

Puget Sound Regional Household Travel Survey Program

Regional Transit-Oriented Development Committee

September 18, 2026



Puget Sound Regional Council

Overview



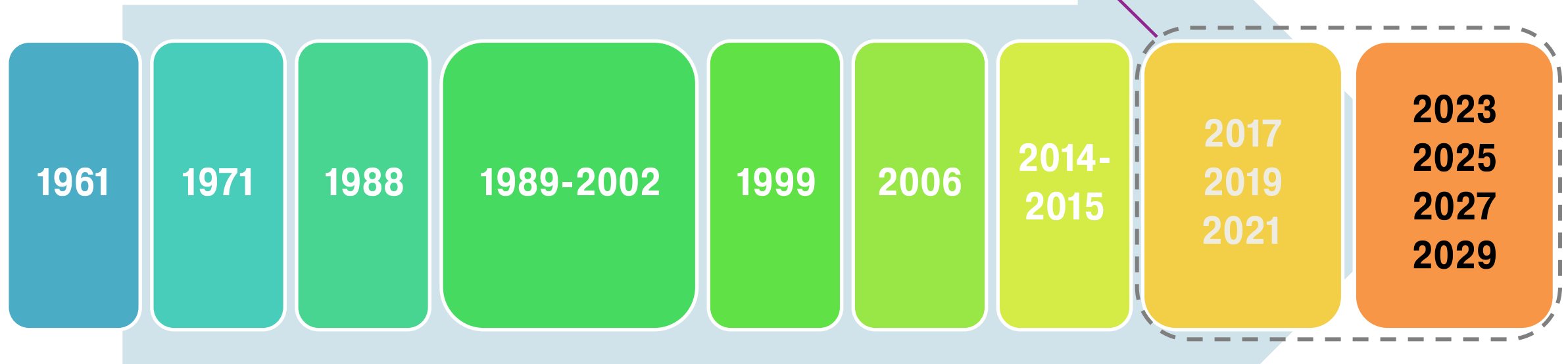
- Intro to the Household Travel Survey (HTS) Program
- Transit Trends
- Regional Growth Centers
- Walkshed Analysis
- Next Steps



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

Examples of socio-demographics directly observed:

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



Information in the HTS data

Planning/policy relevant Q's

- How many trips do different residents make by mode?
- Who are displaced from their homes?
- How does travel vary by age, disability identity, gender, income, race/ethnicity, etc.?
- Who goes to work in person and who telecommutes?
- Where are people going and for what purpose?

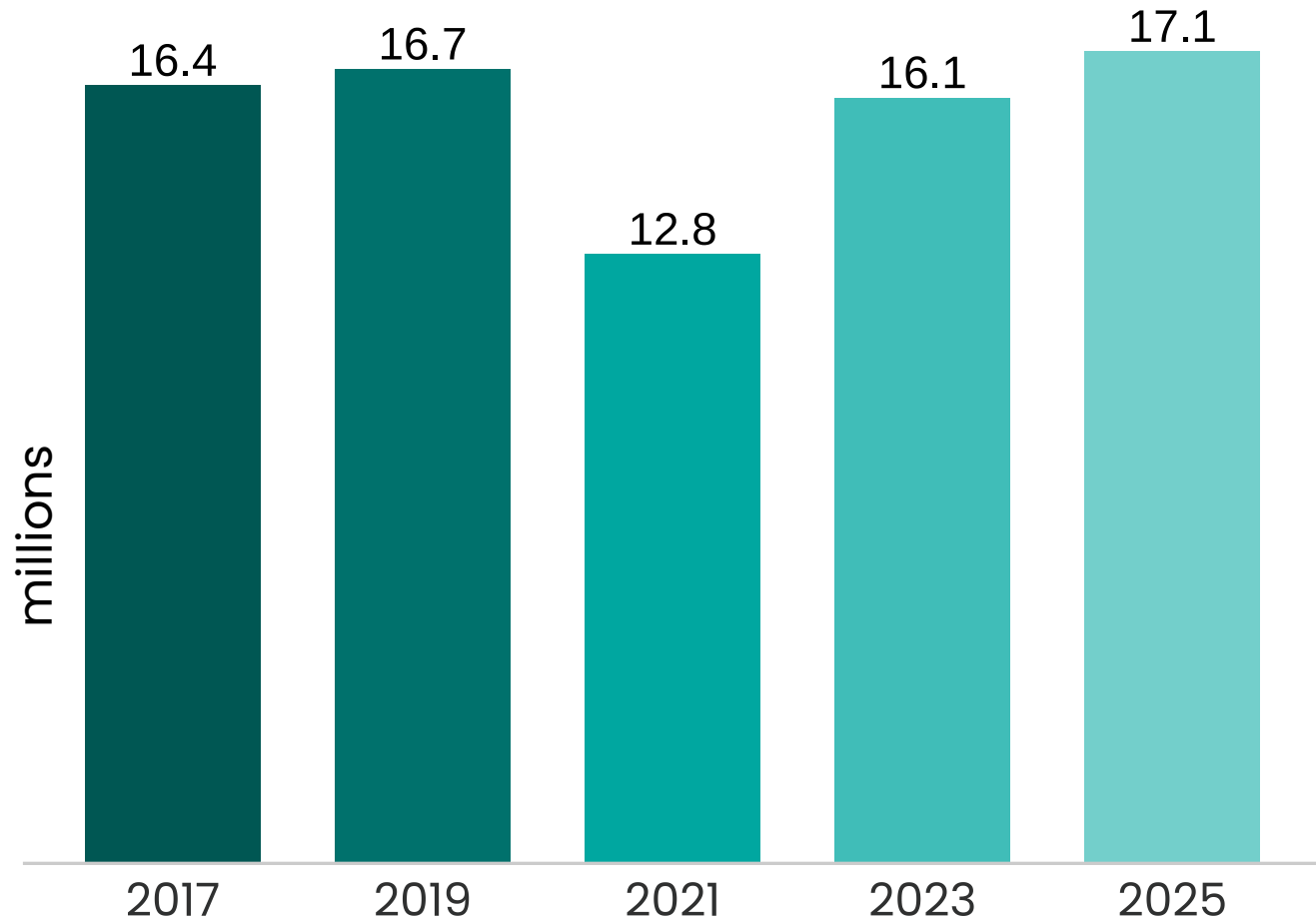


Transit Trends



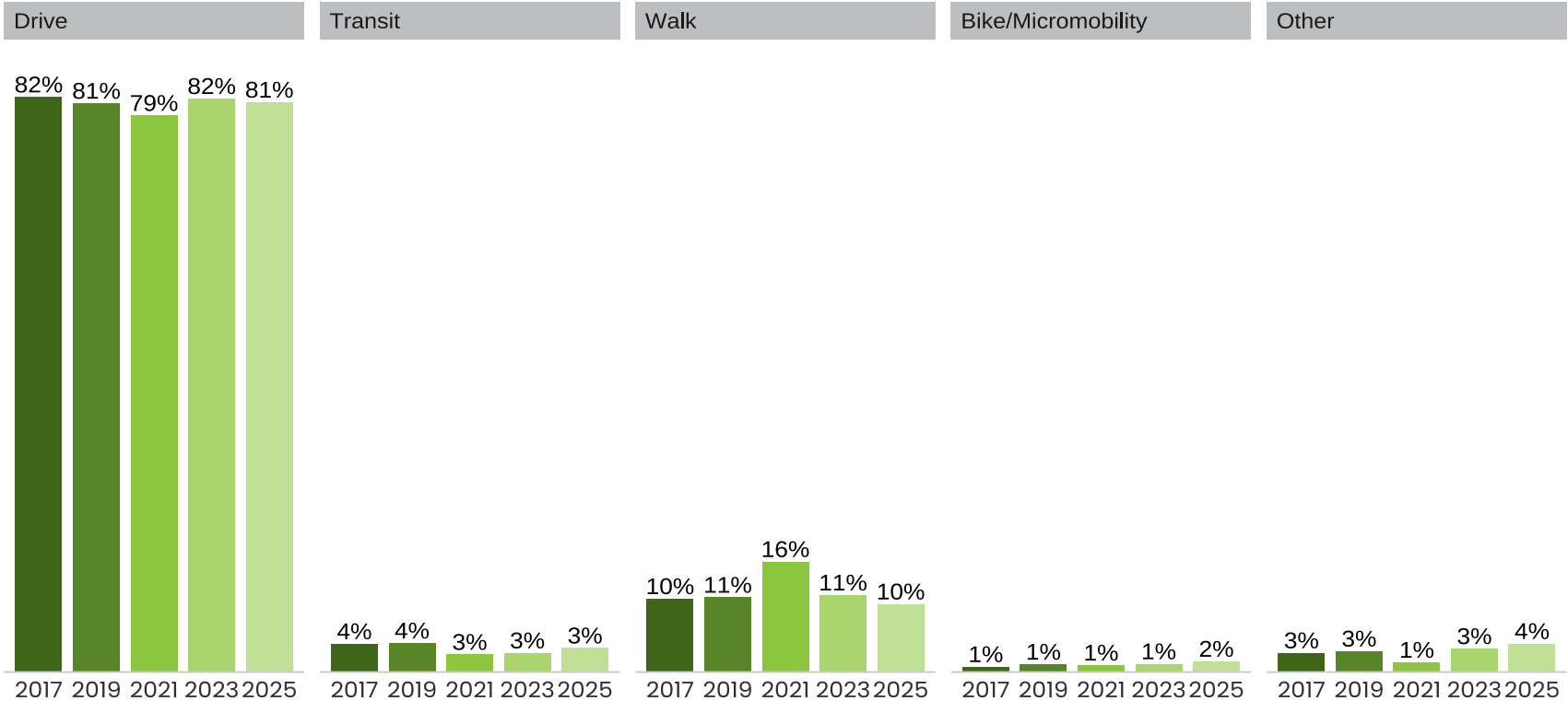
Total Trips in the Region (on an average weekday)

- In 2025, the number of trips on an average weekday made by residents of the four-county region reached **pre-pandemic level**.
- Note that this metric does not include trips made by commercial vehicles or people who live outside of the region.

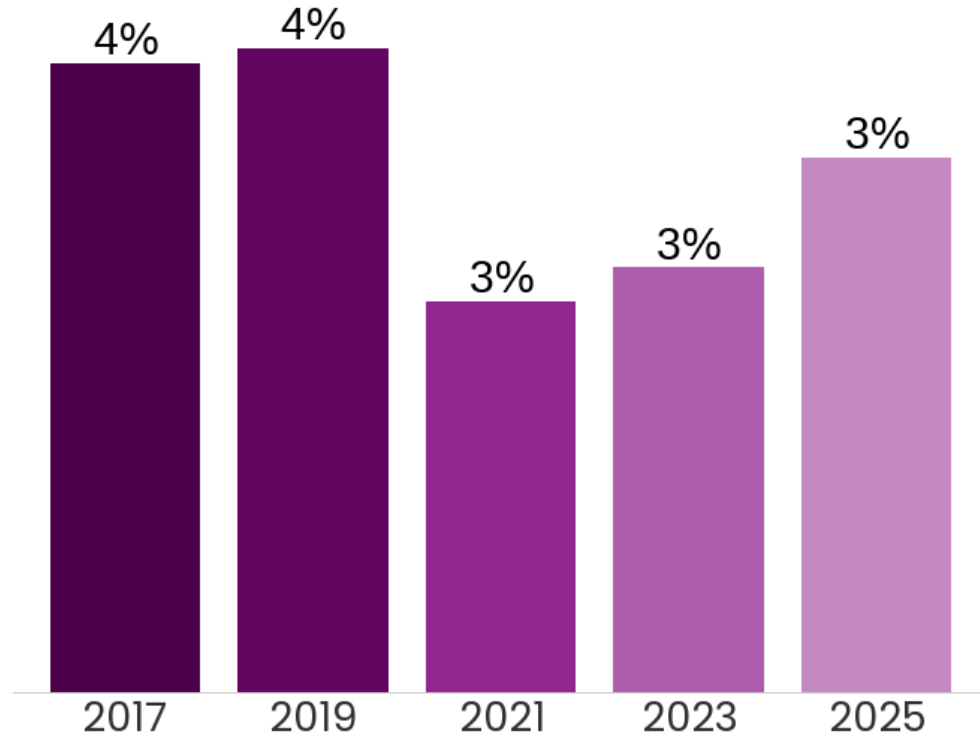


Trips by Mode (on an average weekday)

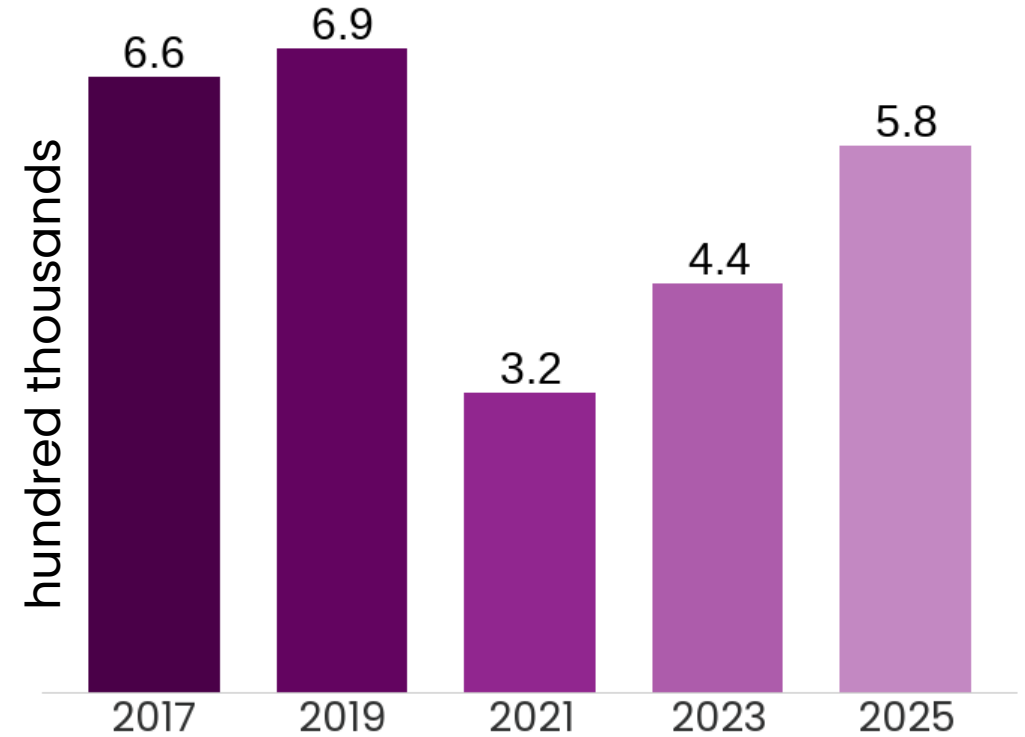
Driving remains the dominant mode for trips made in the region in 2025



Transit Trips (on an average weekday)



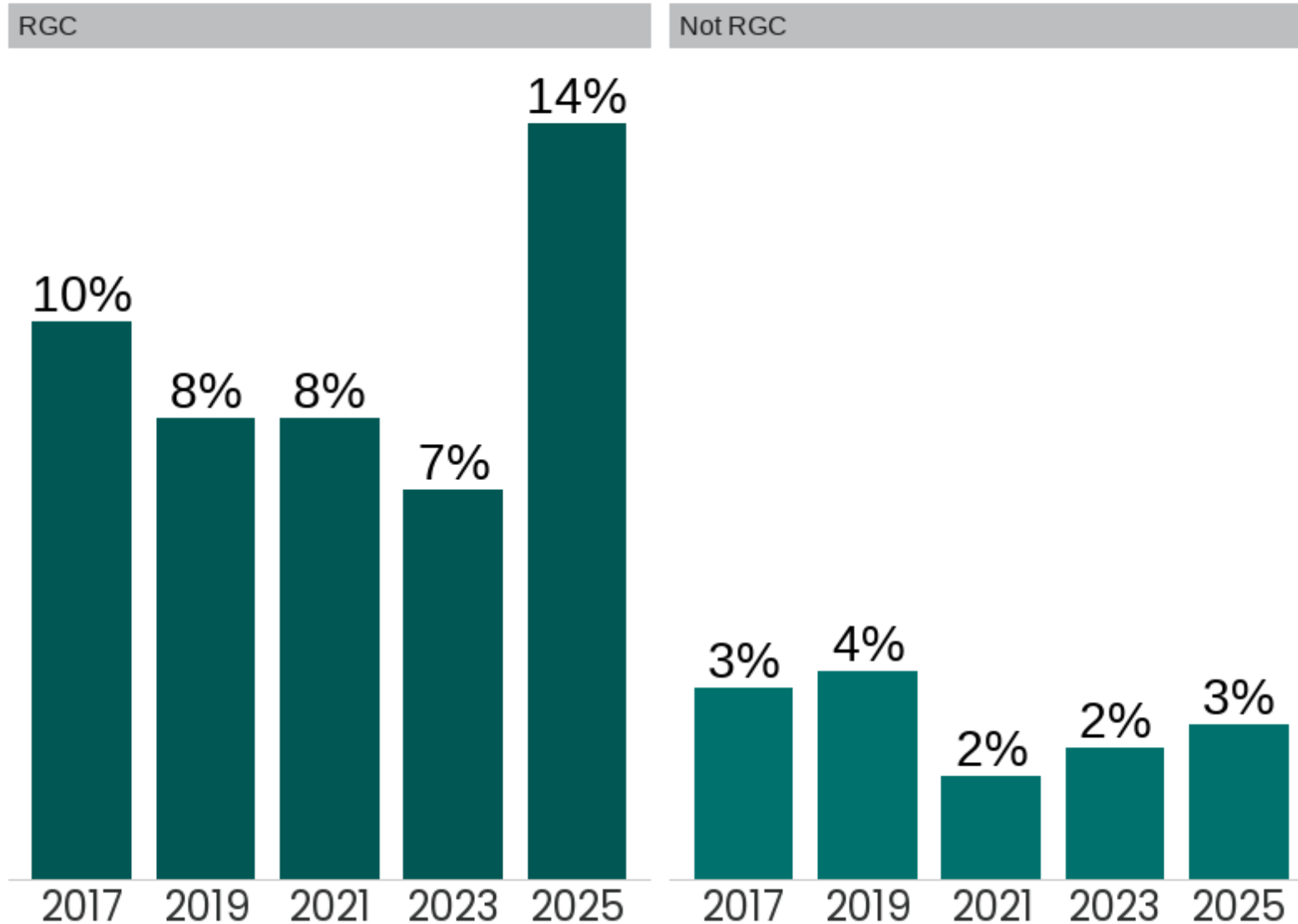
In 2025, **3%** of trips in the region **used transit**



In 2025, there were **585,000** transit trips.



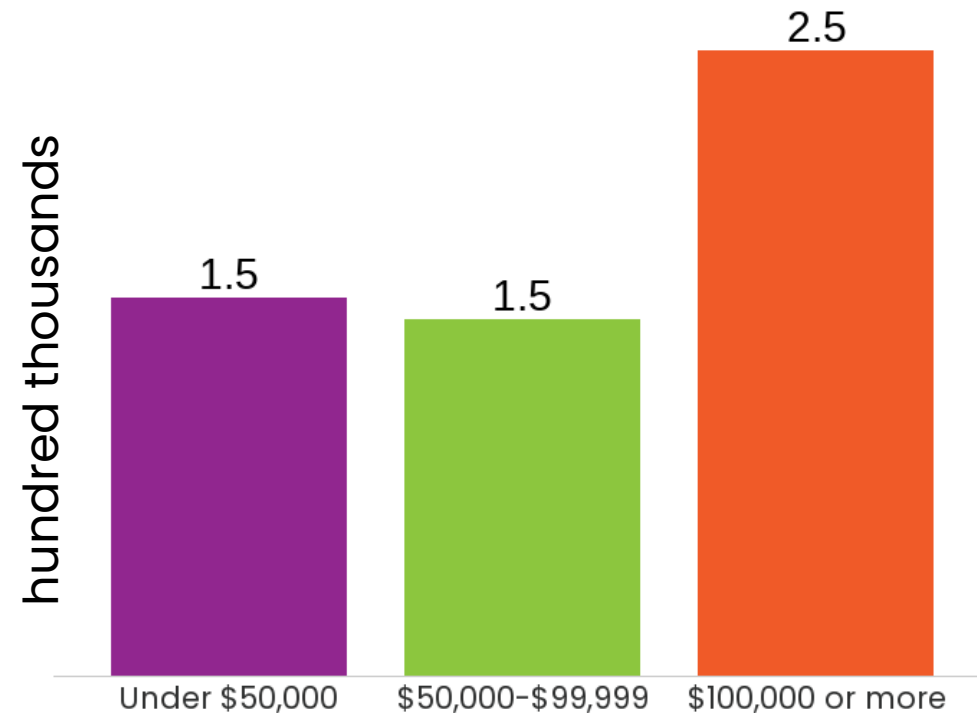
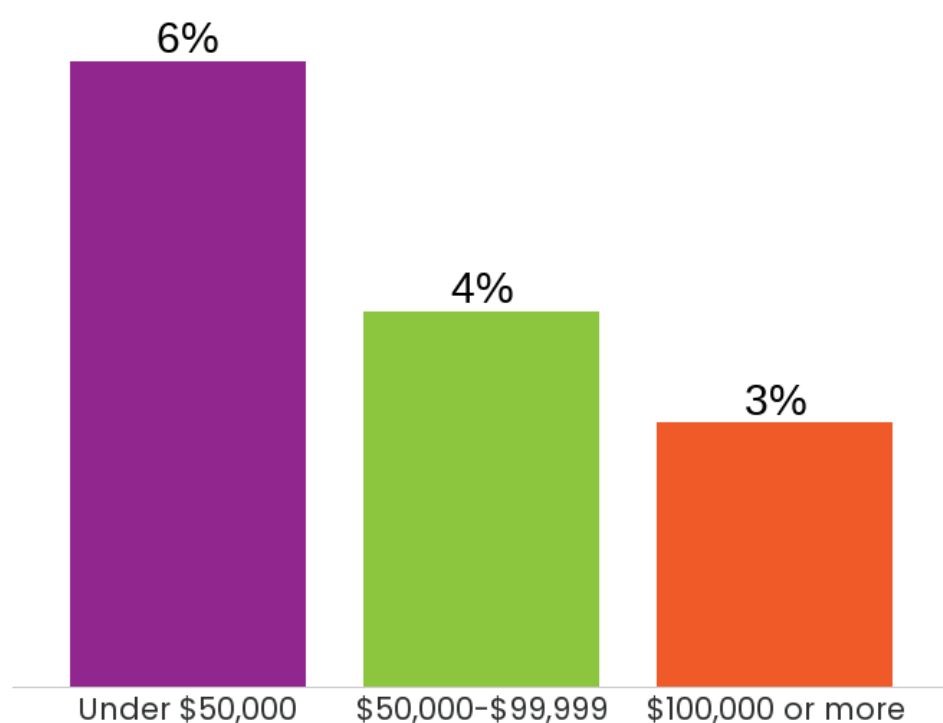
Transit Trips by Residents of Regional Growth Centers (on an average weekday)



People who live in Regional Growth Centers (RGC) are significantly more likely use transit on an average weekday



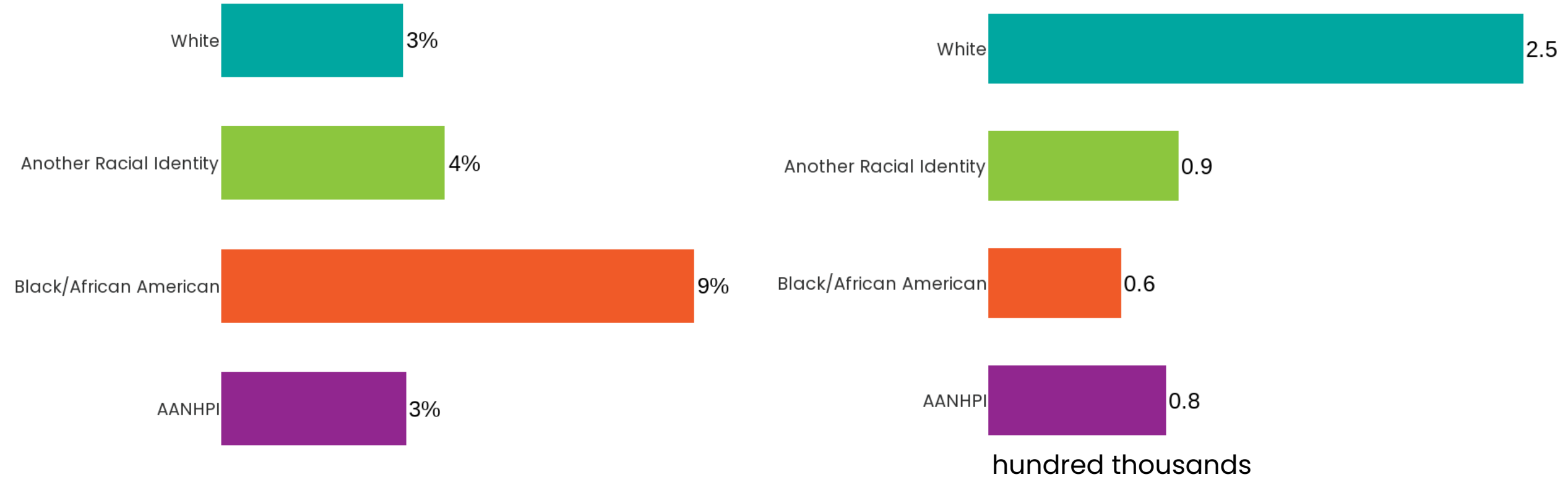
Transit Trips by Income – 2025 (on an average weekday)



In 2025, people in households with an income **under \$50,000** were significantly more likely to ride transit



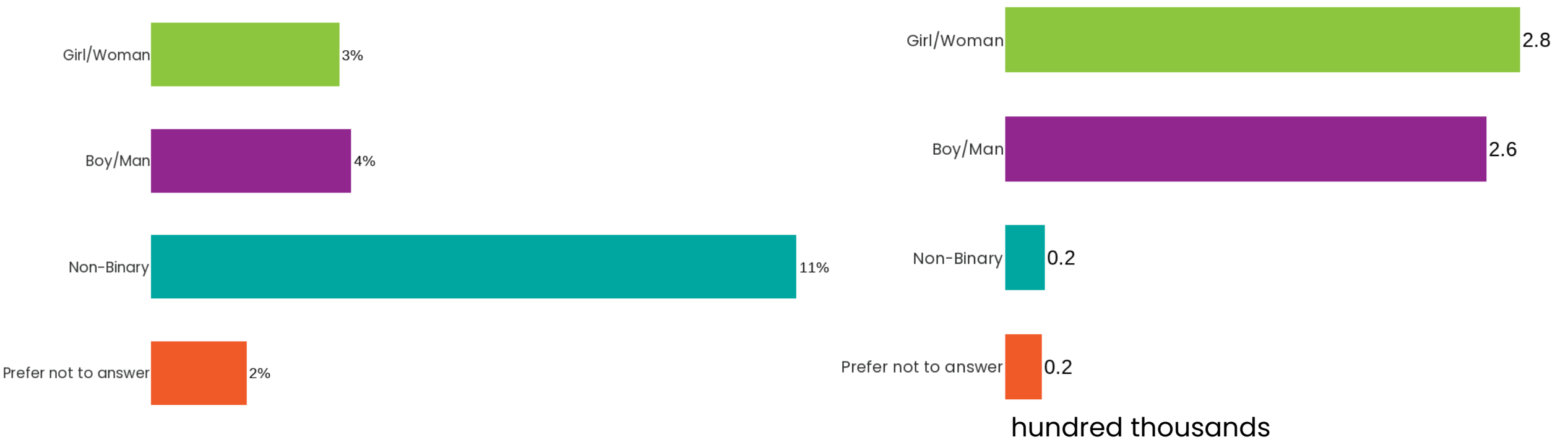
Transit Trips by Race/Ethnicity – 2025 (on an average weekday)



In 2025, **Black or African American residents** used transit for **9%** of their average weekday trips, significantly more likely to use transit than other residents



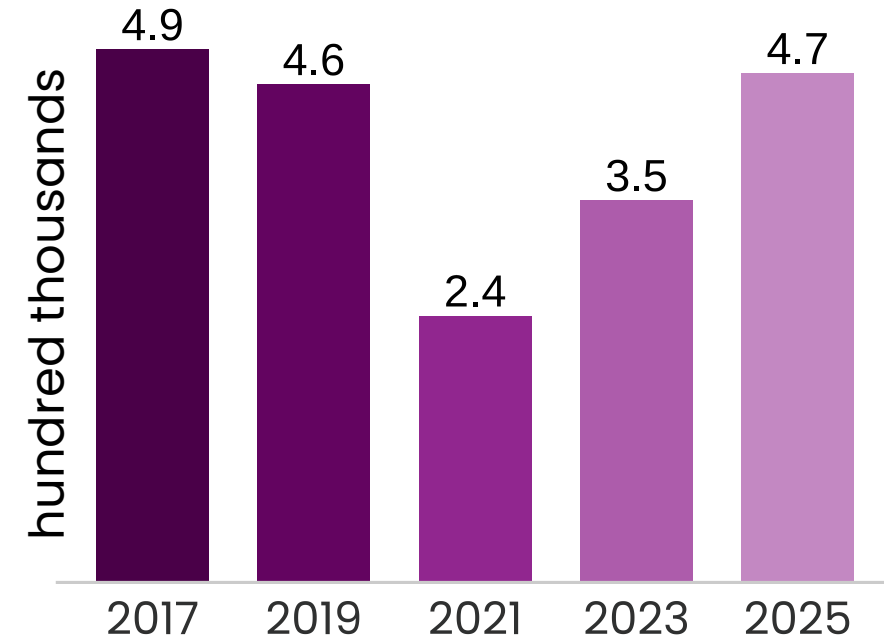
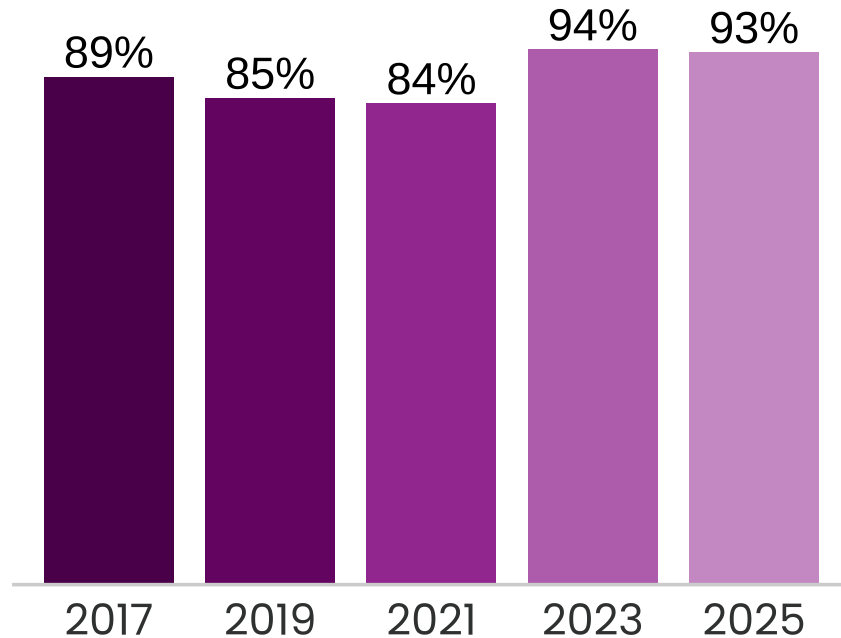
Transit Trips by Gender – 2025 (on an average weekday)



In 2025, **Non-Binary residents used transit for 11% of trips,** significantly more likely to use transit than other residents



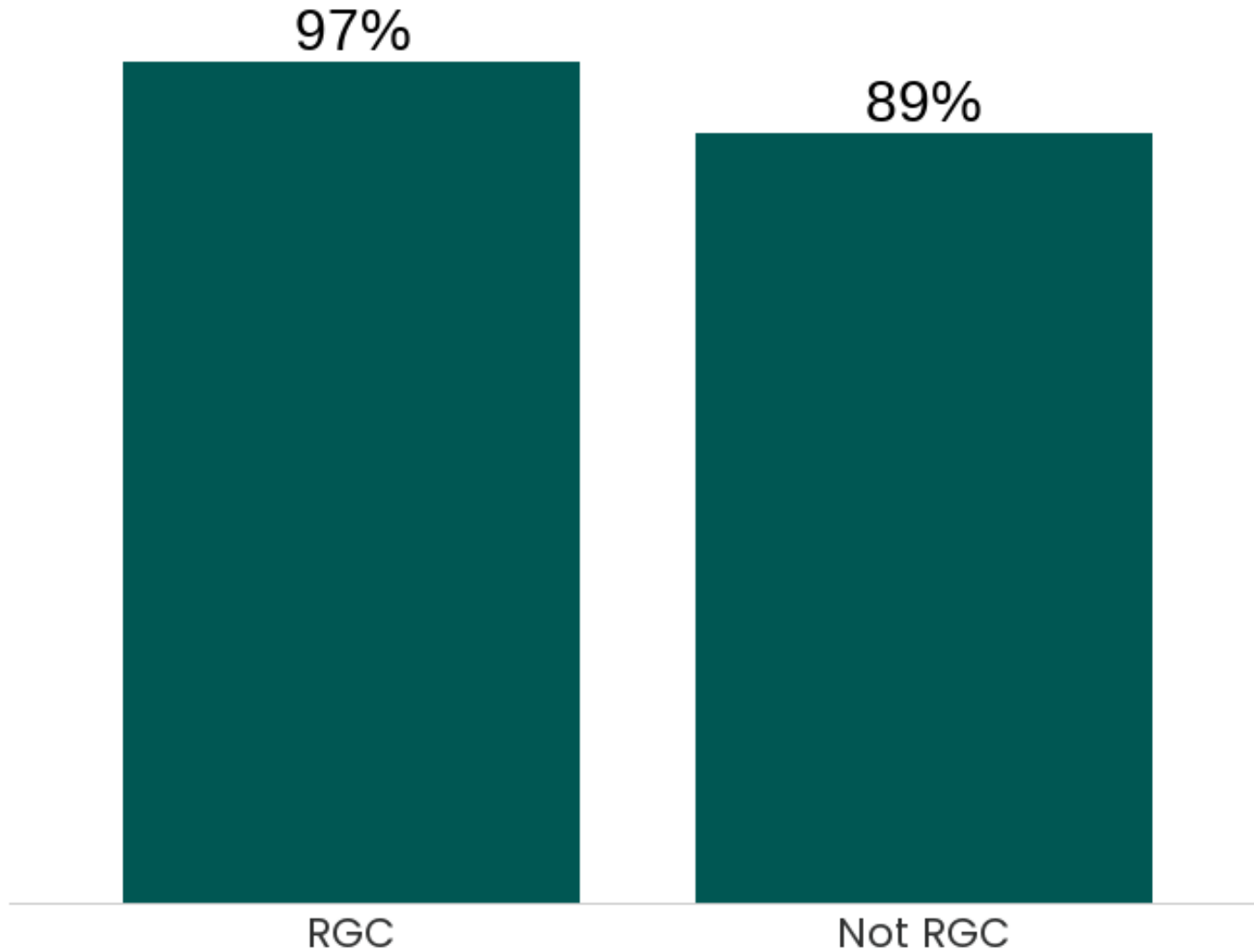
Walk/Jog Access to Transit (on an average weekday)



Walking remains primary mode to access transit in the region



Walk/Jog Access to Transit by Residents of Regional Growth Centers – 2025 (on an average weekday)

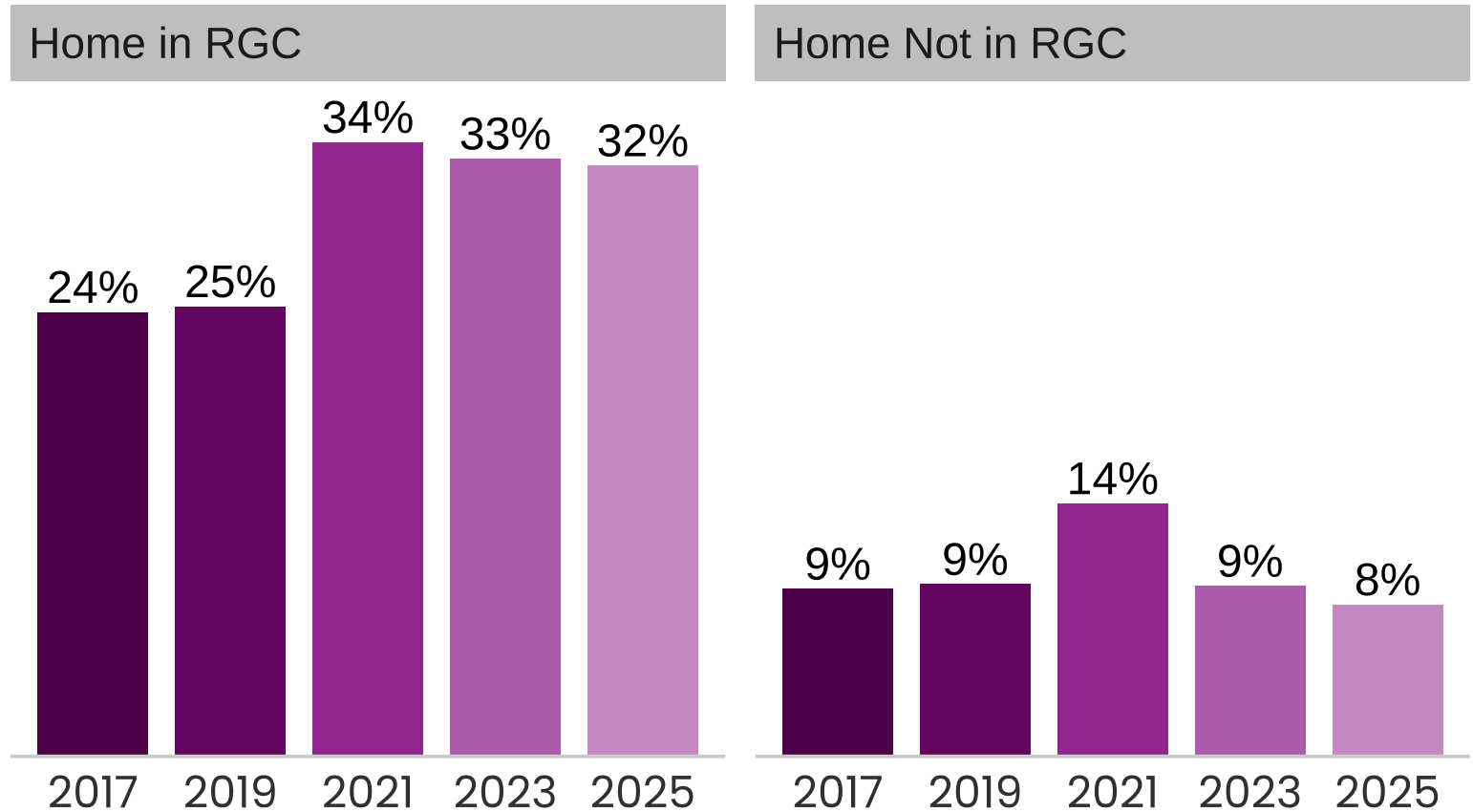


Transit riders who live in Regional Growth Centers are significantly more likely to walk or jog to access transit



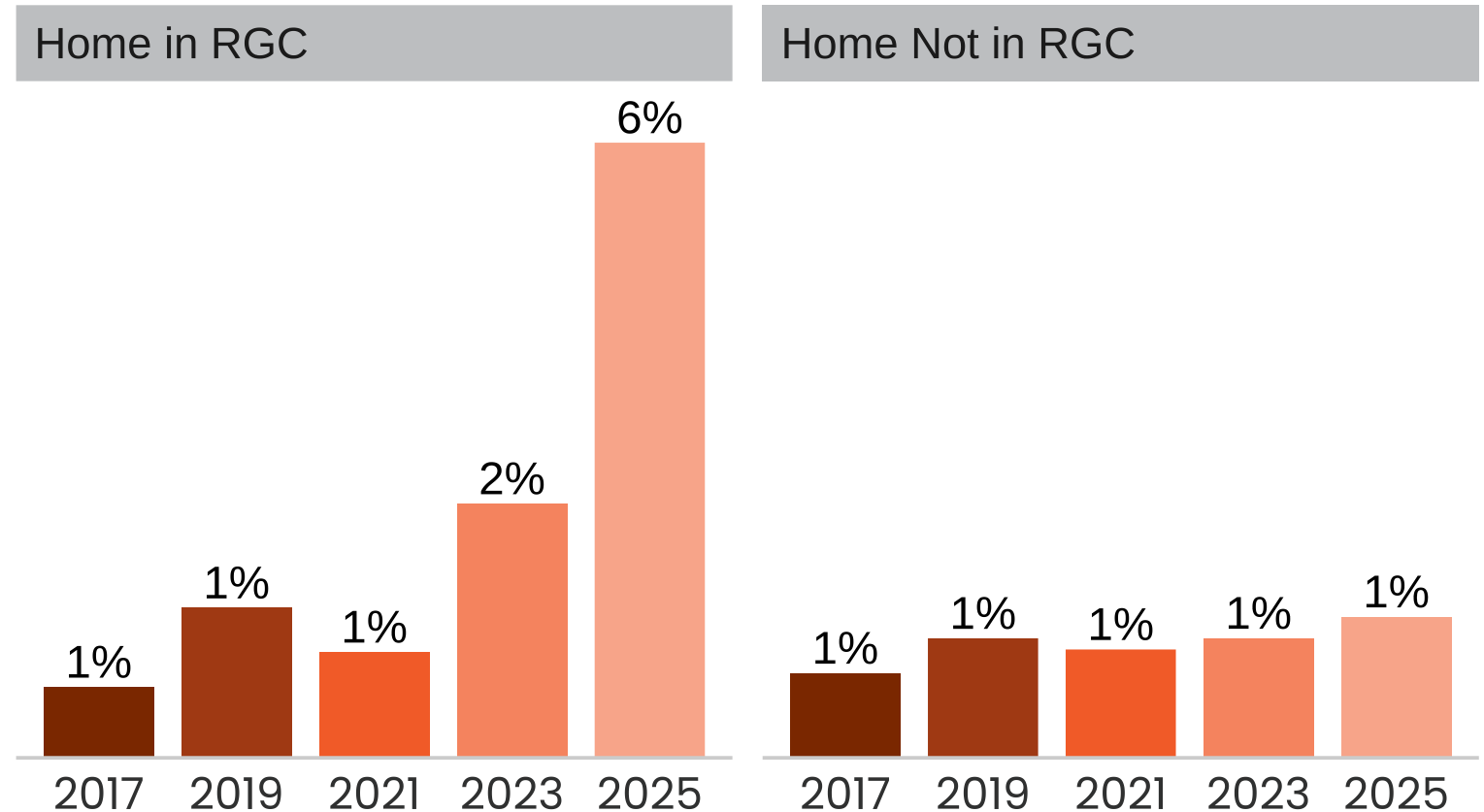
Walk for Residents of Regional Growth Centers (RGC) (on an average weekday)

Share of walking trips for people living in regional growth centers has remained elevated after 2021, but has **decreased** for people living outside of RGCs

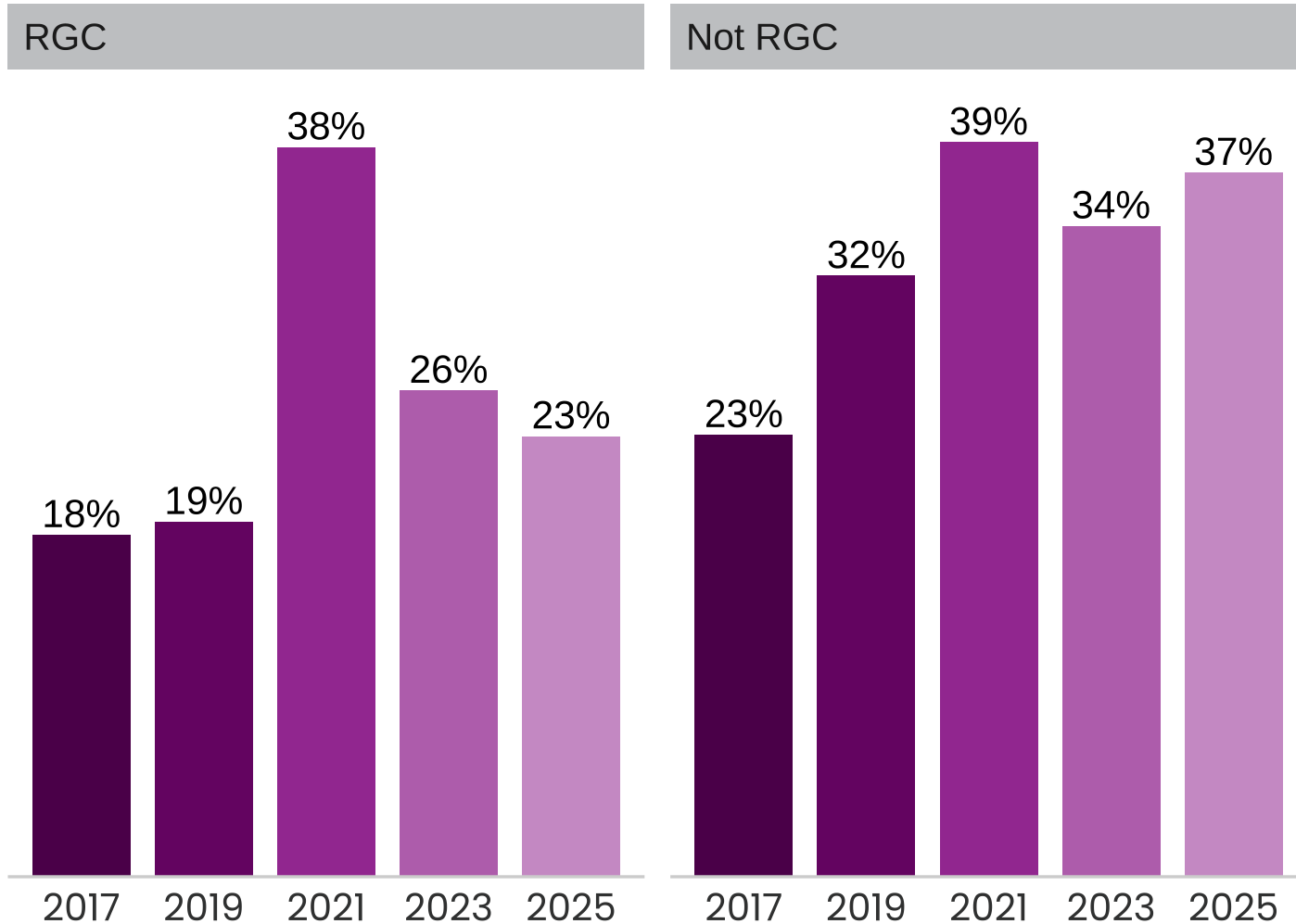


Bike/Micromobility for Residents of Regional Growth Centers (on an average weekday)

Share of bike/micromobility trips for people living in regional growth centers has **increased** significantly since 2021



Package Delivery for Residents of Regional Growth Centers (on an average weekday)



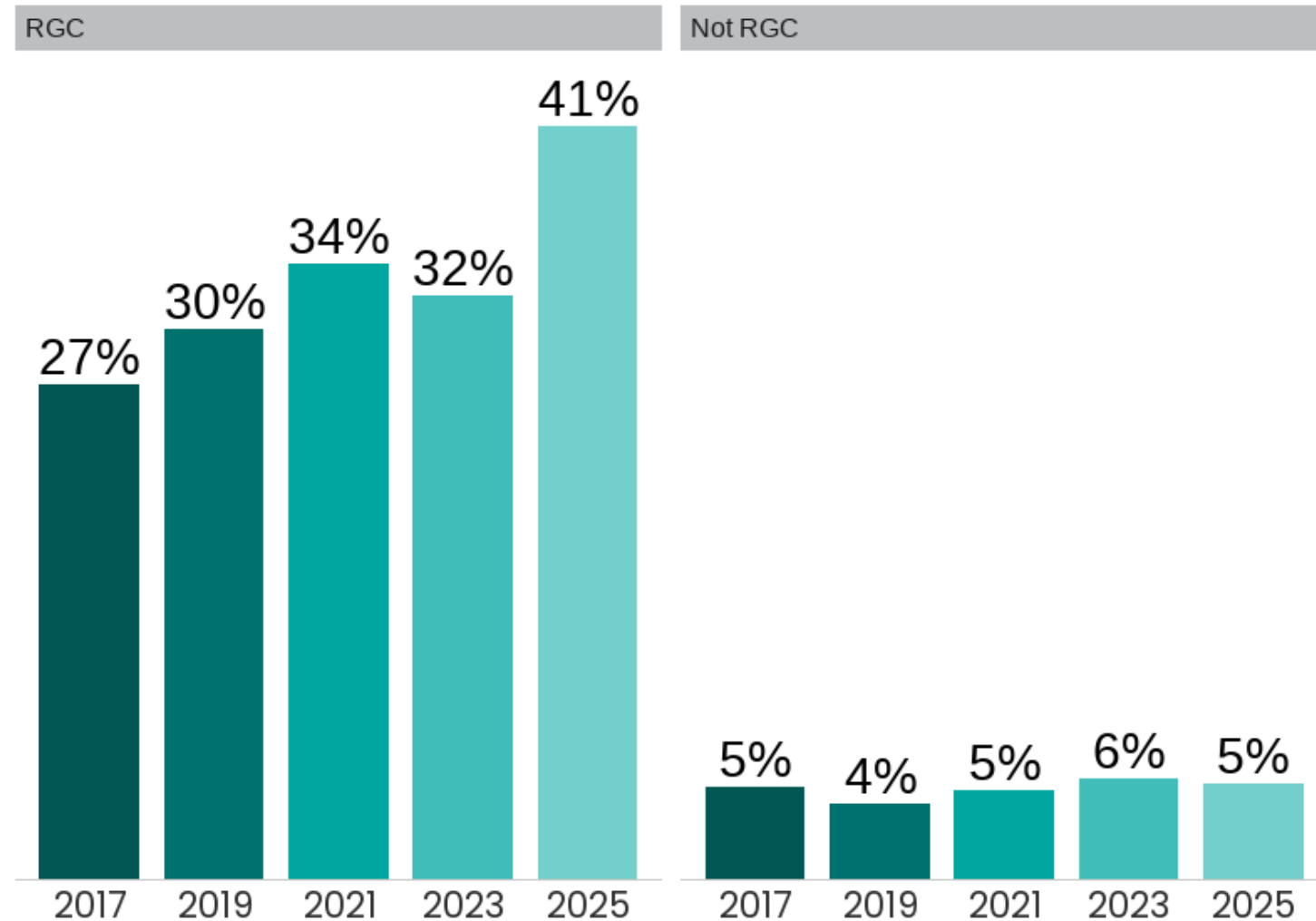
In 2025, people who live in **Regional Growth Centers** were significantly less likely to have package delivered compared to those living outside of regional growth centers. The only other year with a significant difference was 2019.



Zero Vehicle Ownership for Residents of Regional Growth Centers

People who live in regional growth centers are significantly more likely to not own a vehicle than those who live outside of a center

The increase seen in regional growth centers from 2023 to 2025 is not a significant increase.



Key 2025 Takeaways

In 2025:

- the number of trips on an average weekday made by residents of the four-county region reached **pre-pandemic level**
- **3%** of trips in the region **used transit**
- people in households with an income **under \$50,000** were significantly more likely to ride transit
- **Black or African American residents** used transit for **9%** of their average weekday trips, significantly more likely to use transit than other residents
- **Non-Binary residents used transit for 11% of trips**, significantly more likely to use transit than other residents
- People who live in **Regional Growth Centers** are more likely to use bikes/micromobility, transit, walk, and live in a zero-vehicle household when compared to residents living outside them



Walk Access/Egress for Light Rail/Sounder Train



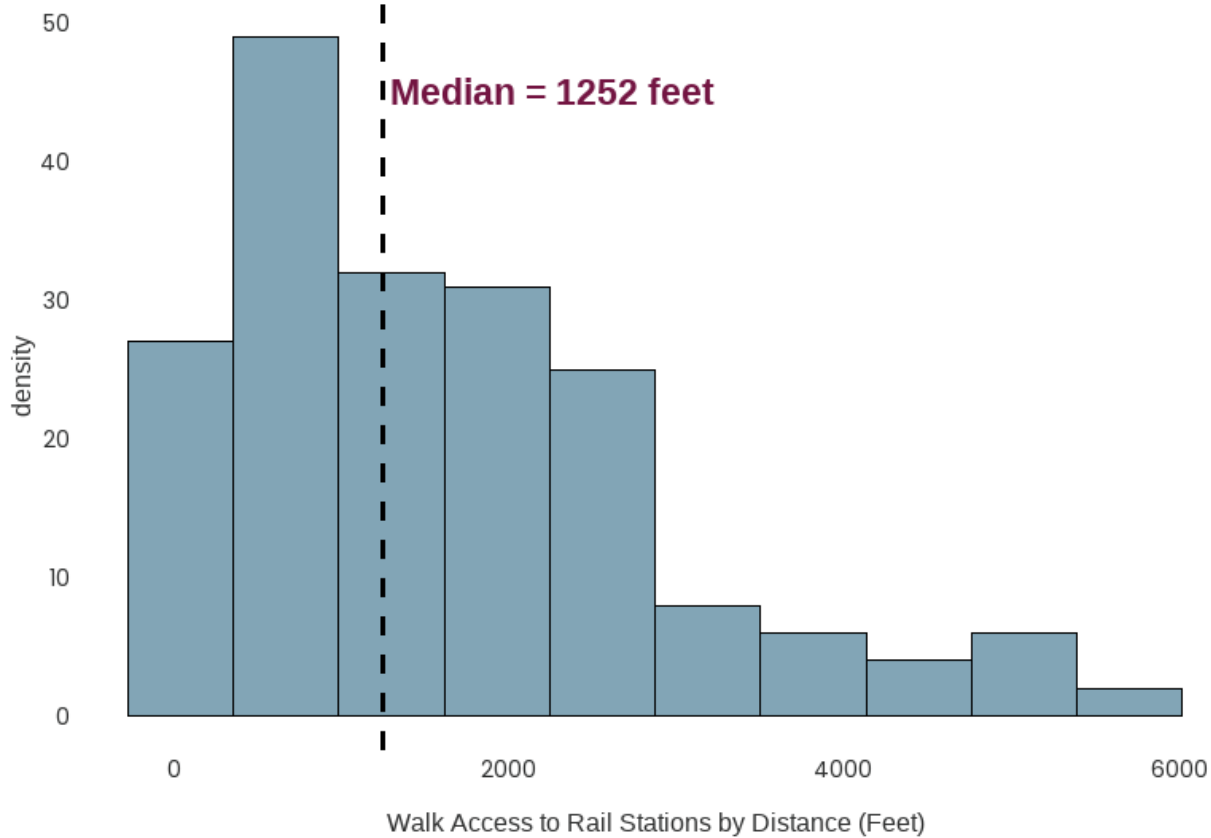
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Exploratory Walkshed Analysis Methodology

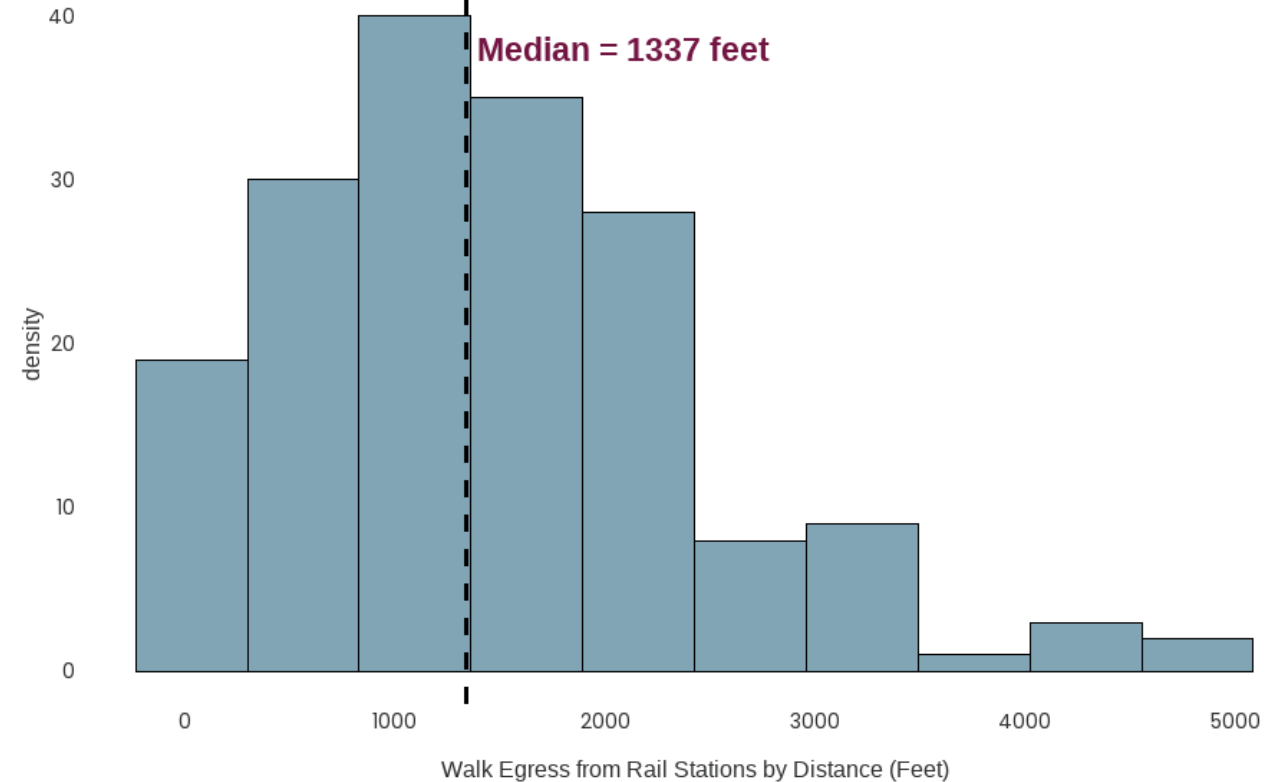
- Looked at distances people walk to (access) and from (egress) train stations – both light rail and Sounder stations
- Data includes start and end locations for a trip
- Calculated straight line distance from start or end locations and the station in feet
- Calculated walk time based on 4 feet/sec or a 22-minute mile (used in similar walkshed analysis)



Walk Access and Walk Egress Distance – 2025



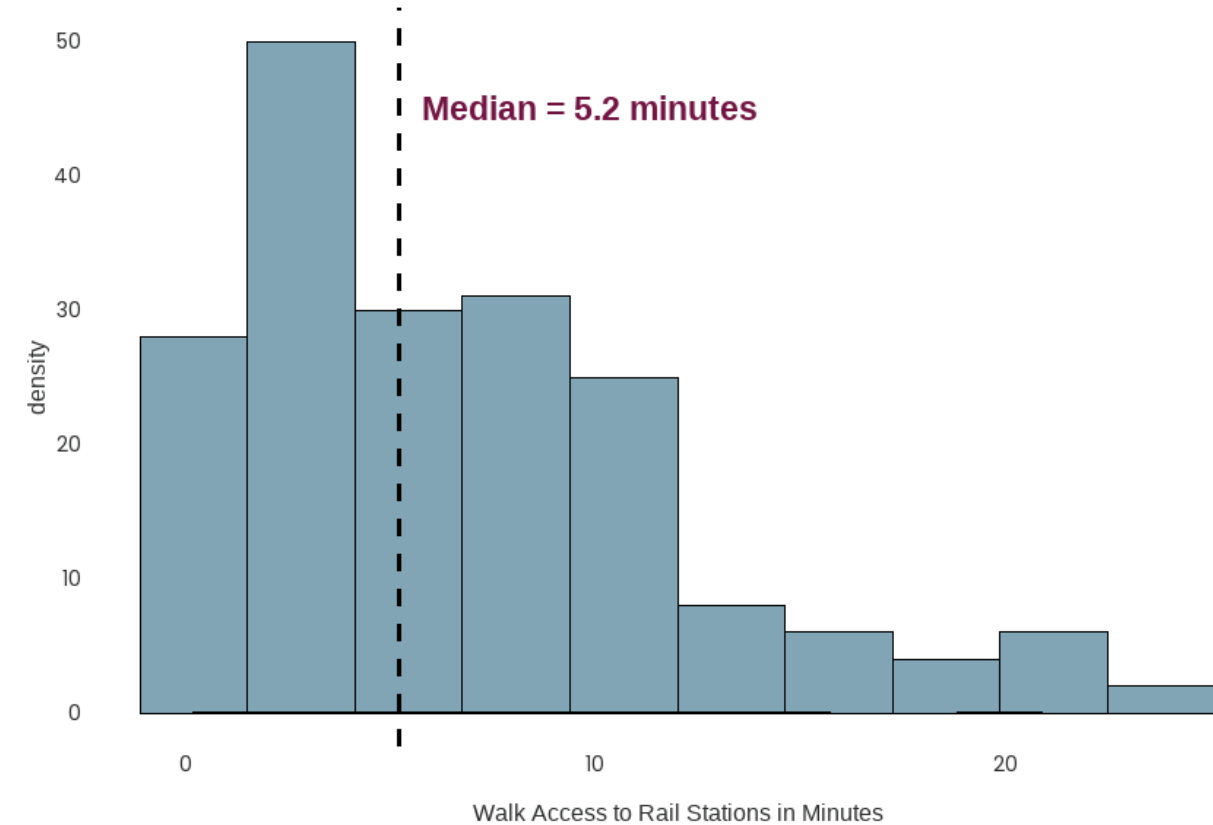
Walk Access Mean = 1601 feet



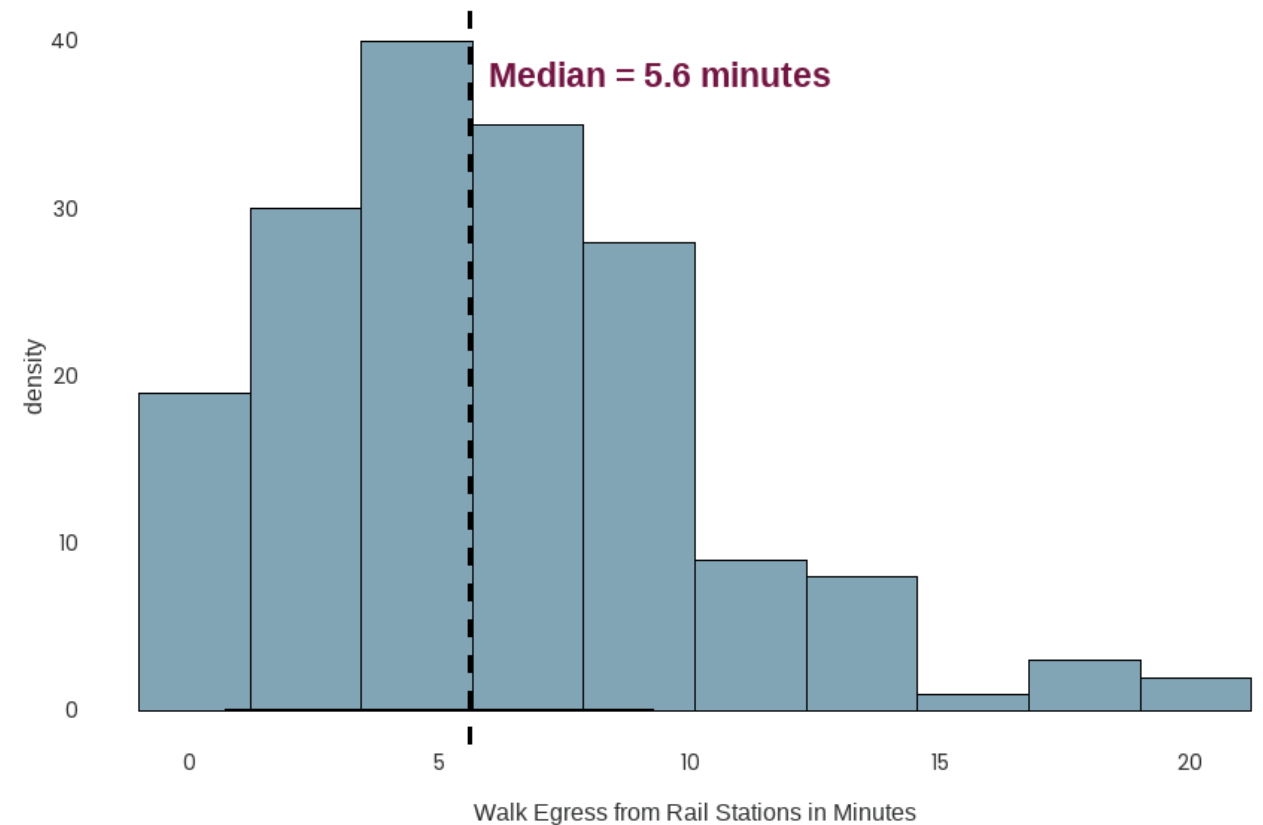
Egress Mean = 1479 feet



Walk Access and Walk Egress Minutes – 2025



Walk Access Mean = 6.7 minutes



Walk Egress Mean = 6.2 minutes



What's next?

- Fall 2025** Ongoing analysis of the 2025 Household Travel Survey (HTS) and additional presentations to committees
- Oct 2025** Start 2027 HTS project with consultants
- Mar-June 2027** 2027 HTS Data collection
- July 2027** PSRC work with consultants to clean & weight 2027 HTS data
- Mar 2028** Final 2027 HTS data delivery & publication



Thank You!

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