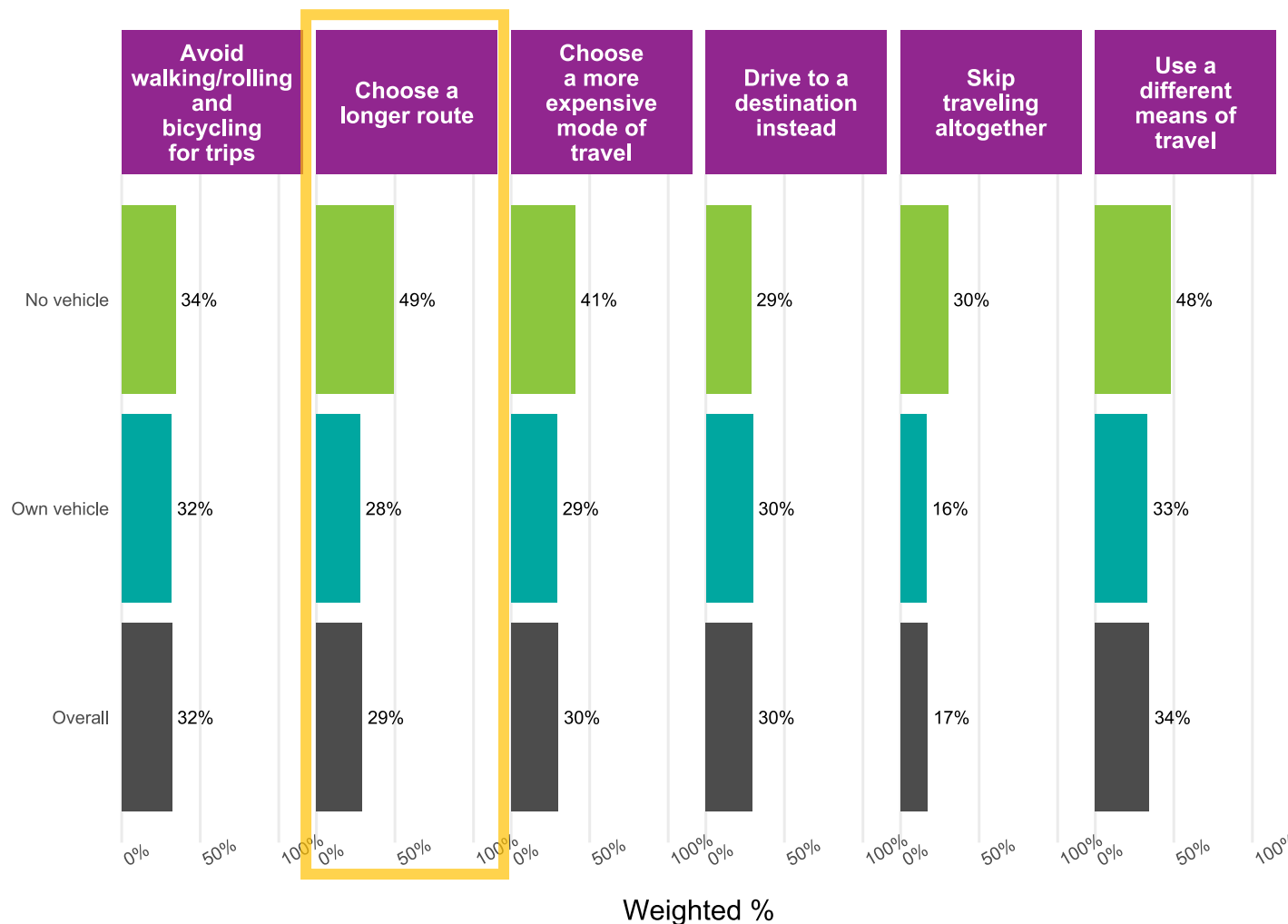
Emotional travel burden by vehicle ownership



Those without a vehicle were 3.8 times as likely to be anxious about urgent travel.



Sacrifices for security concern by vehicle ownership

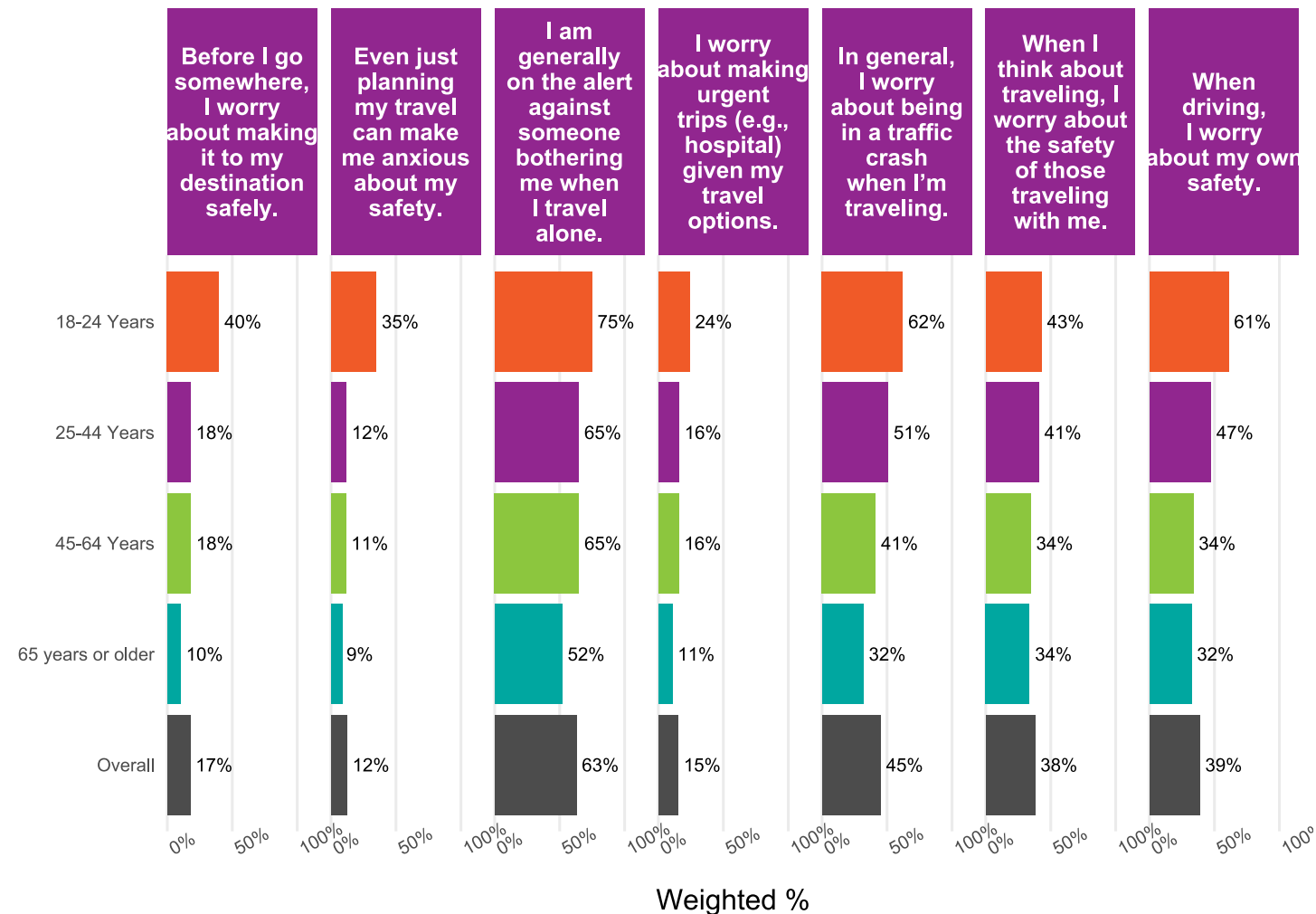


Those without a vehicle make security-related sacrifices more often than the reference population.

Most often, this involves choosing a longer route.



Emotional travel burden by age

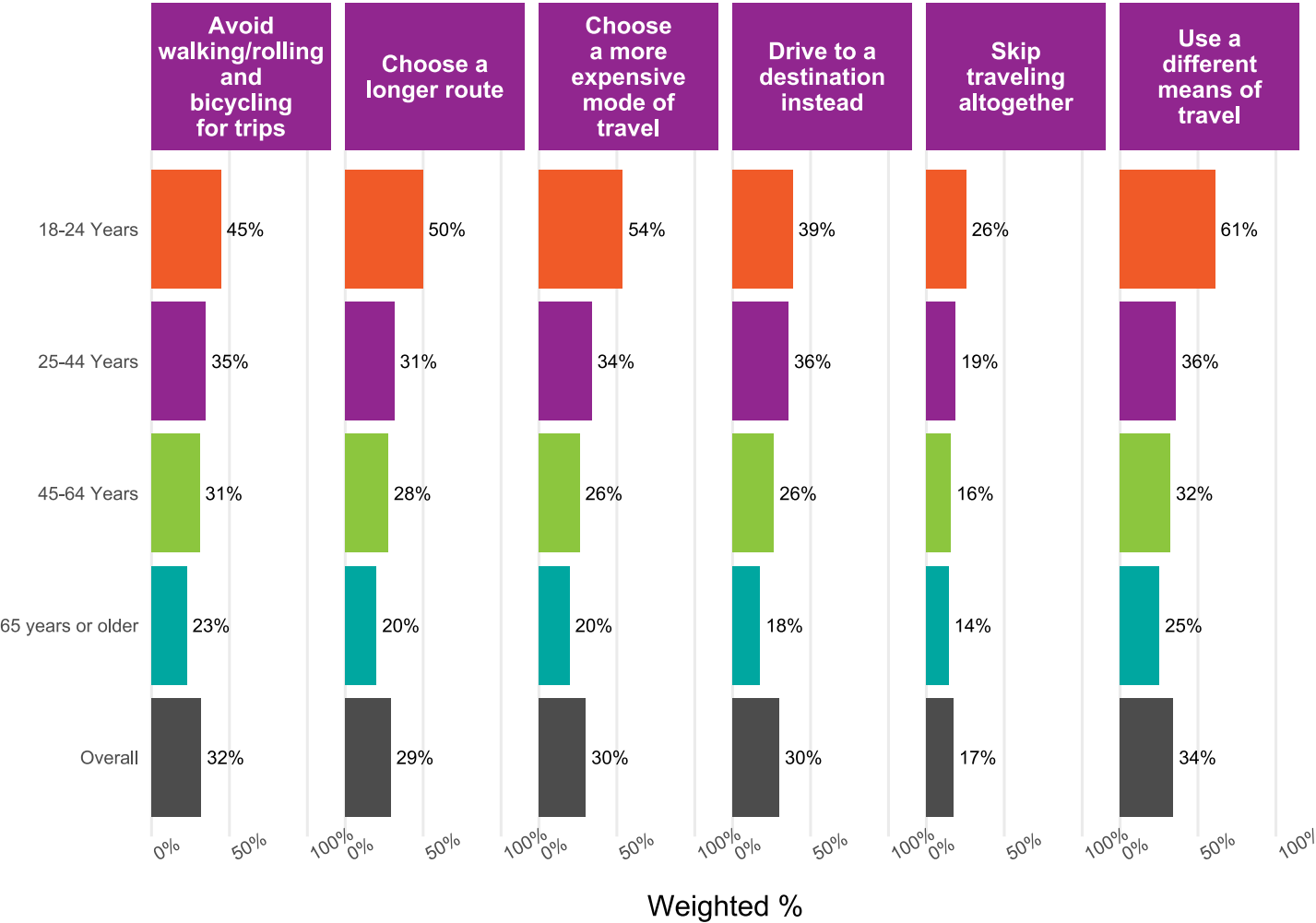


Younger travelers tend to be more worried about their safety & security.

Security concerns are most common.



Sacrifices for security concern by age



Younger travelers choose another mode or avoid walking/rolling out of concern for their security.





Emotional travel burden by disability status

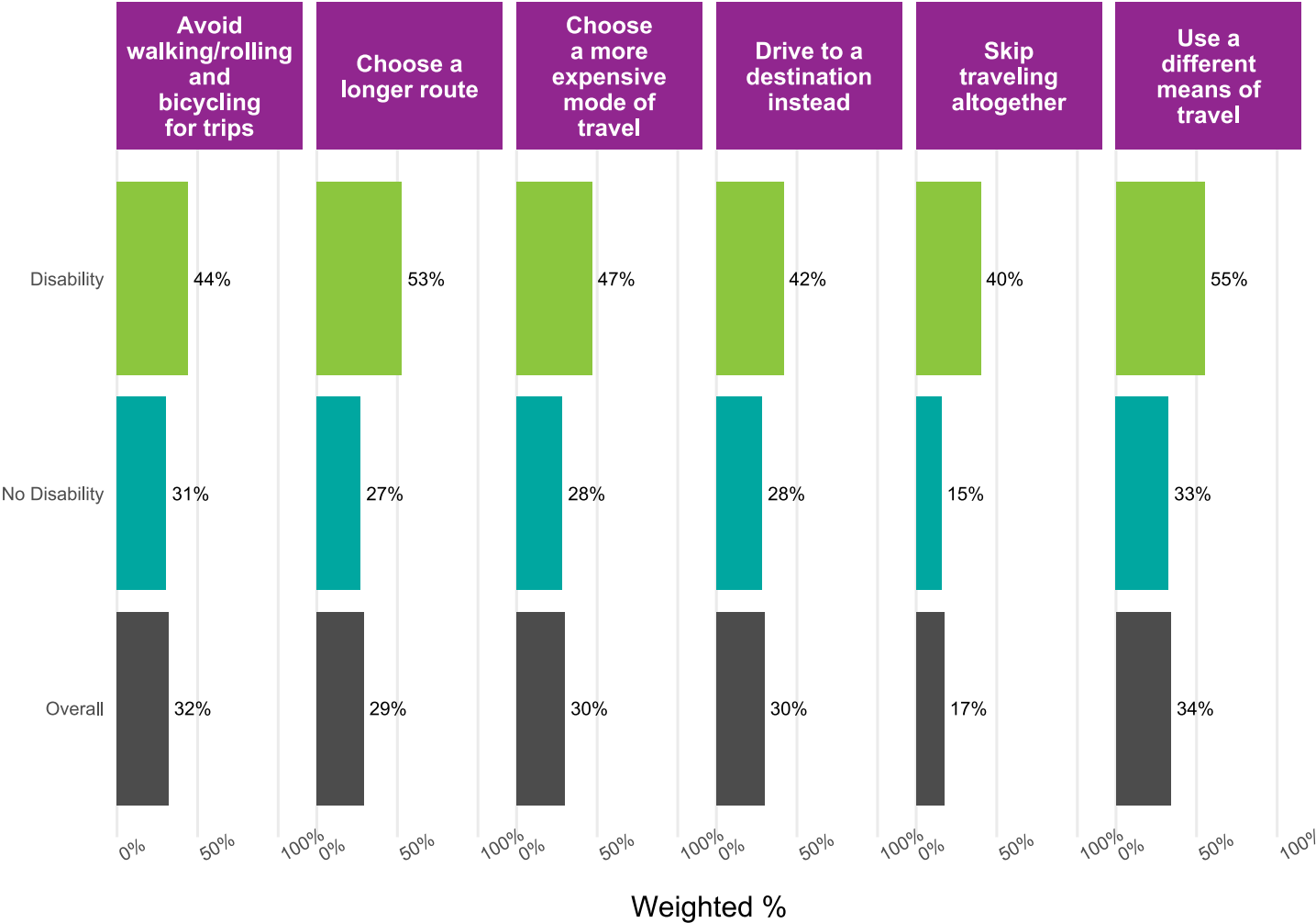


Those with disabilities are 3.4 times as likely to report concern about urgent travel, and 3 times as likely to report worry preparing for travel.





Sacrifices for security concern by disability status



Those with disabilities report making security-related sacrifices 20 percentage points more often than those without disabilities on average.



Ongoing analysis

We welcome your suggestions for research topics & questions and could report back to you in a future meeting.





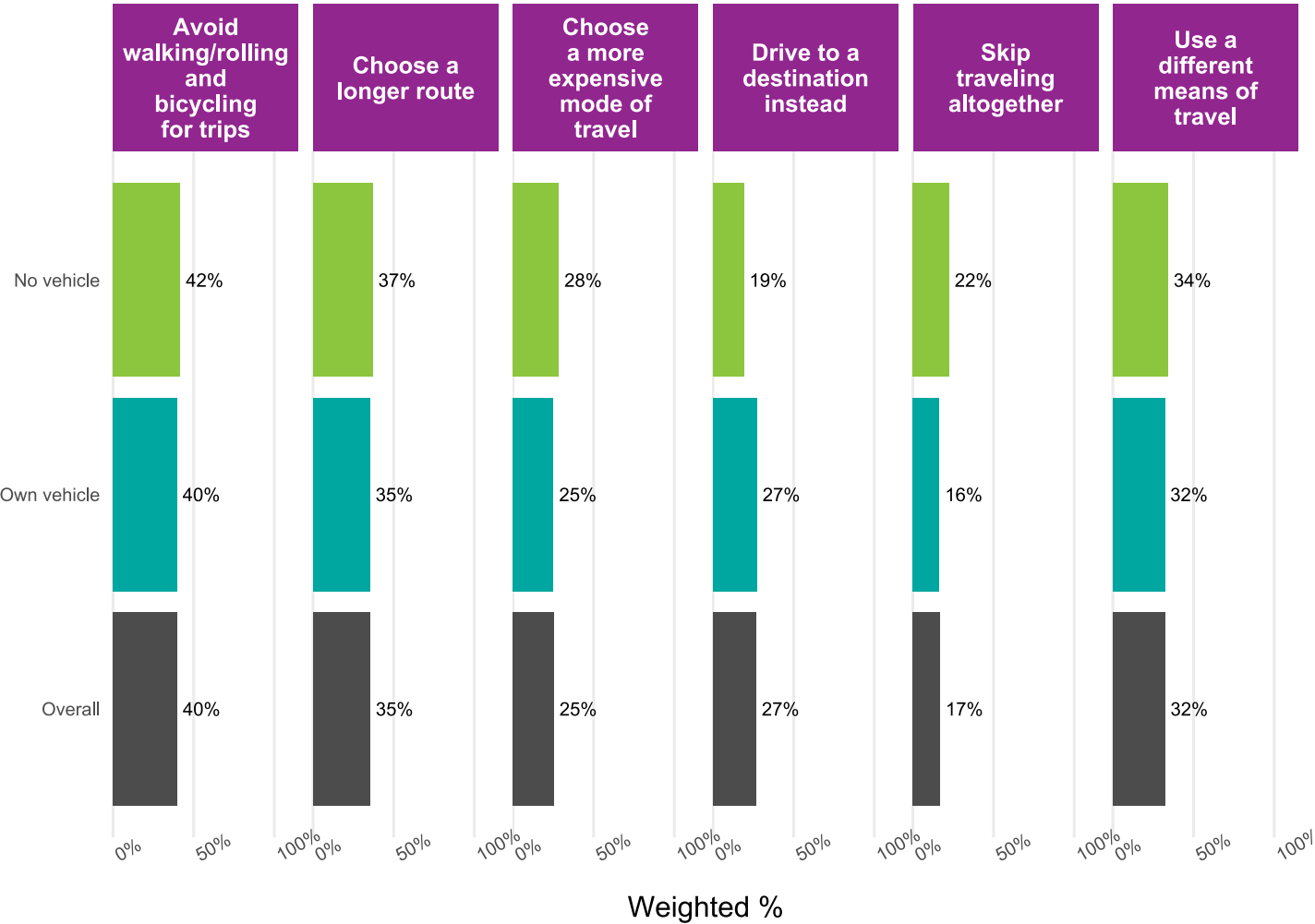
Thank You!

Michael Jensen
mjensen@psrc.org



Puget Sound Regional Council

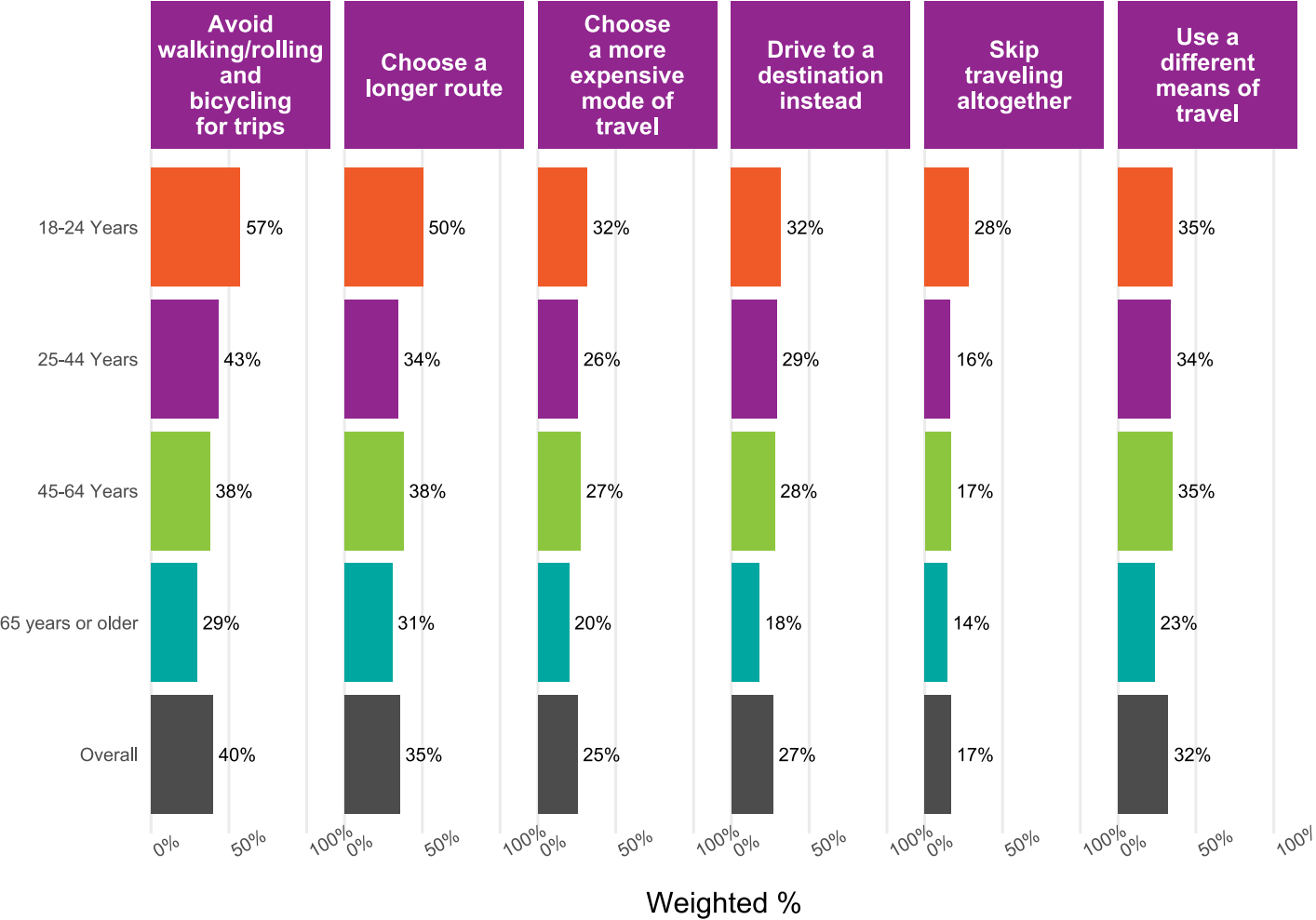
Sacrifices for safety concern by vehicle ownership



There was relatively little difference in sacrifices those without vehicles made for safety reasons, although they forgo travel somewhat more, and are (naturally) less apt to drive.



Sacrifices for safety concern by age

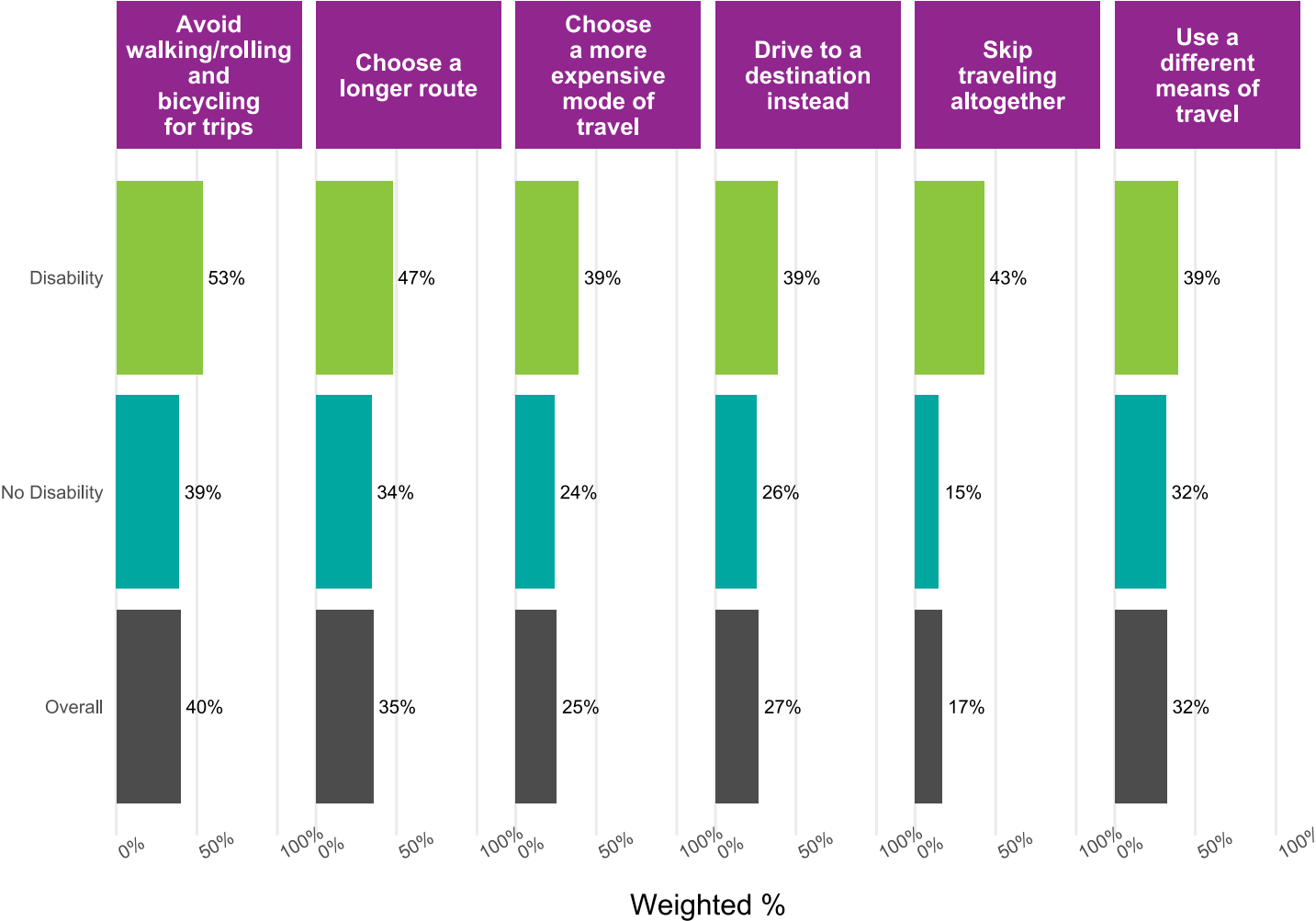


Levels of concern relate to reported behavior—
younger travelers report more travel trade-offs than older adults.





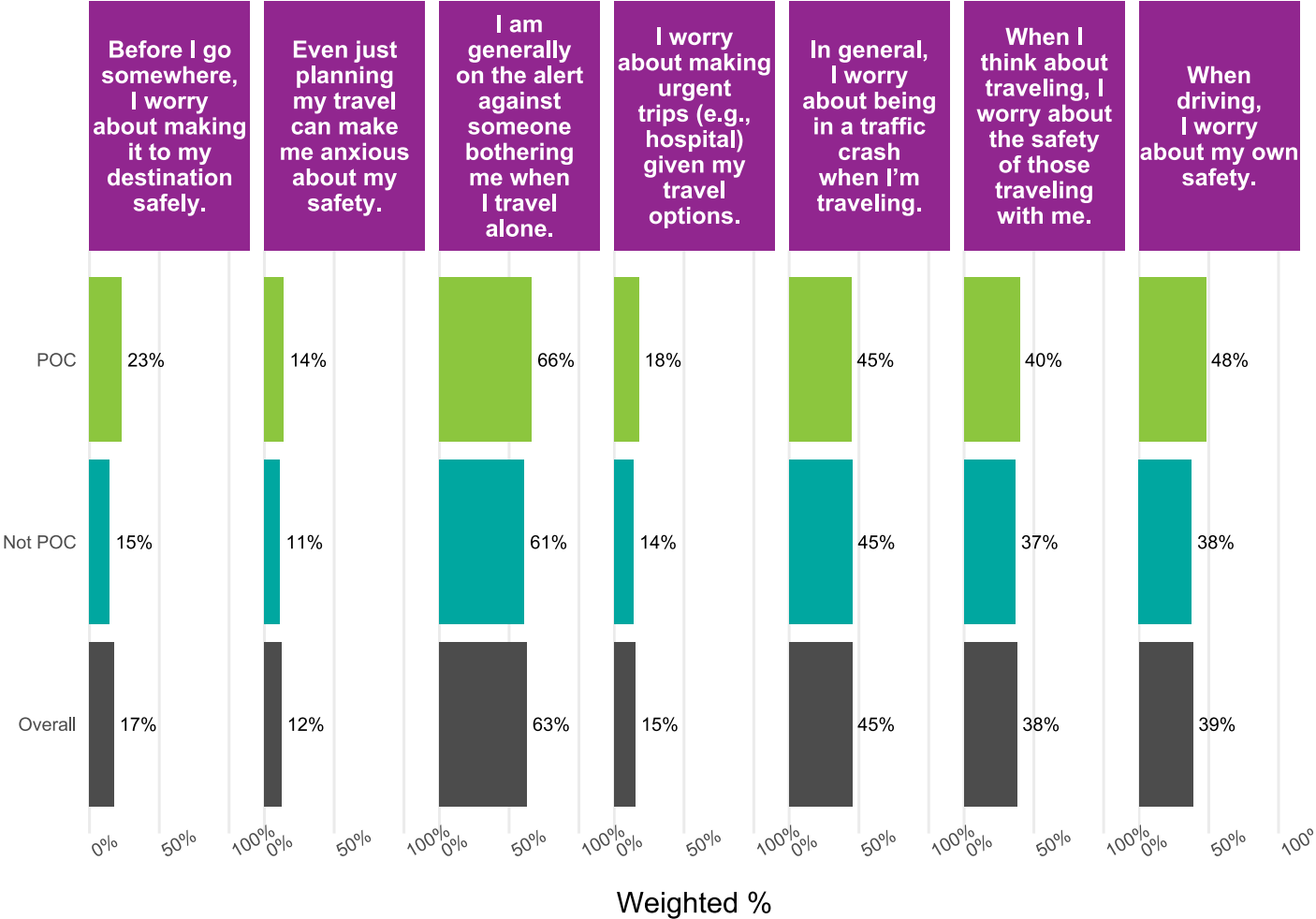
Sacrifices by safety concern by disability status



Those with disabilities are nearly three times more likely to stay home due to safety concerns.



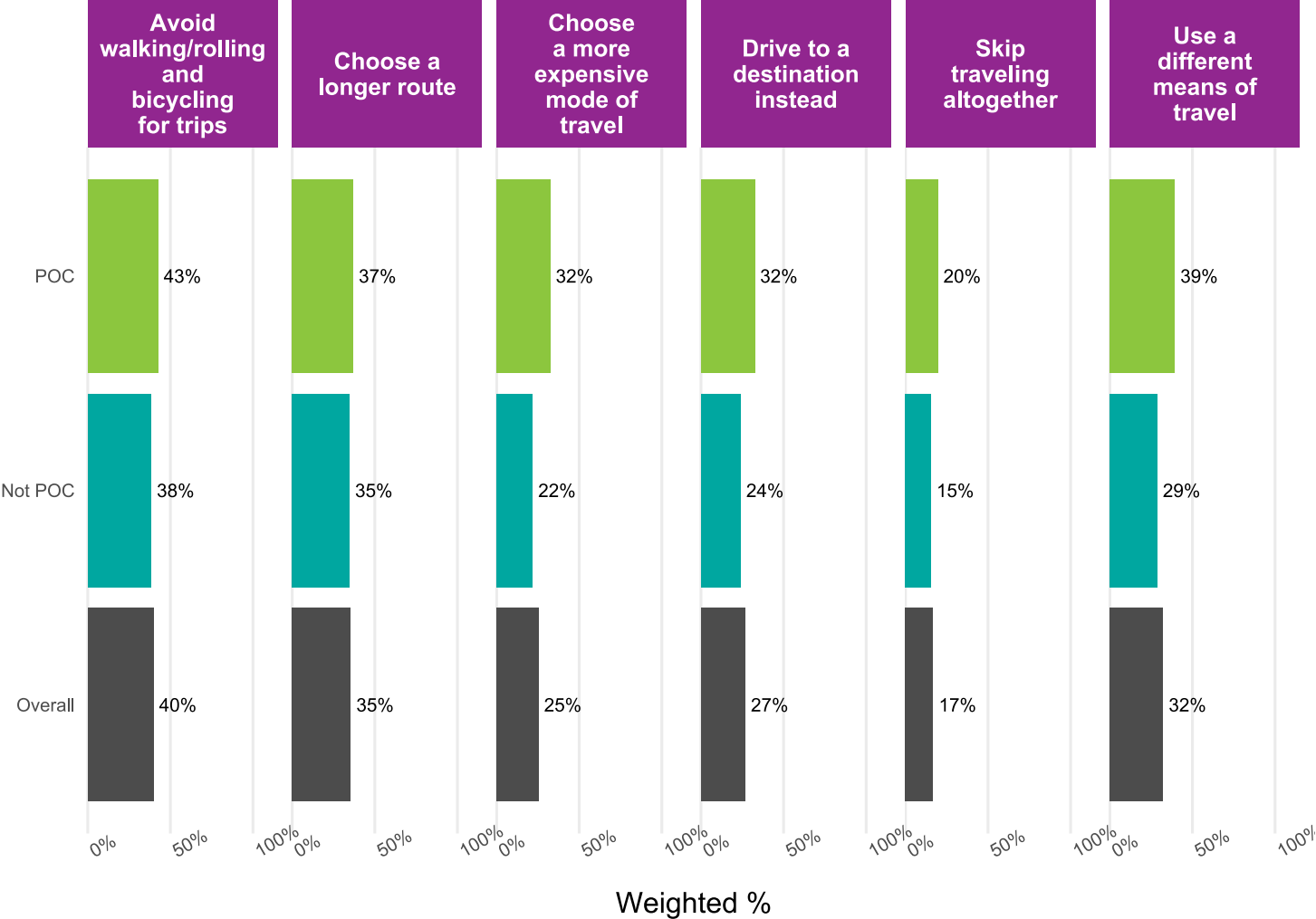
Emotional travel burden by race/ethnicity



People of Color report slightly more concern than the reference population in each category.



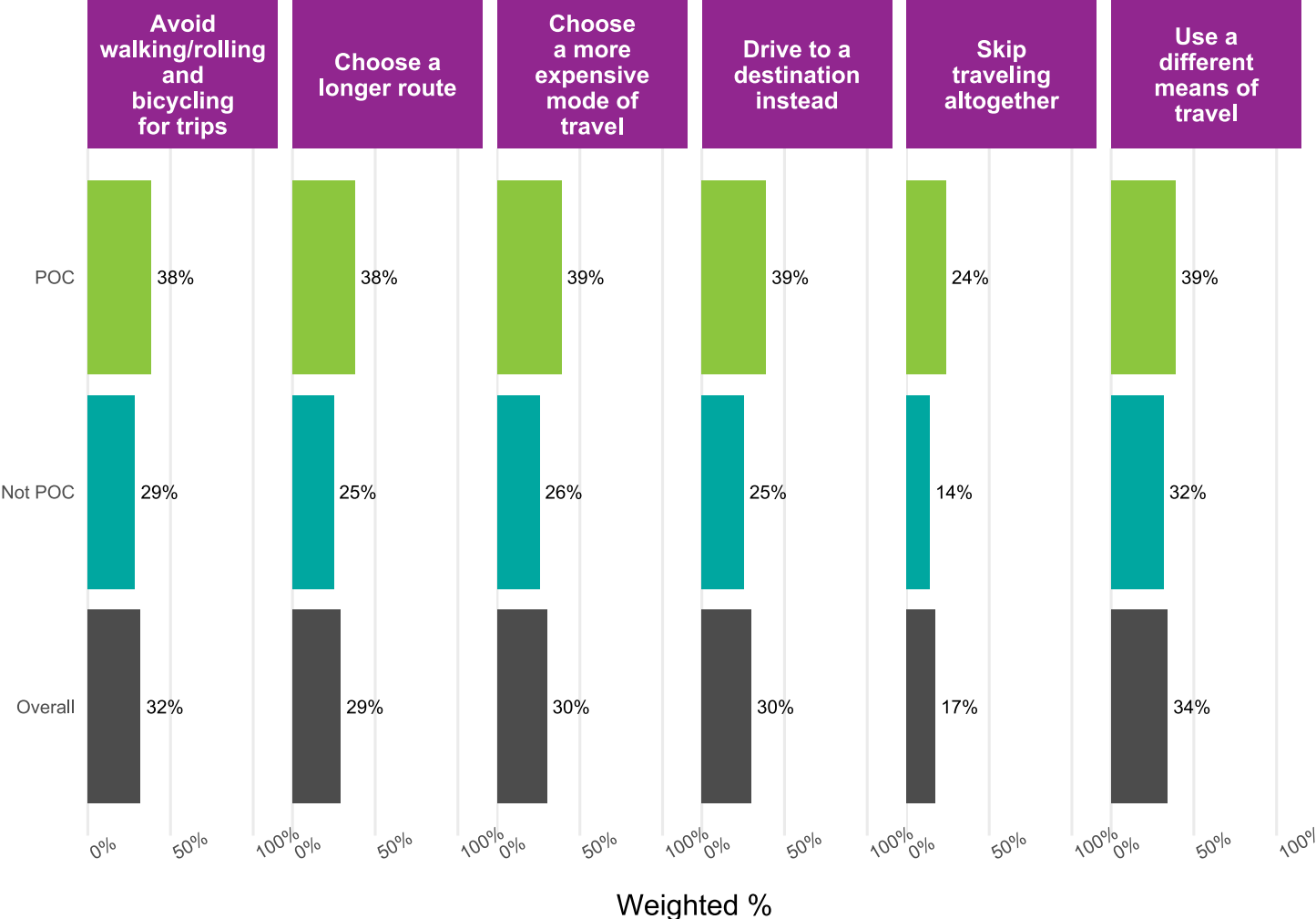
Sacrifices for safety concern by race/ethnicity



People of Color are 7 percentage points more likely on average to make safety-related trade-offs.



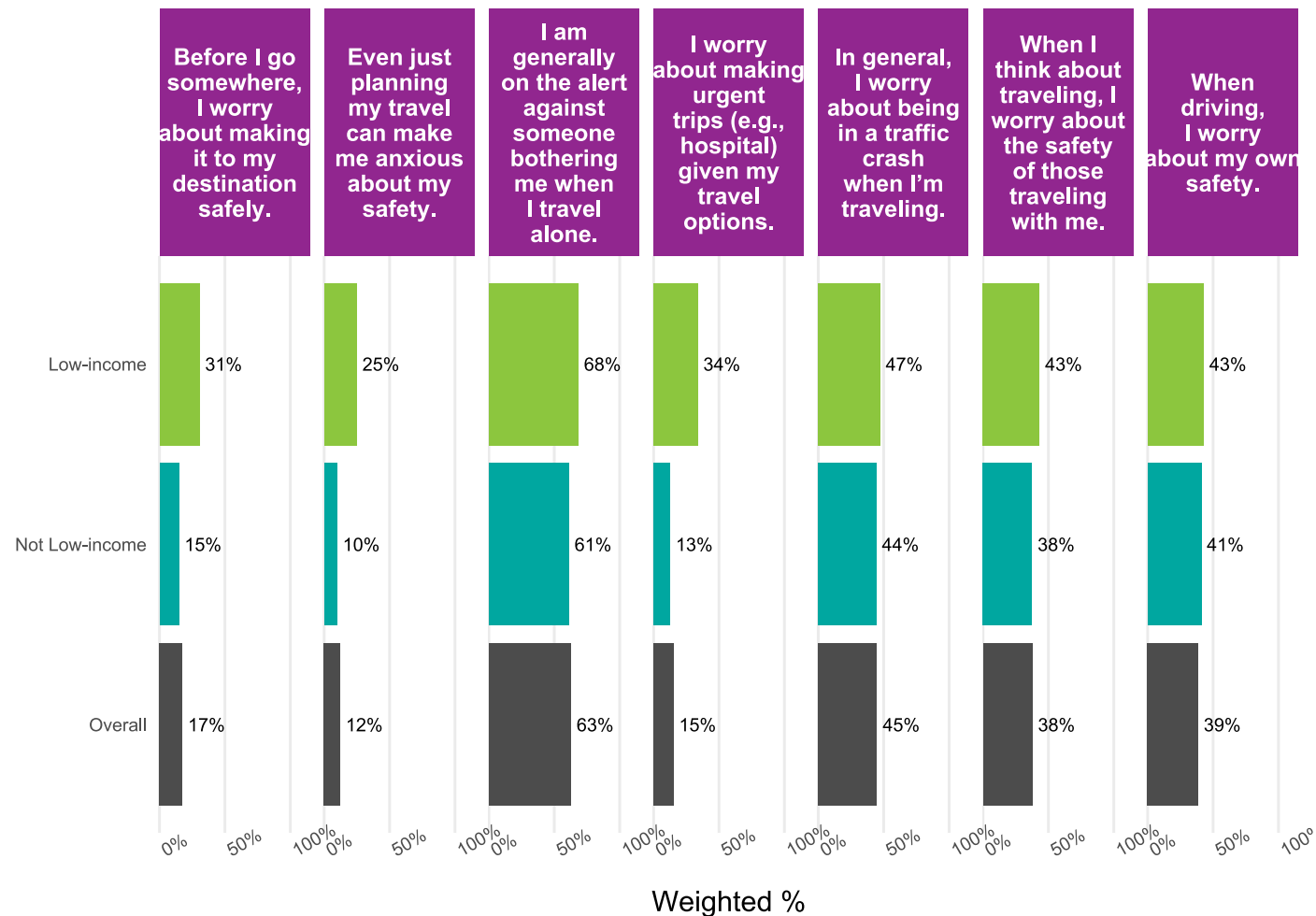
Sacrifices for security concern by race/ethnicity



People of Color are 11 percentage points more likely on average to make security-related trade-offs.



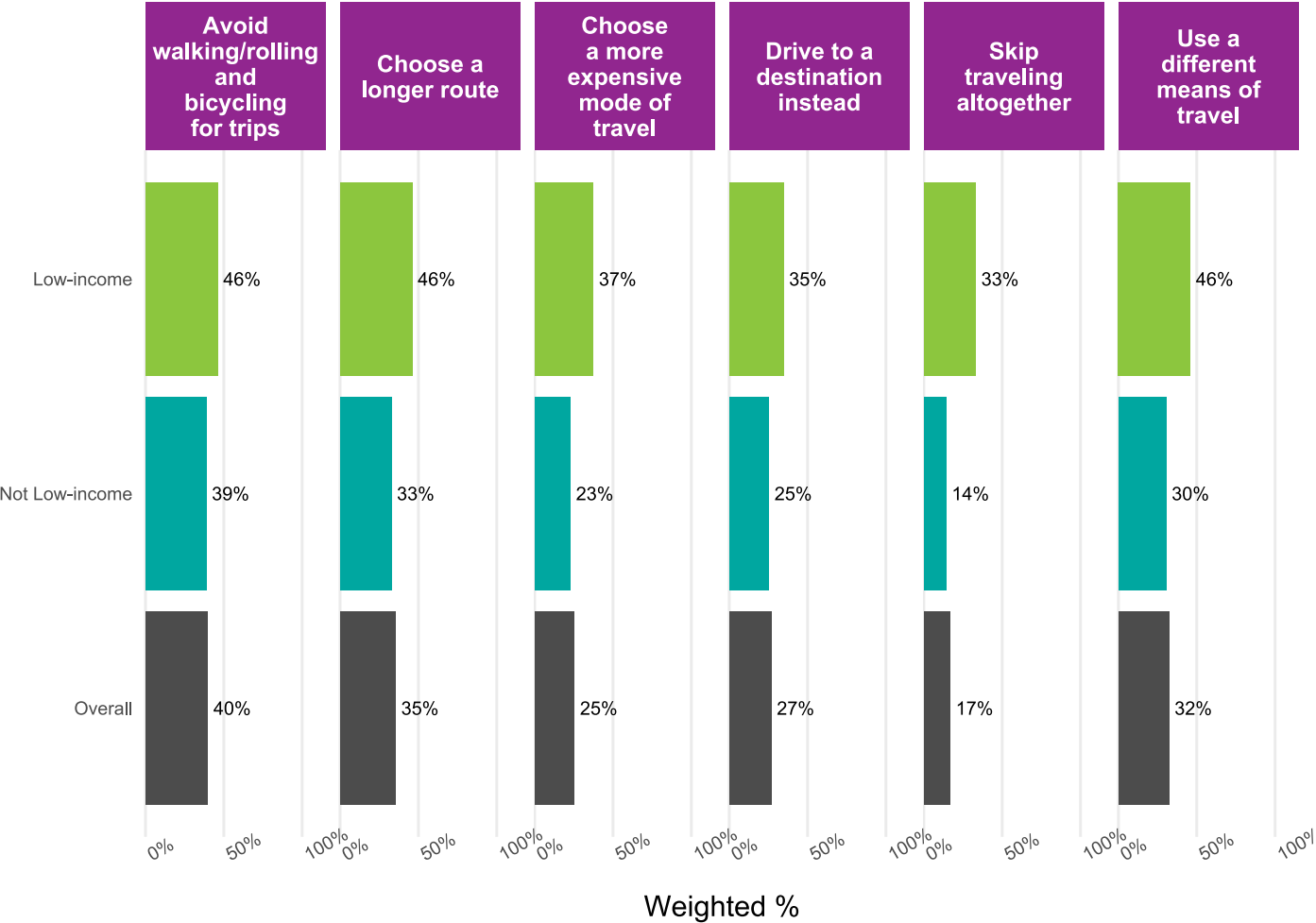
Emotional travel burden by income



Those earning under \$50,000 are substantially more likely to worry about arriving safely, especially for urgent travel.



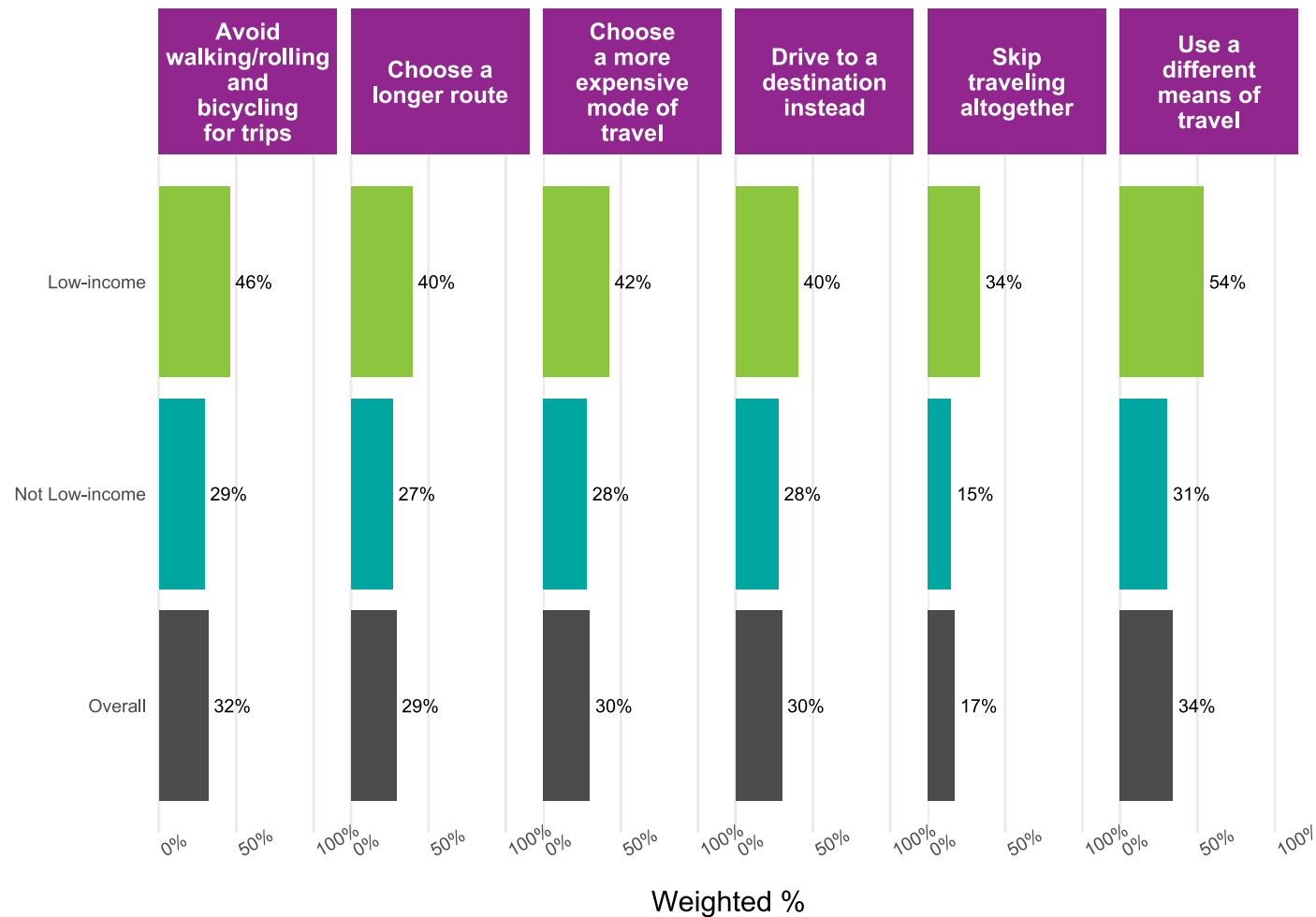
Sacrifices for safety concern by income



Those with low income are more than twice as likely to forgo travel than the reference population.



Sacrifices for security concern by income



Trade-offs made for security reasons mirror those made for safety reasons.

