

Puget Sound Regional Household Travel Survey Program

Transit Operator Committee

September 23, 2026



Puget Sound Regional Council

Overview



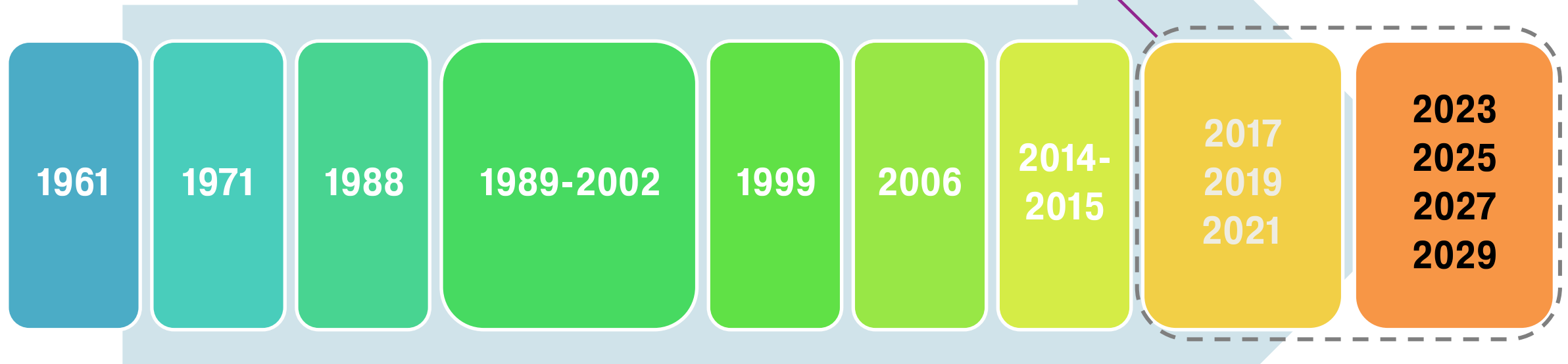
- Intro to the Household Travel Survey (HTS) Program
 - Transit Trends
 - Regional Growth Centers
- Walkshed Analysis
- Safety and Security Survey
- Next Steps



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

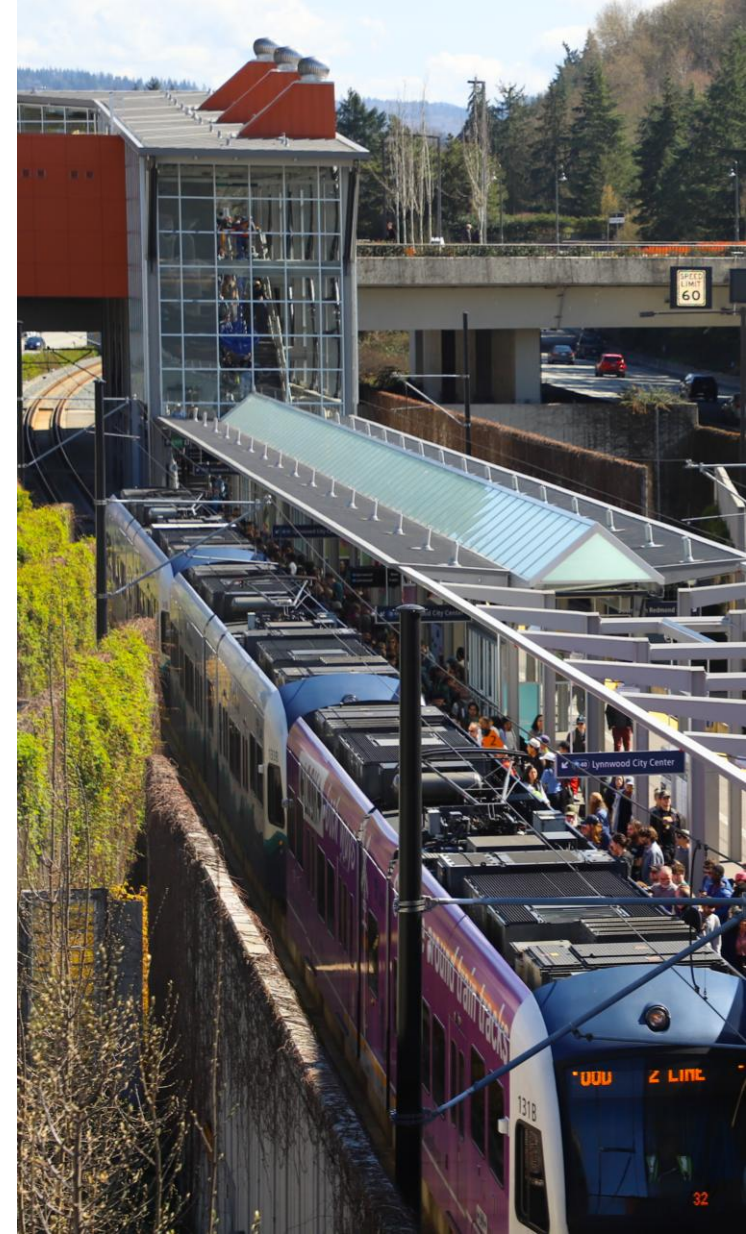
Program goal: The surveys seek to capture quality, regionally representative data for activity and travel behaviors of residents on a typical weekday.

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?

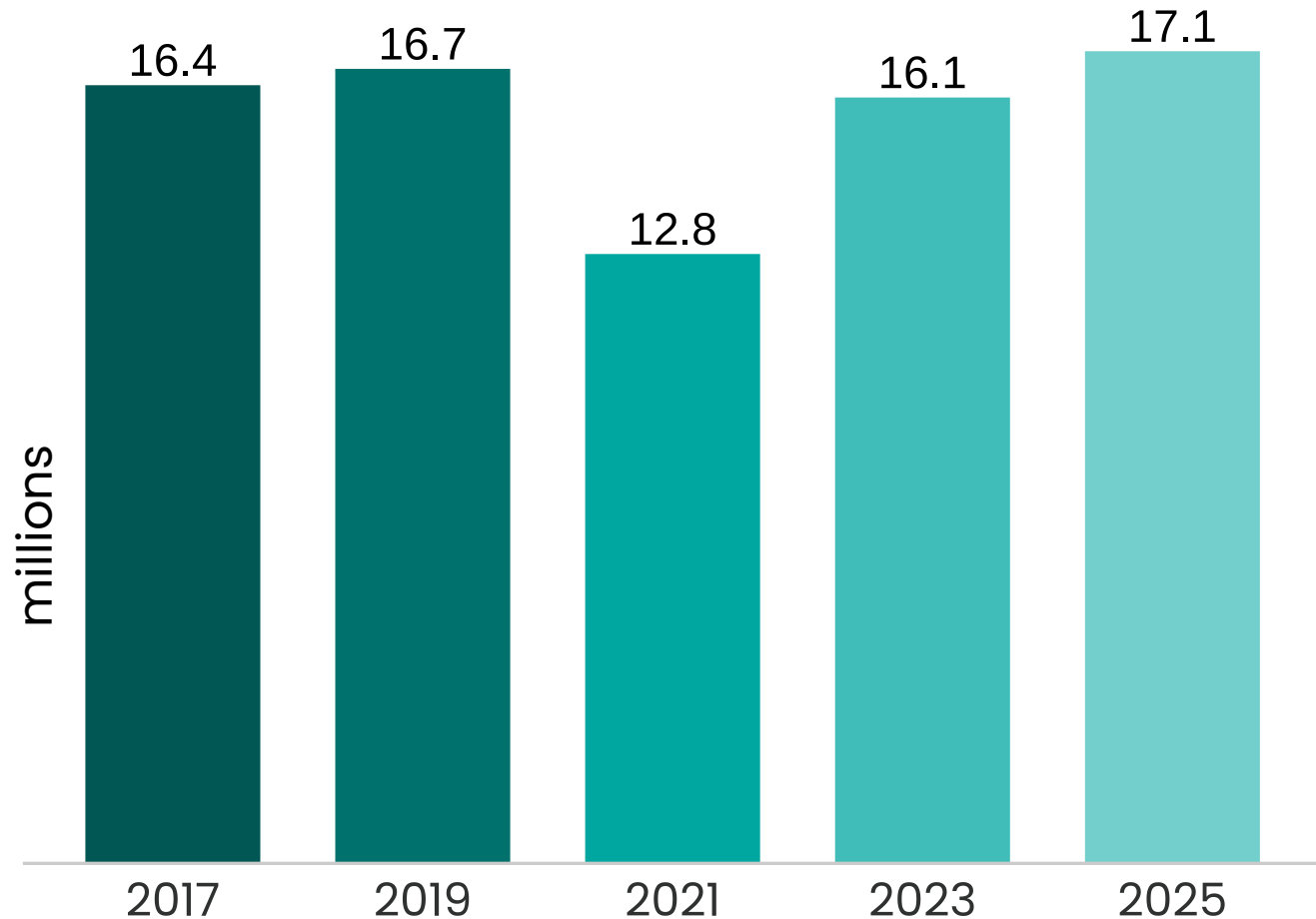


Transit Trends



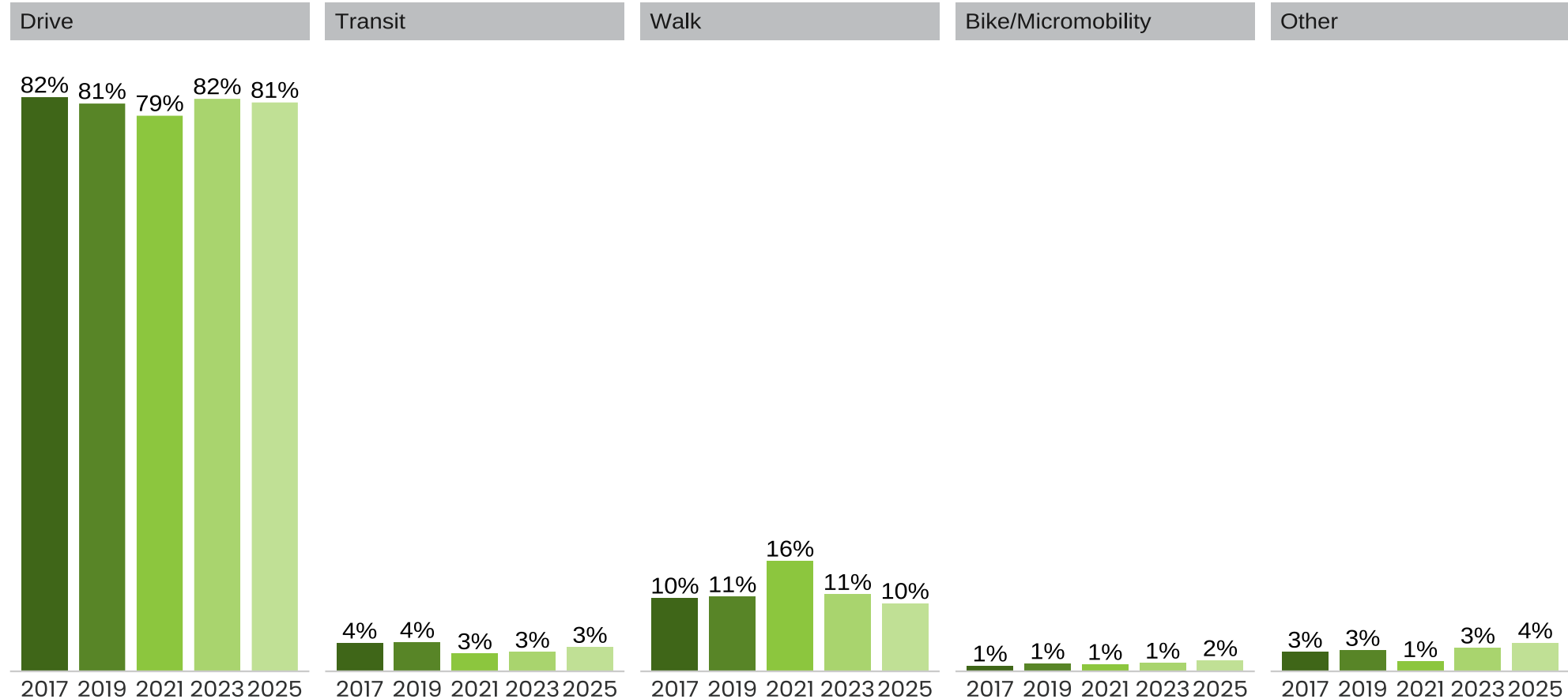
Total Trips in the Region (on an average weekday)

- 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.

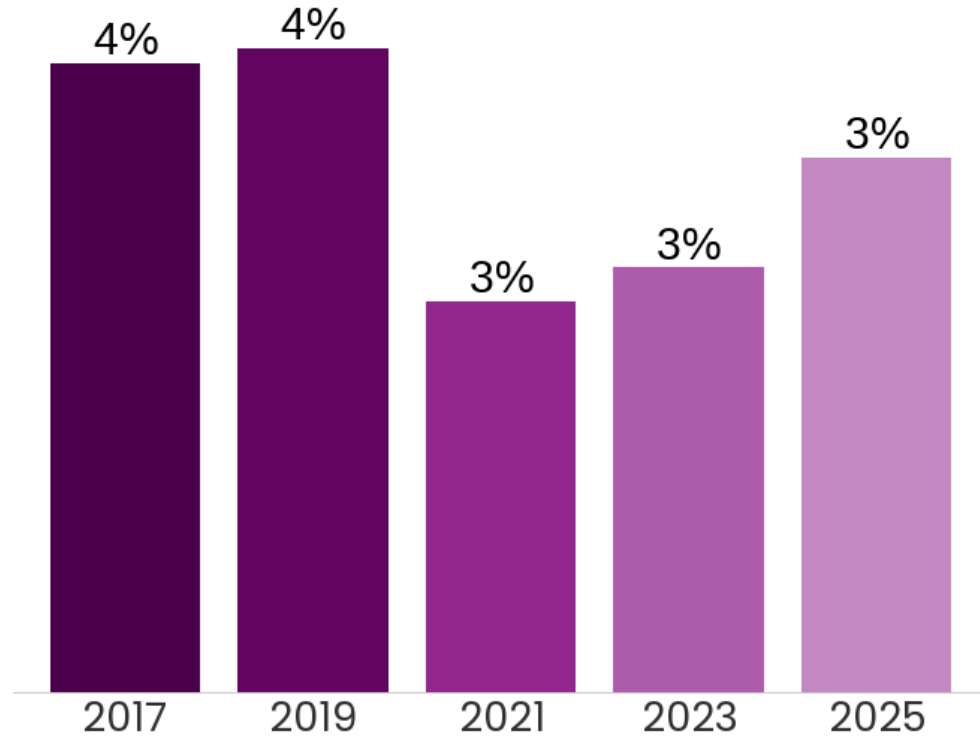


Trips by Mode (on an average weekday)

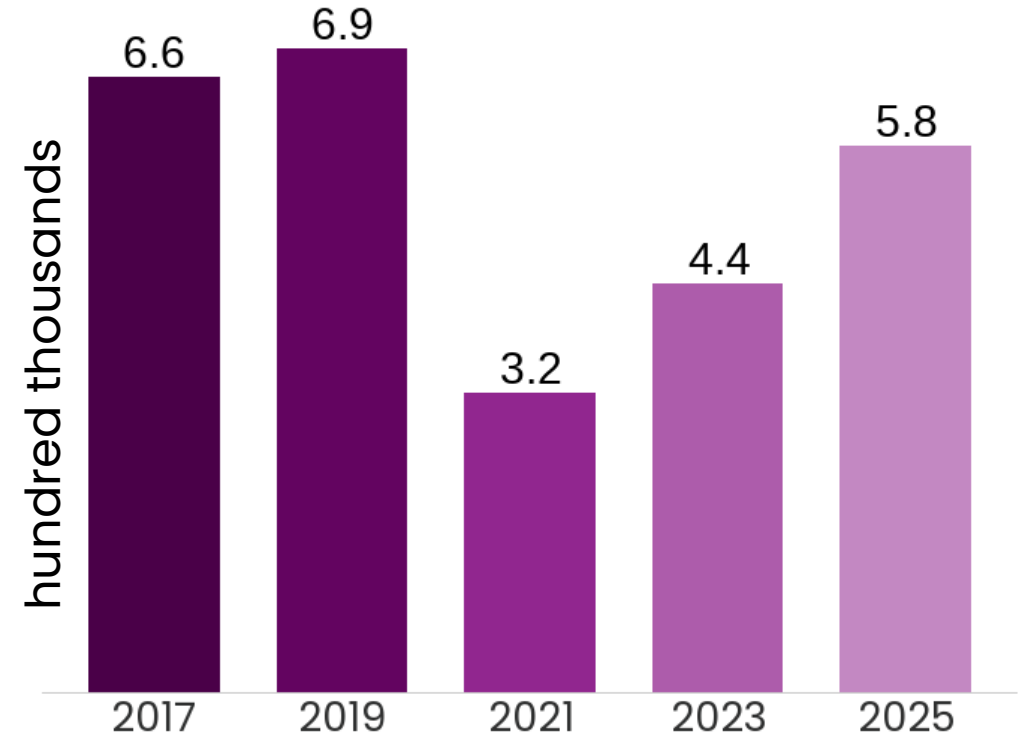
Driving remains the dominant mode for trips made in the region in 2025



Transit Trips (on an average weekday)



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



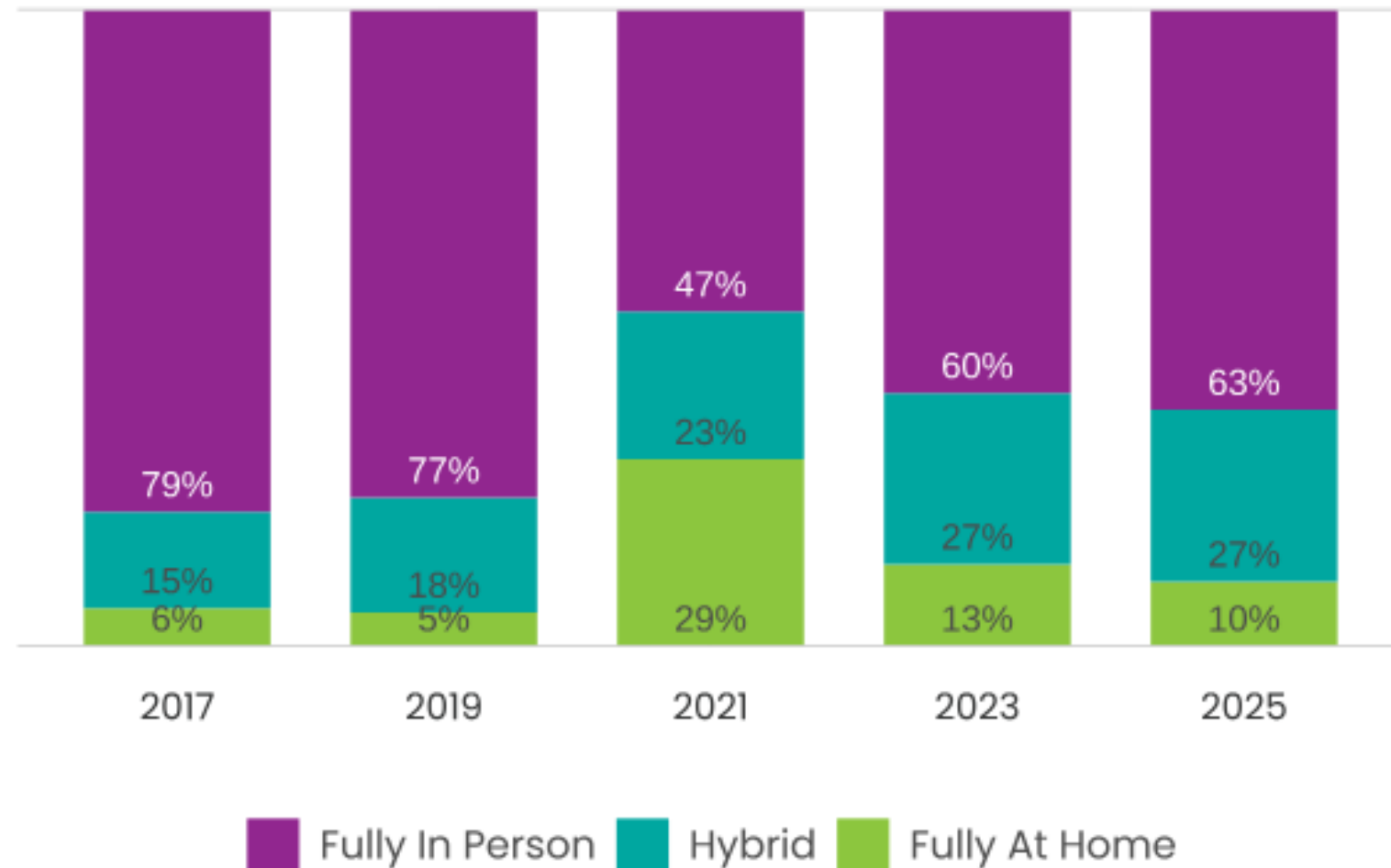
In 2025, there were **585,000 transit trips**.



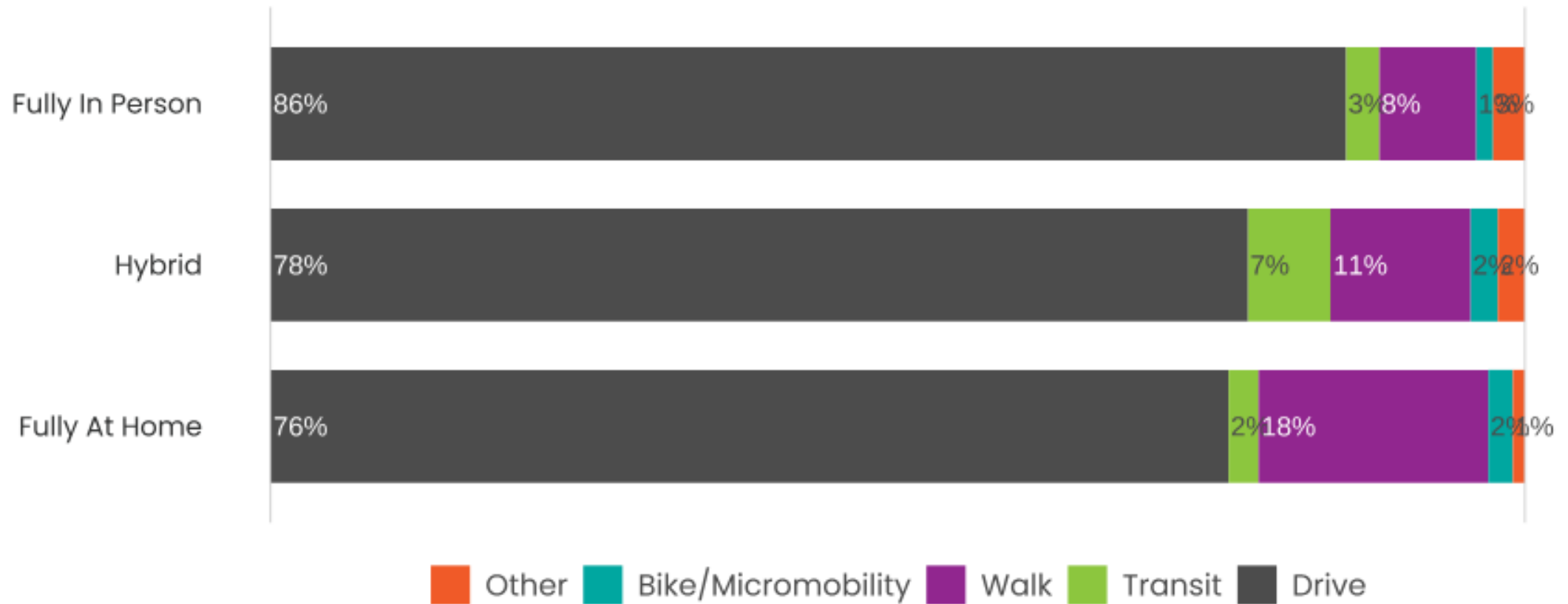
Telework Trend (on an average weekday)

Fully remote work peaked in 2021 and dropped significantly in 2023 and 2025.

Working fully in person remains dominant with roughly two-thirds of workers in 2023 and 2025 working fully outside of home.



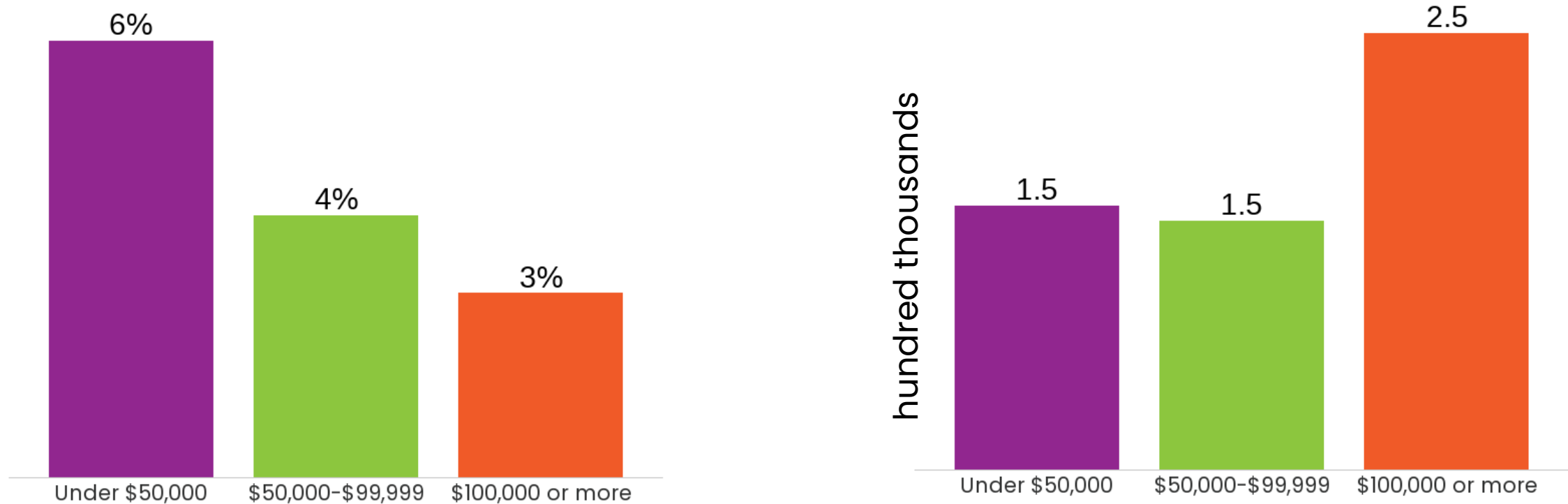
Mode by Telework Status (on an average weekday) – 2025



Workers who work fully at home have significantly higher walk mode share
Hybrid workers have the highest transit mode share



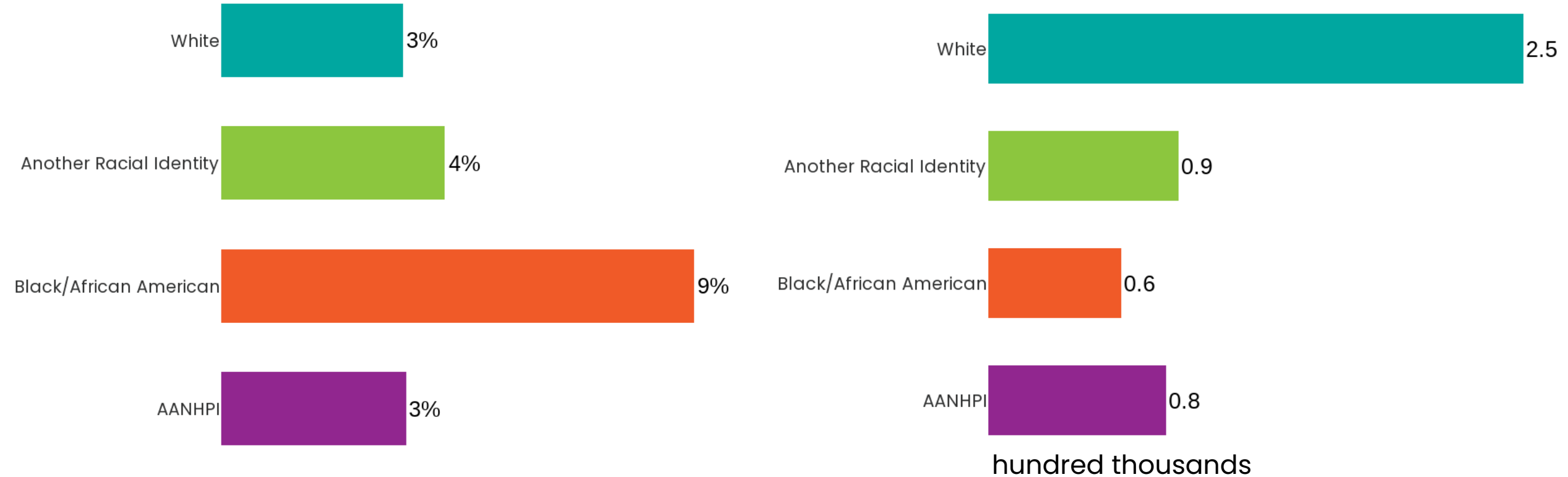
Transit Trips by Income – 2025 (on an average weekday)



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



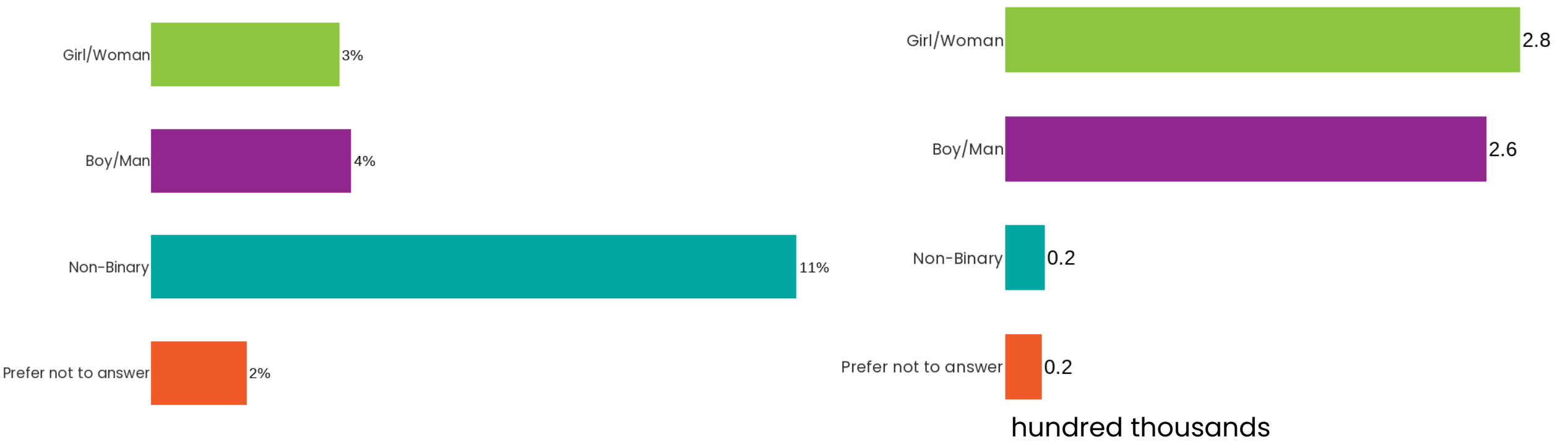
Transit Trips by Race/Ethnicity – 2025 (on an average weekday)



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



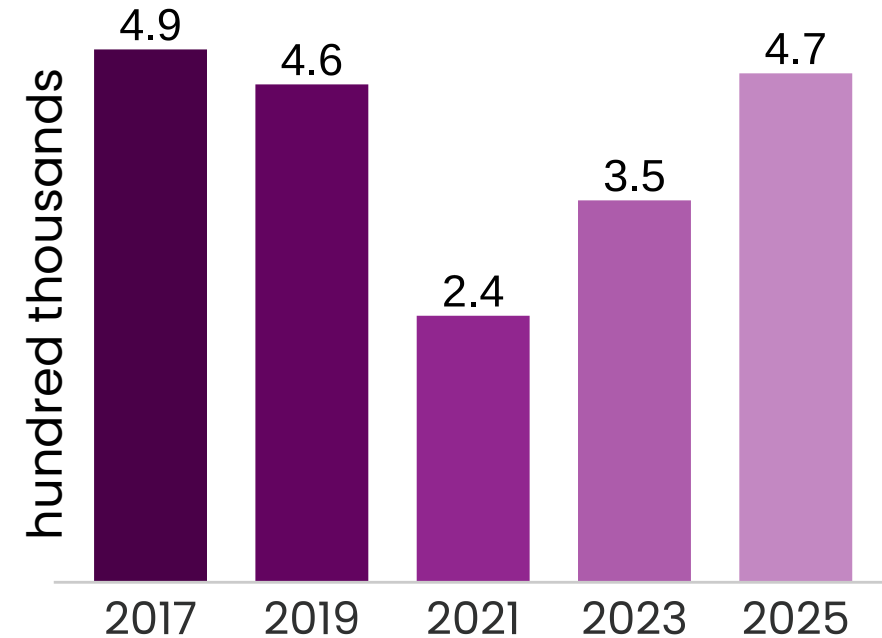
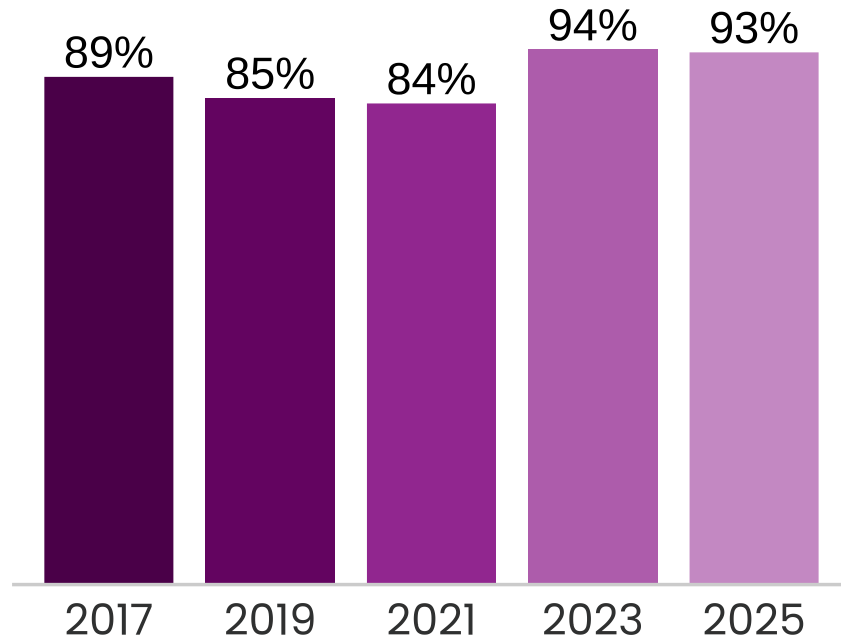
Transit Trips by Gender – 2025 (on an average weekday)



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



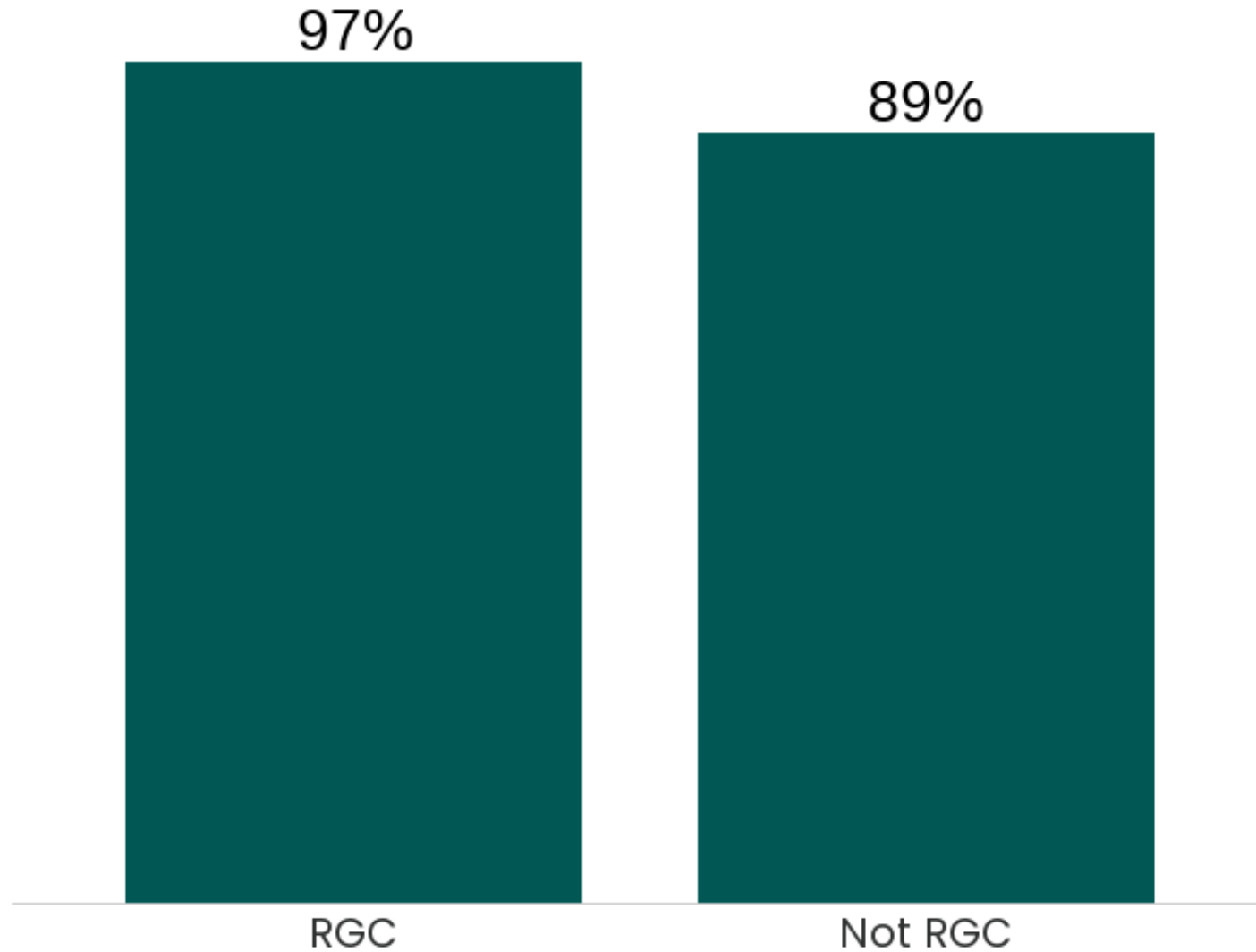
Walk/Jog Access to Transit (on an average weekday)



Walking remains primary mode to access transit in the region, consistent with findings from across the country



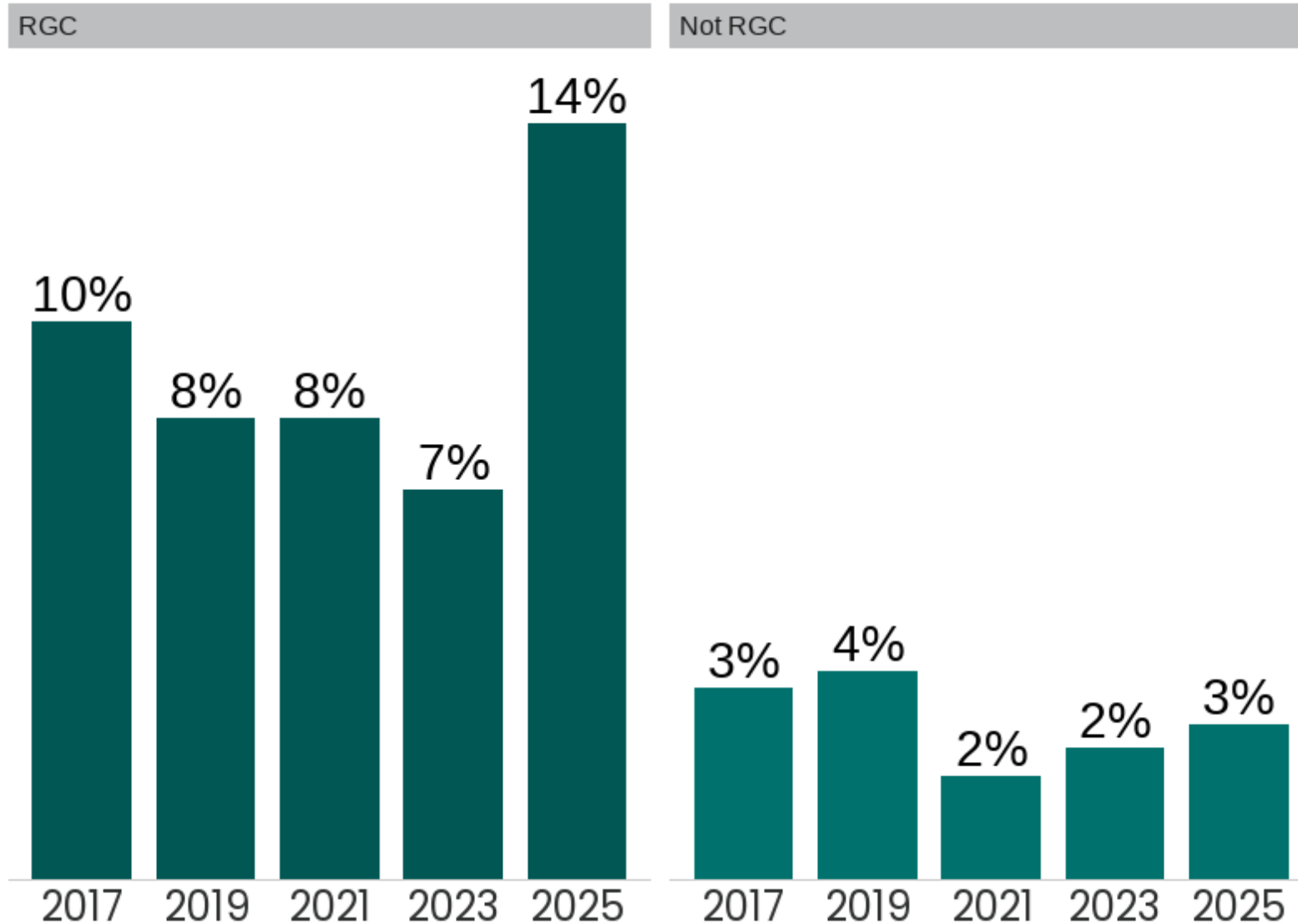
Walk/Jog Access to Transit by Residents of Regional Growth Centers – 2025 (on an average weekday)



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



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

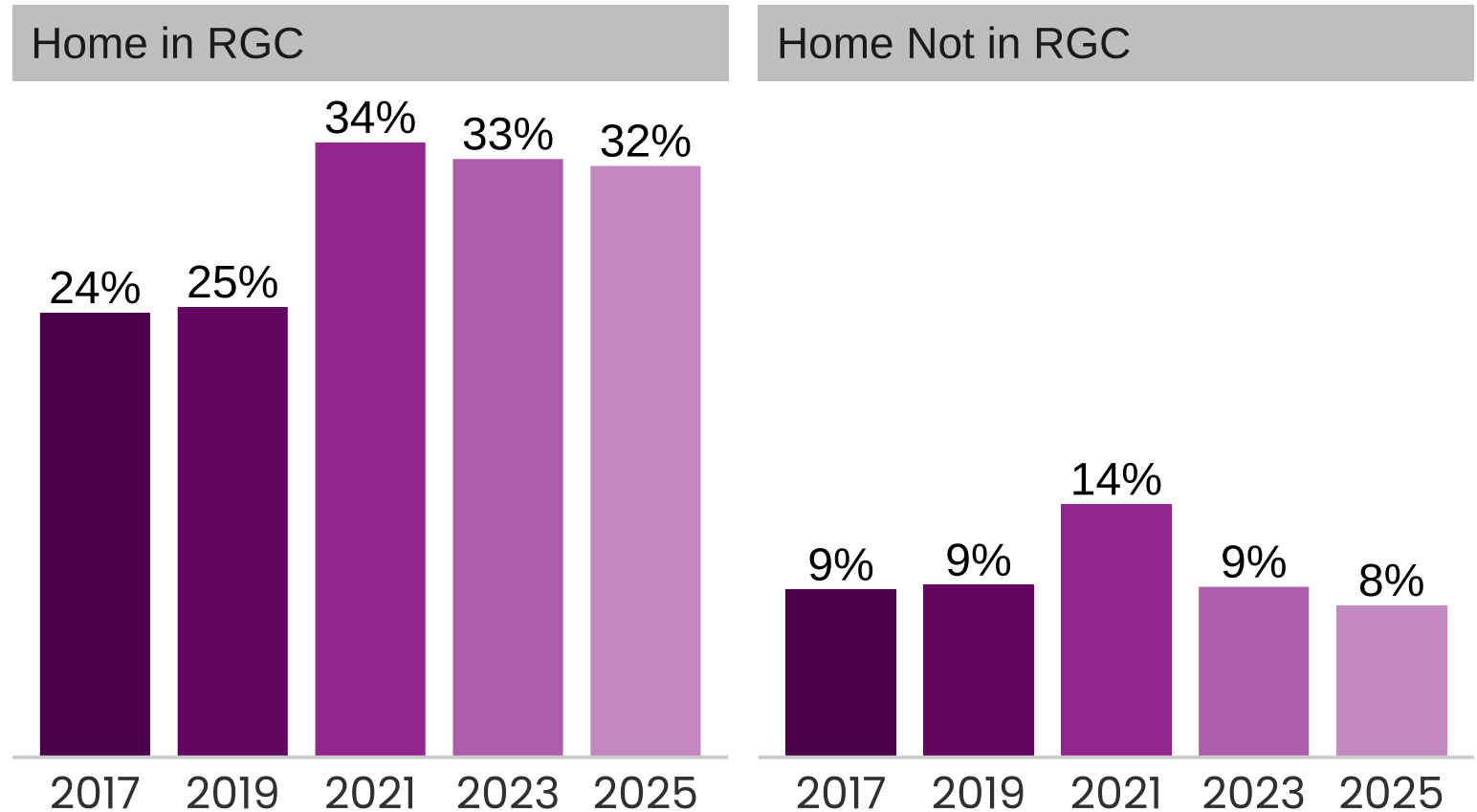


People who live in Regional Growth Centers (RGC) are significantly more likely use transit on an average weekday



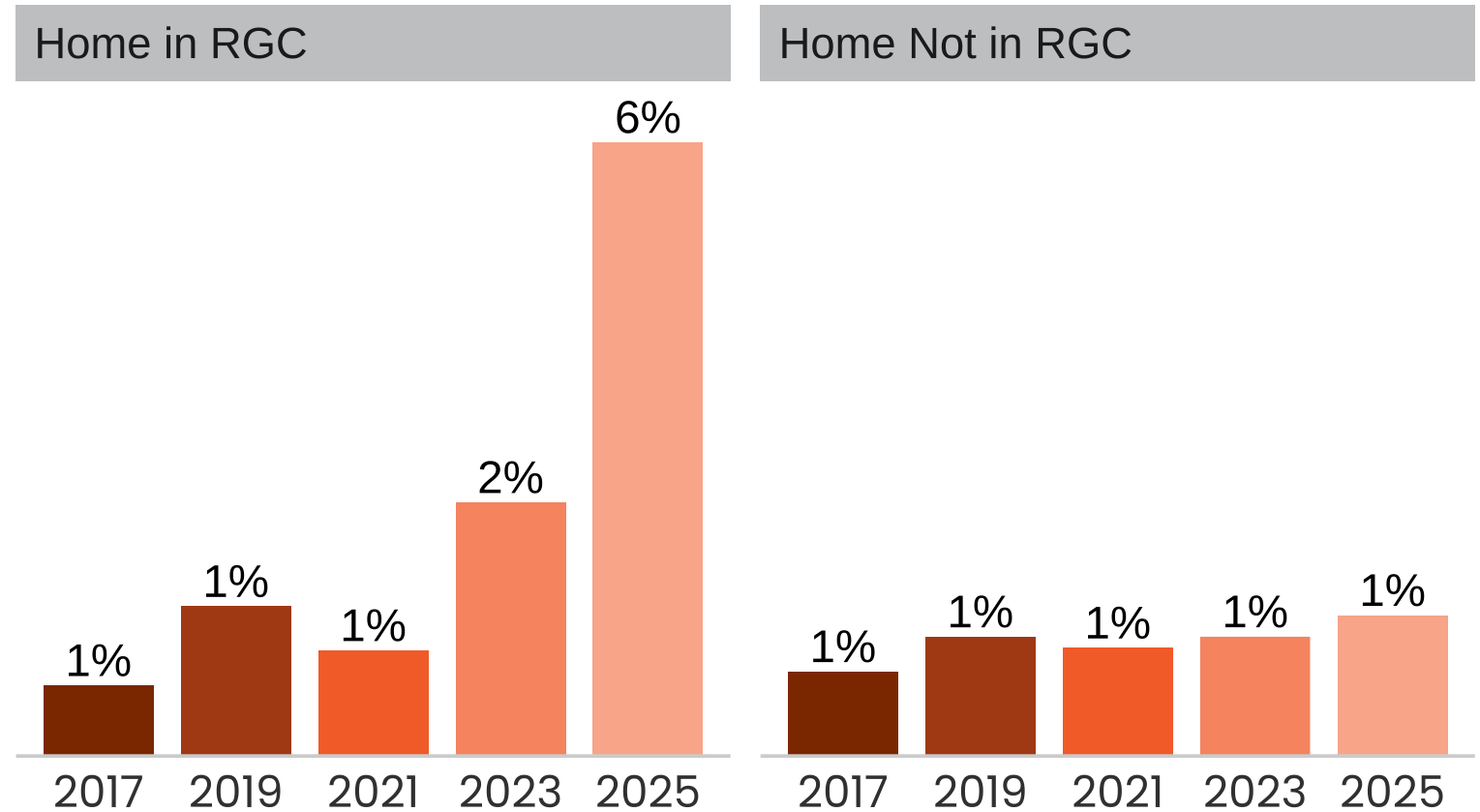
Walk for Residents of Regional Growth Centers (RGC) (on an average weekday)

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

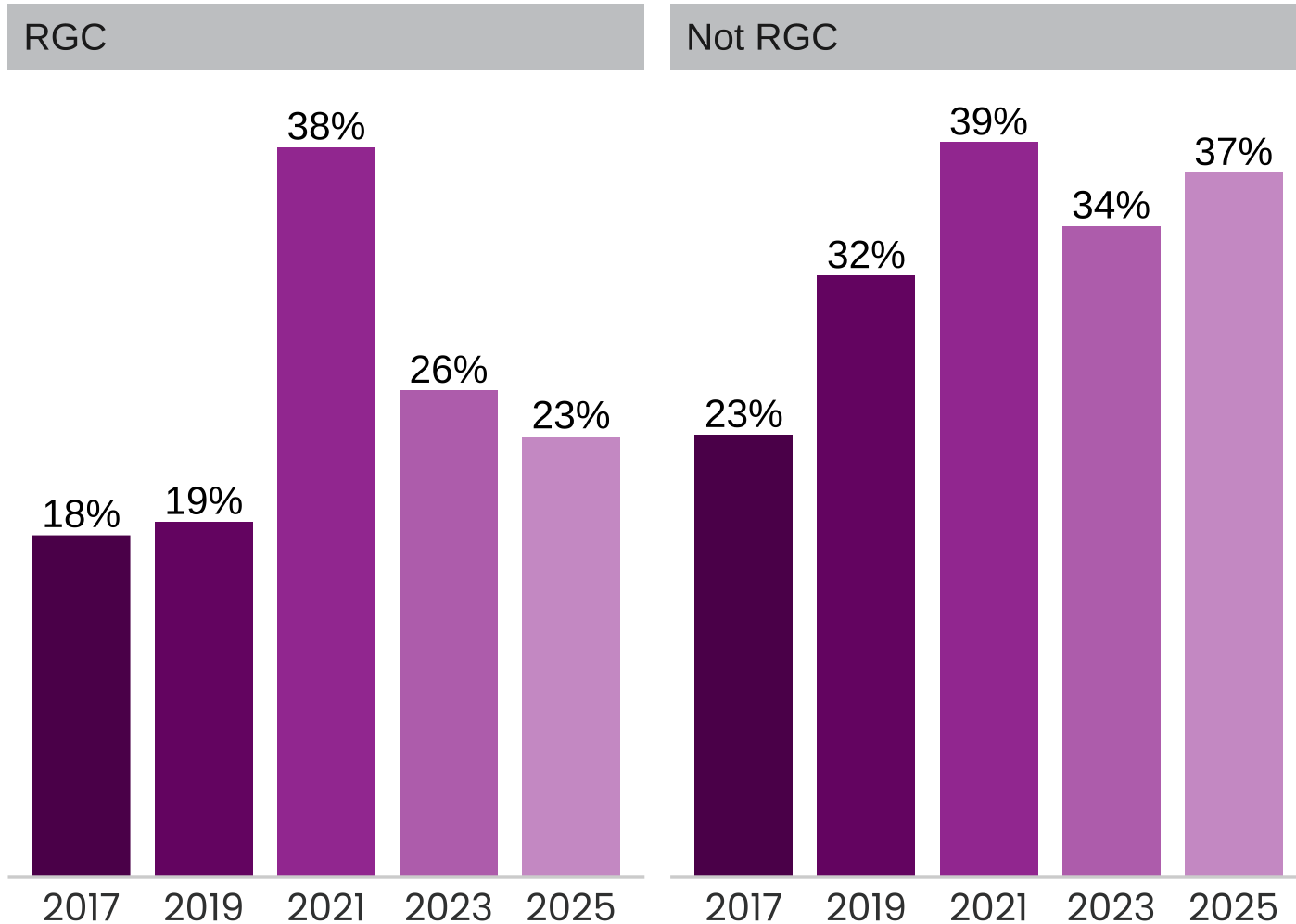


Bike/Micromobility for Residents of Regional Growth Centers (on an average weekday)

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)



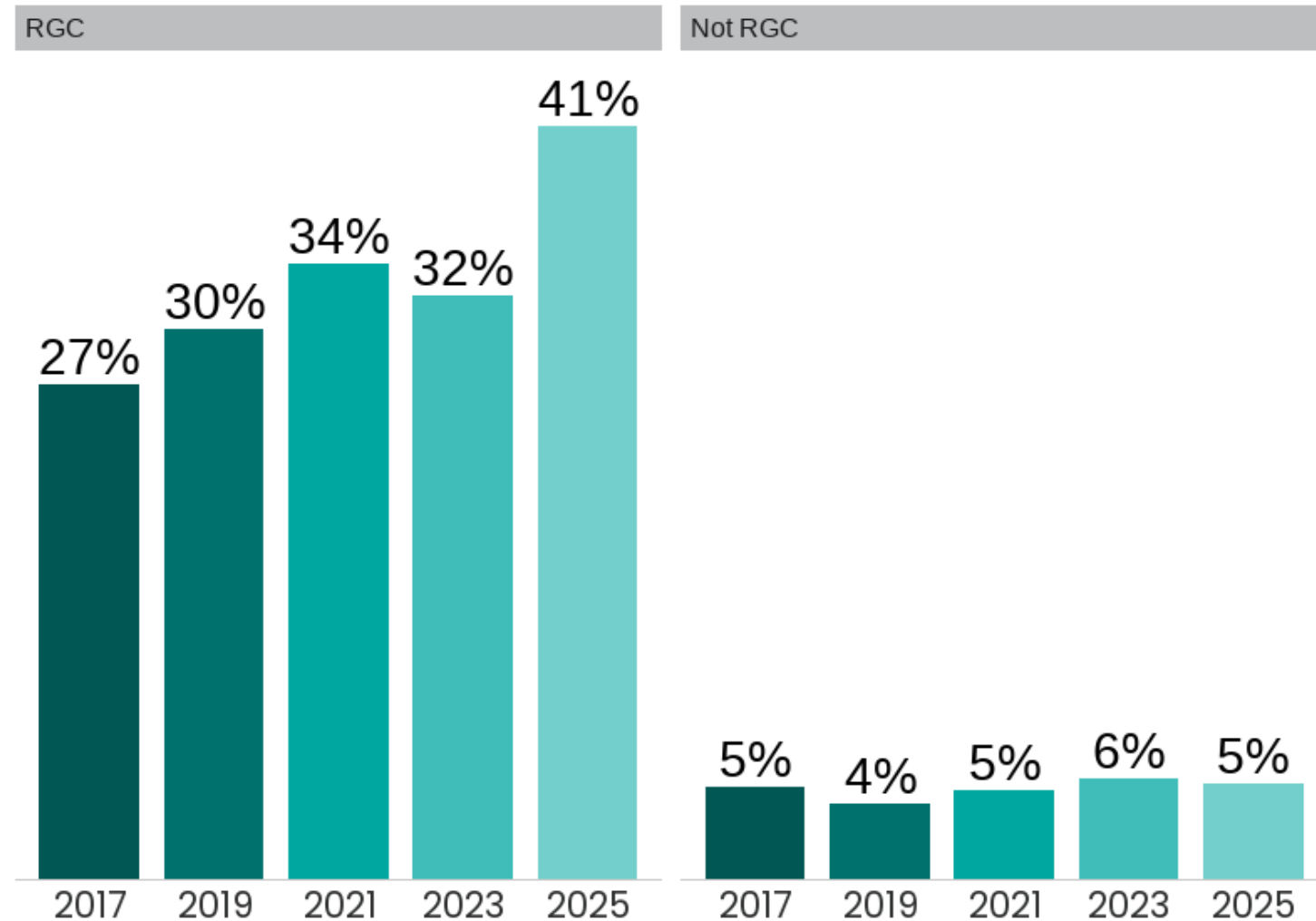
In 2025, people who live in **Regional Growth Centers** were significantly less likely to have package delivered compared to those living outside of regional growth centers. The only other year with a significant difference was 2019.



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 statistically significant increase.



Walk Access/Egress for Light Rail/Sounder Train



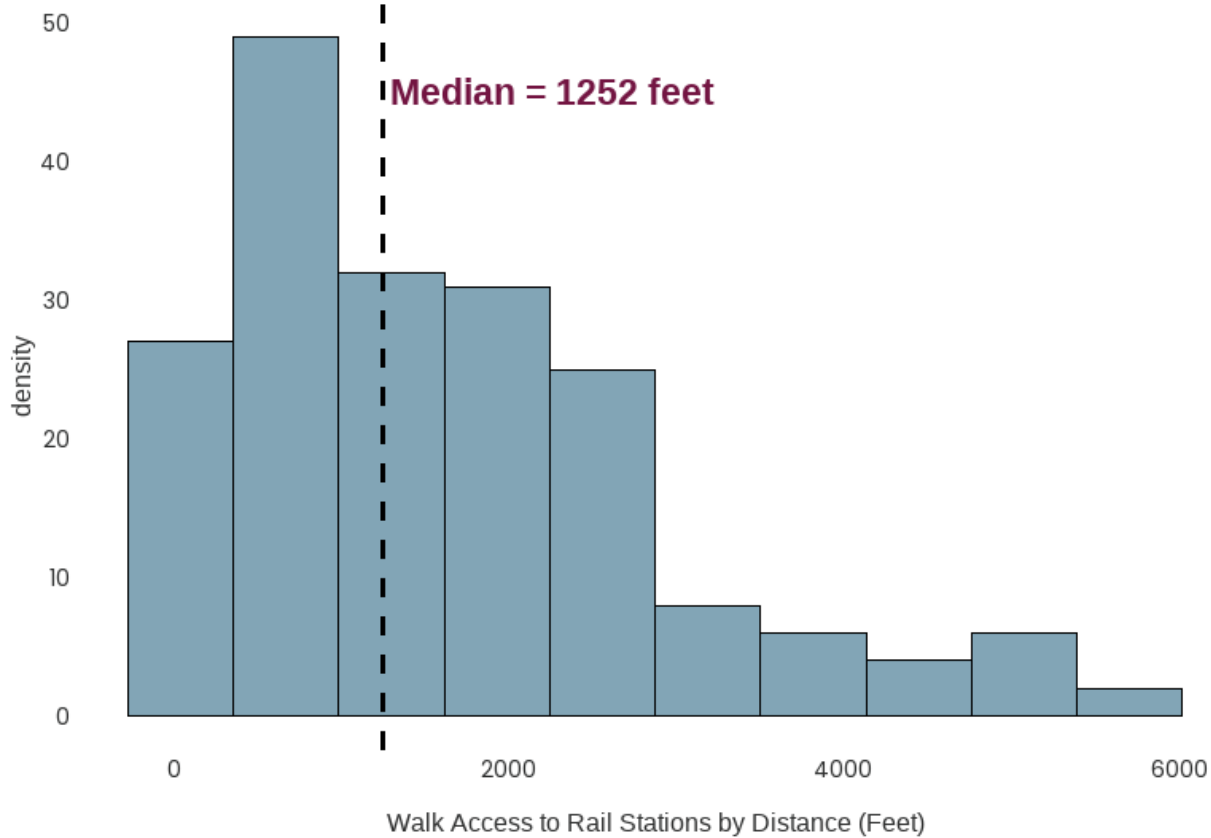
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Exploratory Walkshed Analysis Methodology

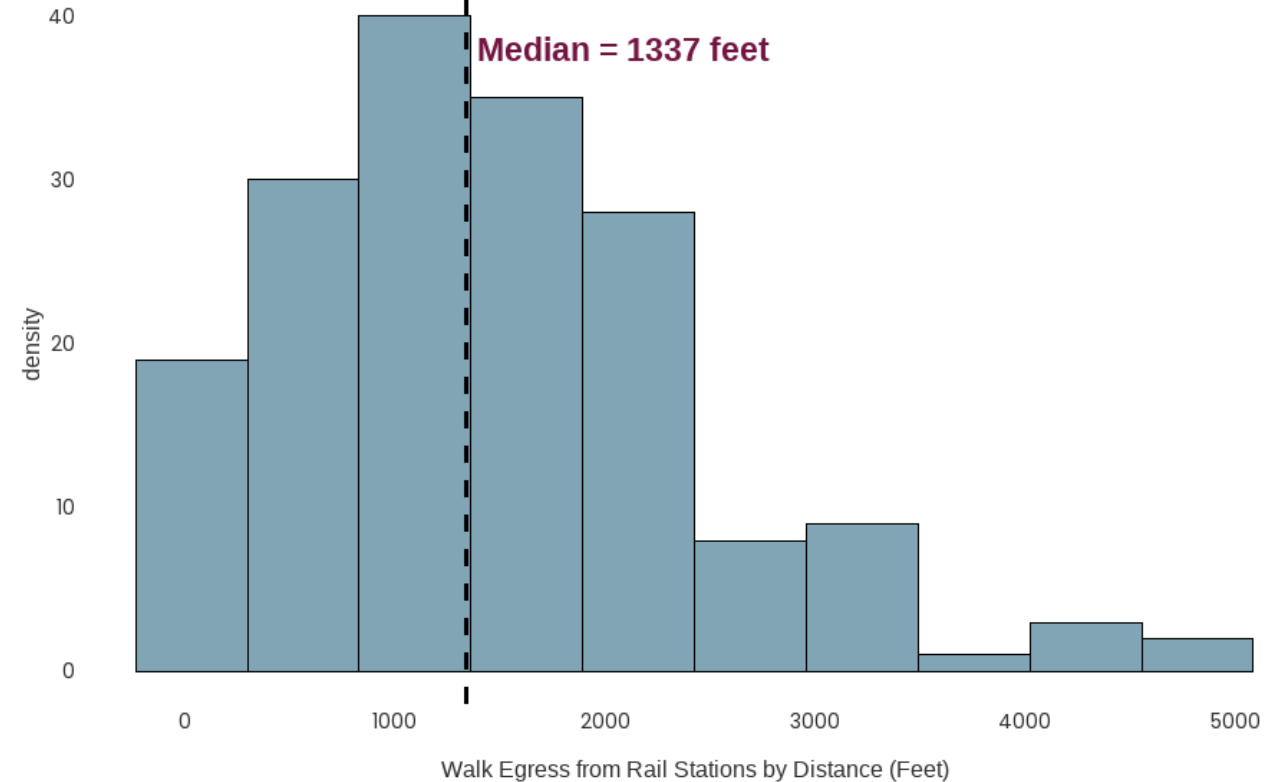
- Looked at distances people walk to (access) and from (egress) train stations – both light rail and Sounder stations
- Data includes start and end locations for a trip
- Calculated straight line distance from start or end locations and the station in feet
- Calculated walk time based on 4 feet/sec or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



Walk Access and Walk Egress Distance – 2025



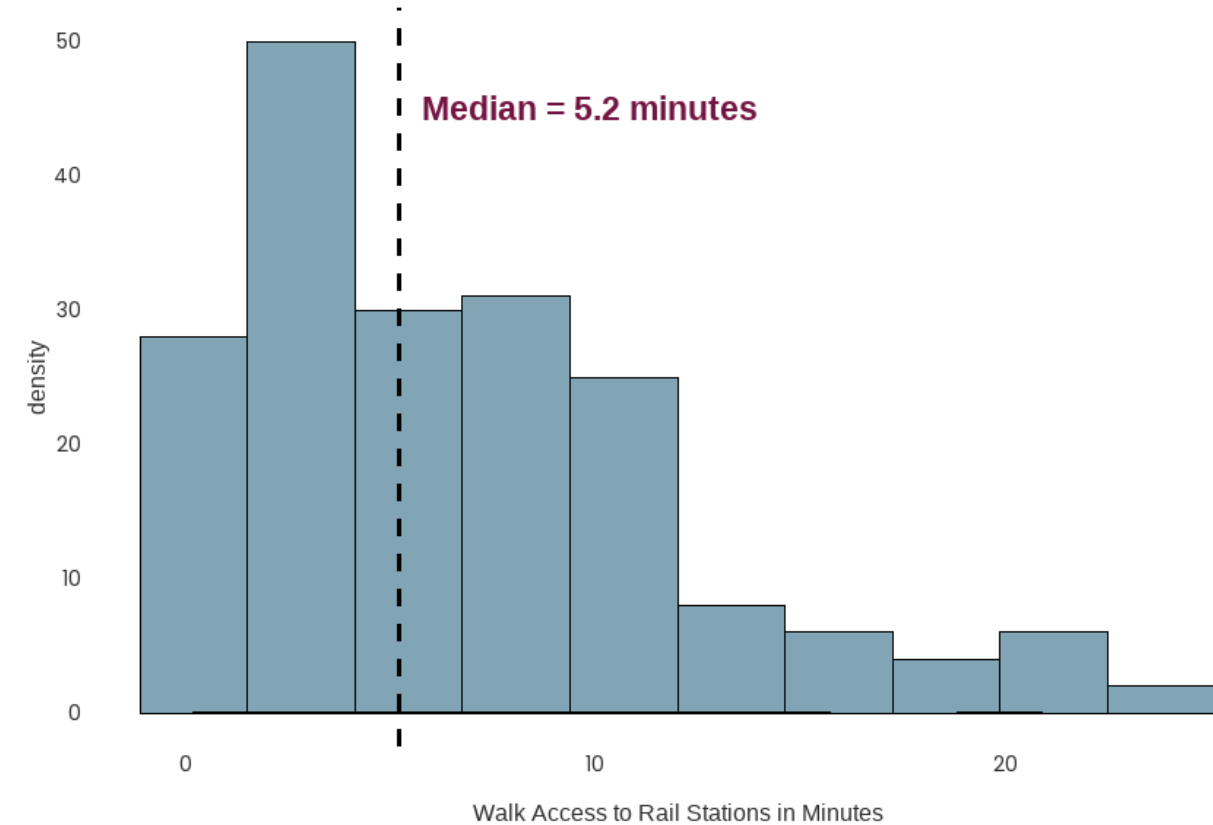
Walk Access Mean = 1601 feet



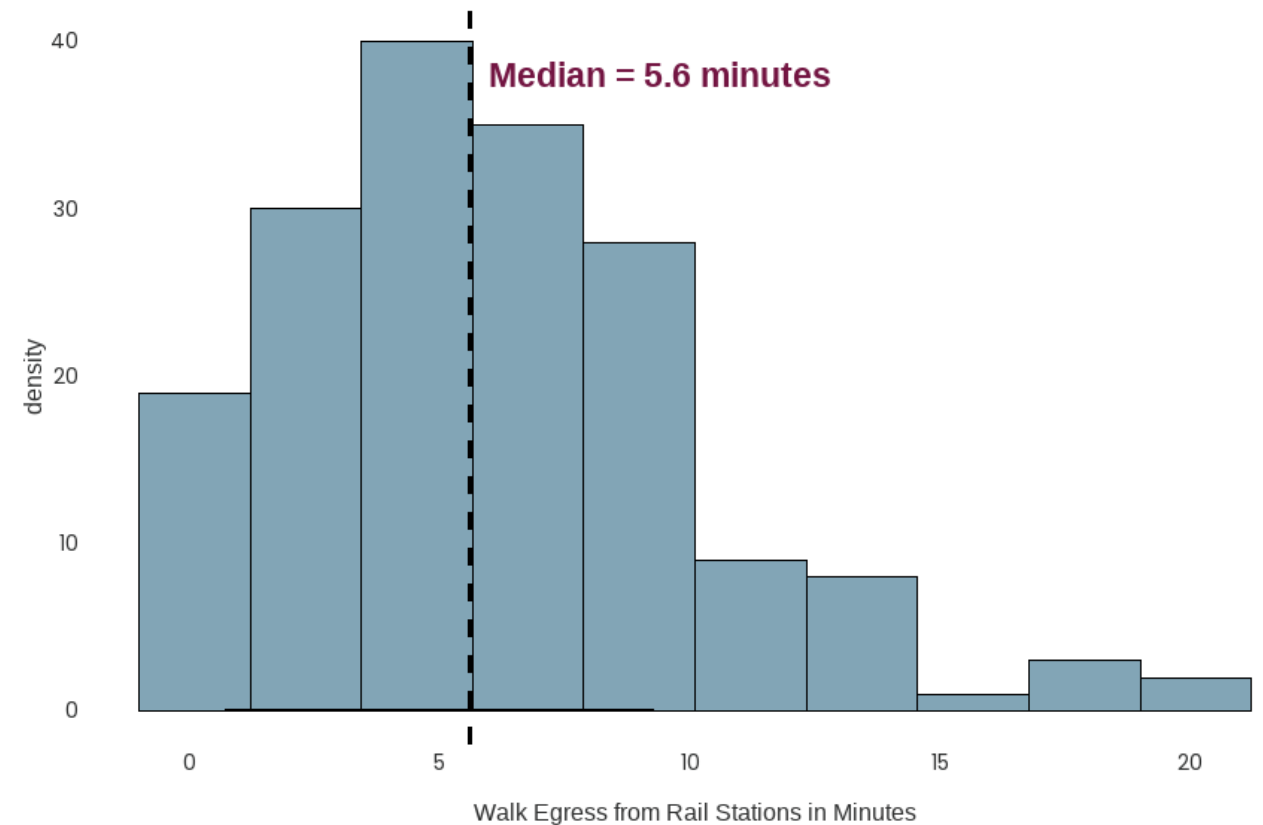
Egress Mean = 1479 feet



Walk Access and Walk Egress Minutes – 2025



Walk Access Mean = 6.7 minutes



Walk Egress Mean = 6.2 minutes



Safety and Security Survey



Safe Streets and Roads for All Funded Survey

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

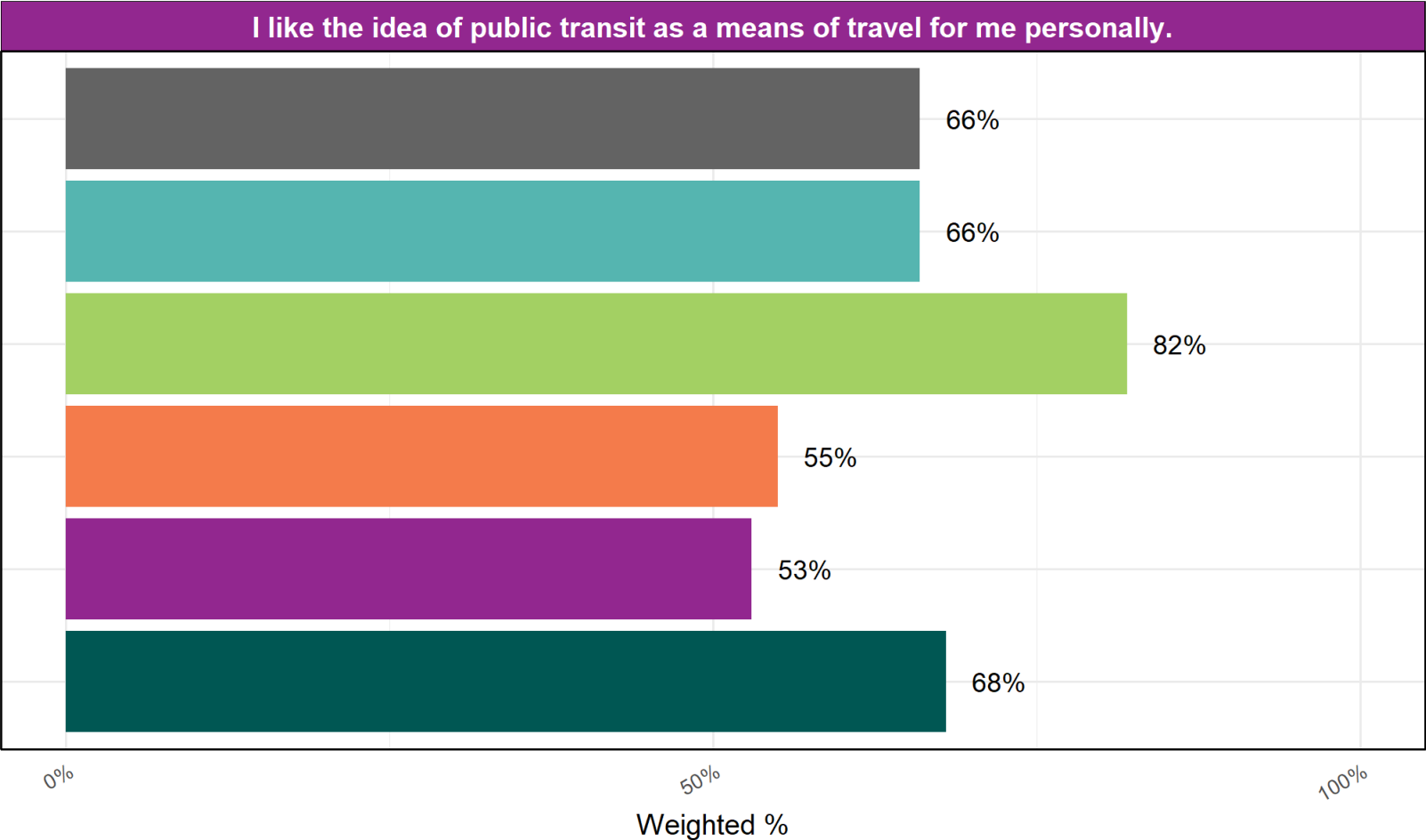


Safety and Security Survey Questionnaire

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



Using Public Transit as a Means of Travel



Overall, two-thirds of people in the region agreed with this statement

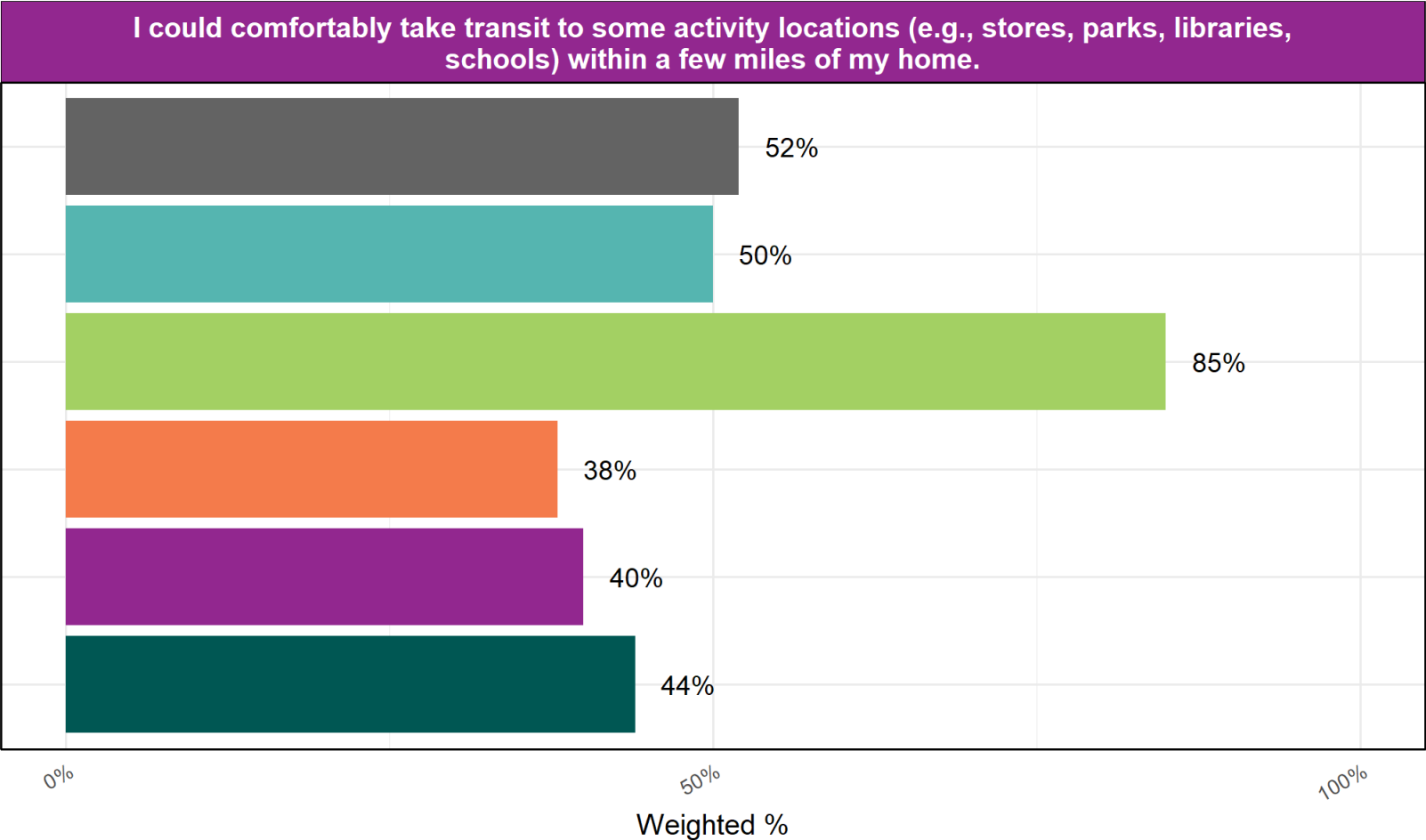
The positive attitude toward traveling by public travel varies across the region, with Seattle residents being the most positive

Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.
<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).

Note: Kitsap County was combined with the northwest peninsula area of Pierce County to create “Kitsap County – Expanded” due to limited sample size.



Comfort When Using Public Transit



About half of people in the region agreed with this statement

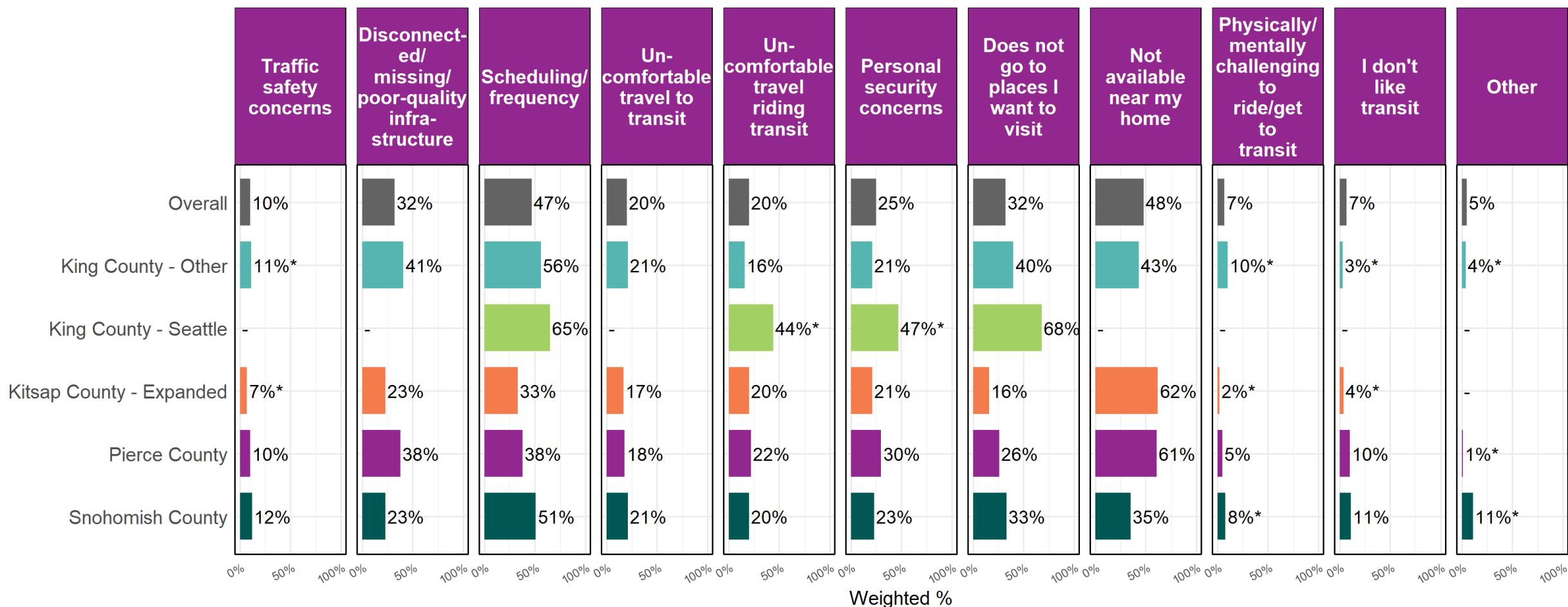
Those who disagreed were asked to identify reasons for their discomfort, which are reported in the next slid

Data represent the weighted estimate of those who endorse the statement by responding 'Agree'.
<1% means no respondents endorsed this category.
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Reasons for Discomfort in Riding Public Transit



<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).
Other includes 'People would look down on me' and 'Other'.

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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





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Thank You!



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