

Puget Sound Regional Household Travel Survey Program

Freight Advisory Committee

October 14, 2026

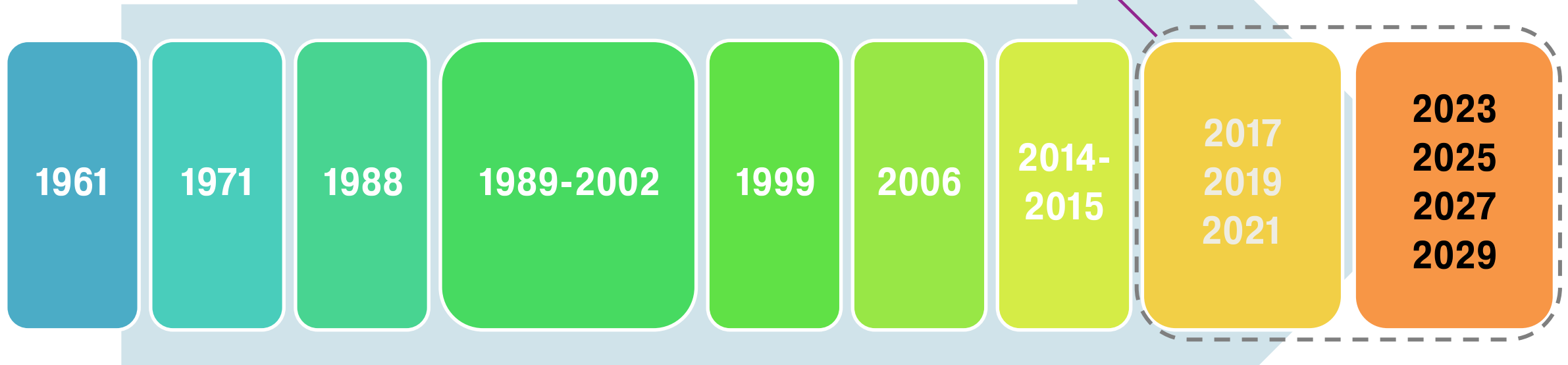


Puget Sound Regional Council

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

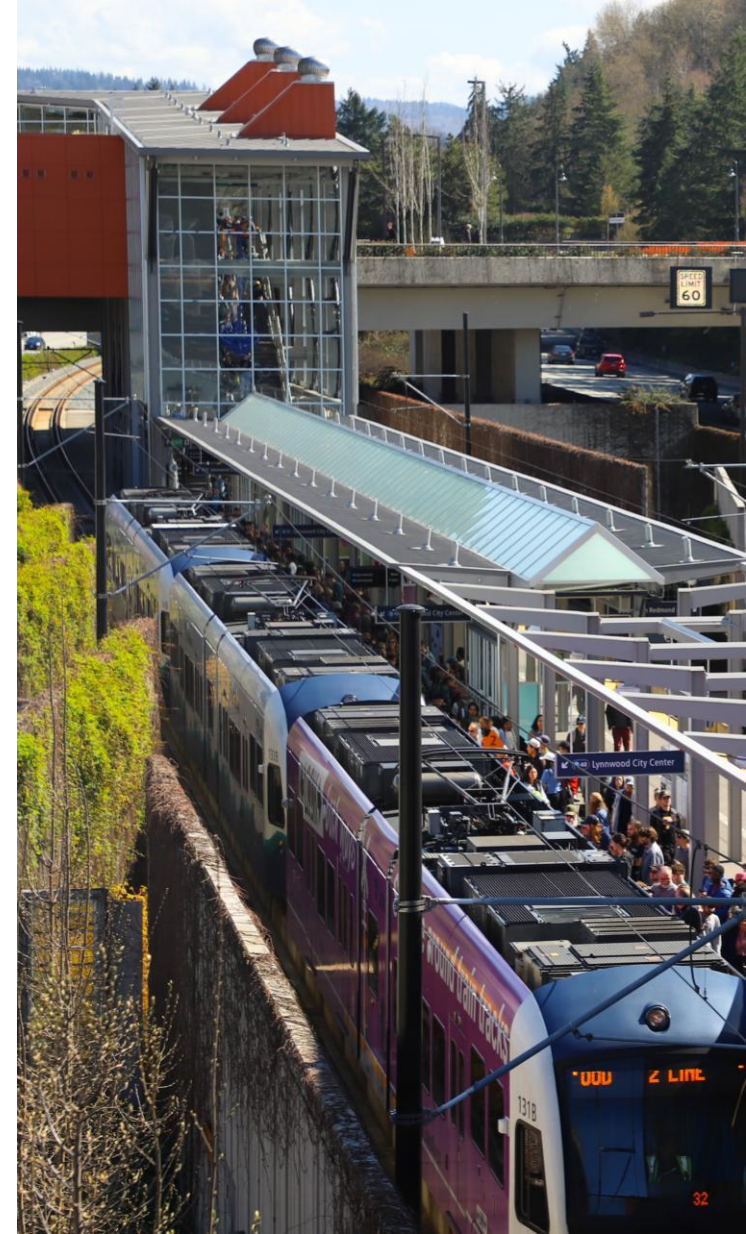
Program goal: The surveys seek to capture quality, regionally representative data for activity and travel behaviors of residents on a typical weekday.

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

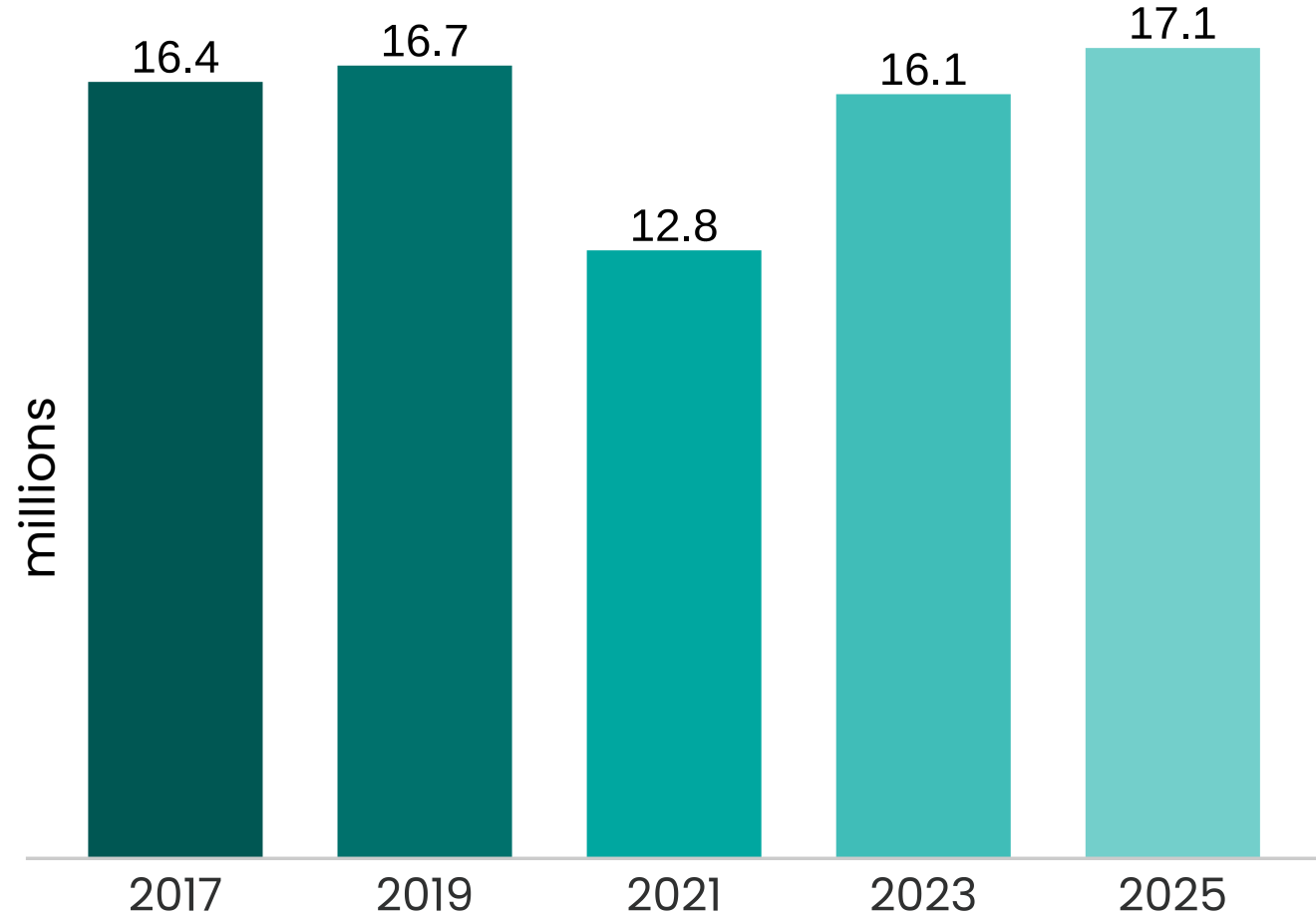
Planning/policy relevant Q's

- 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?



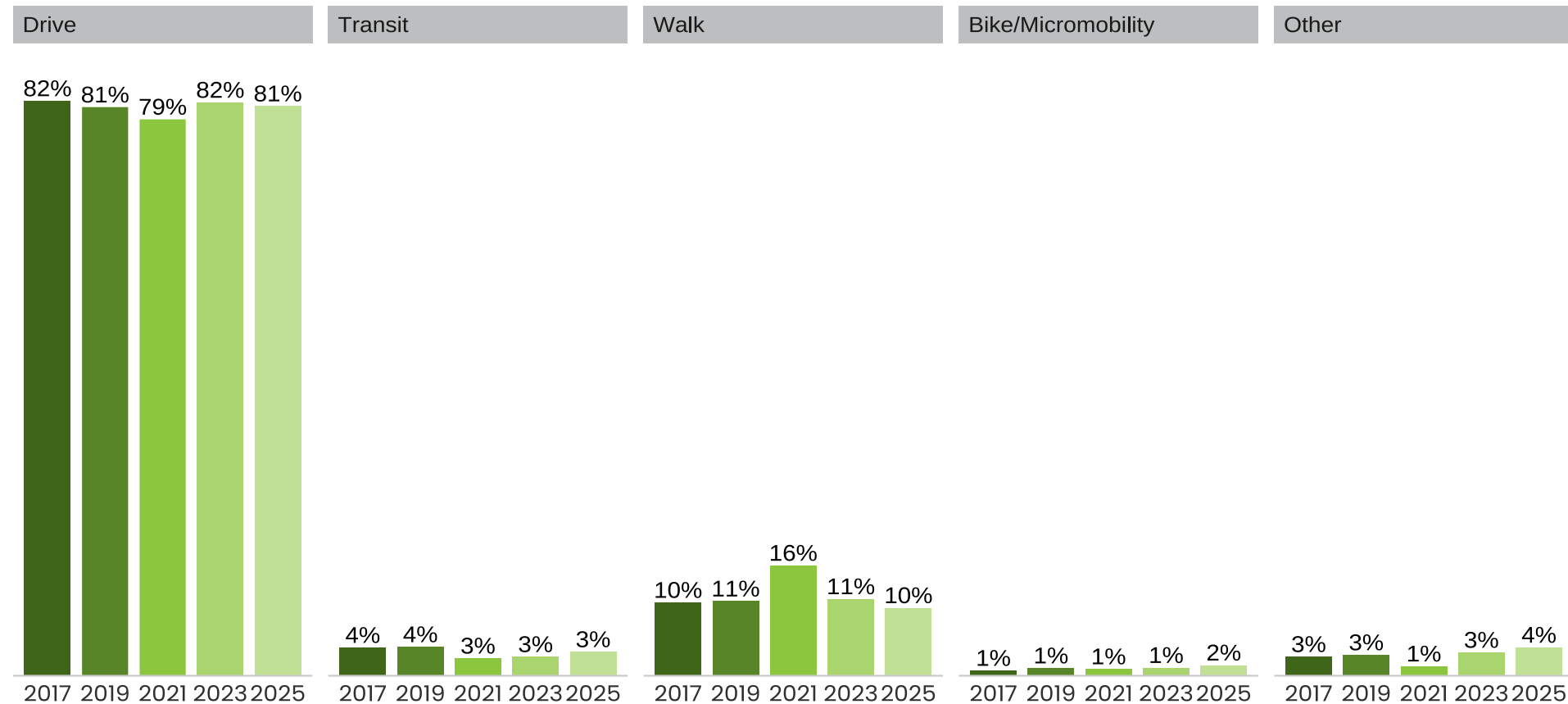
Trips in the Region

Total number of trips in the region on an average weekday has **increased** in 2025



Trips by Mode

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



Delivery Question

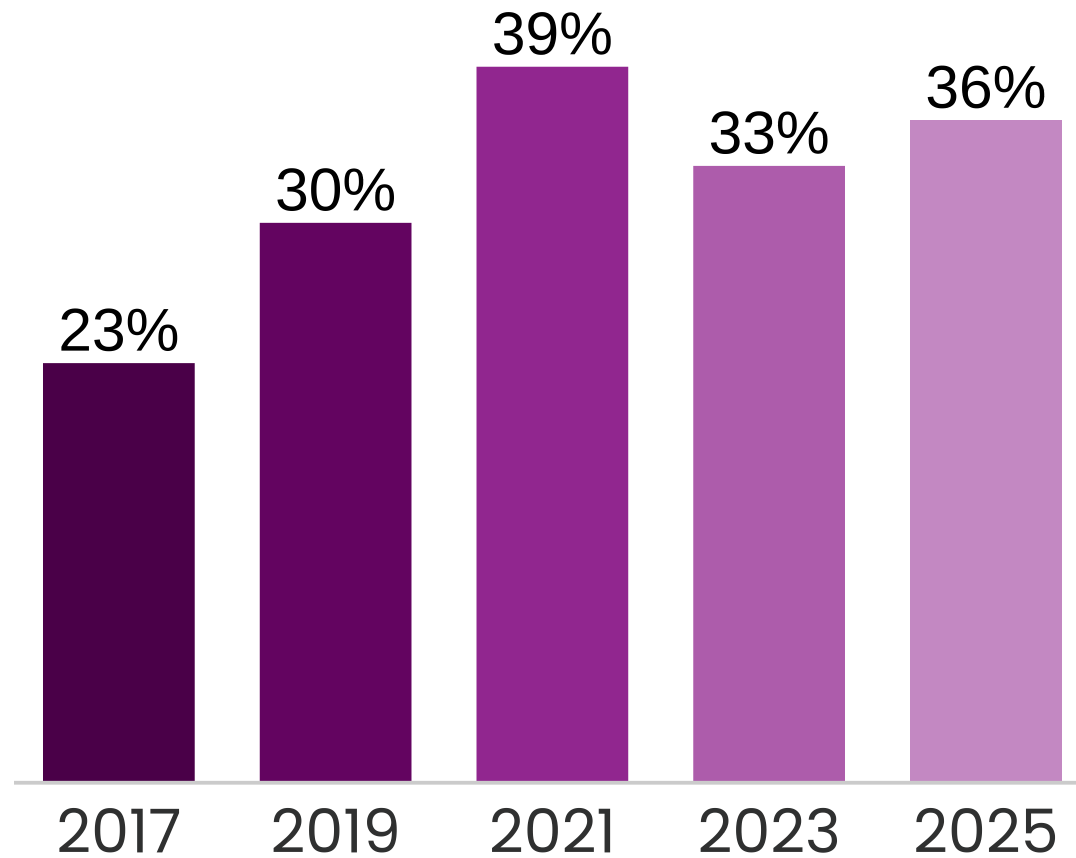
On <a specific weekday> , which of the following occurred?

Select all that apply.

- ☐ Received packages at home (e.g., USPS, FedEx, UPS)
- ☐ Received personal packages at work
- ☐ Received packages at another location (e.g., Amazon locker, package pick-up point)
- ☐ Take-out/prepared food delivered to home
- ☐ Groceries delivered to home
- ☐ Someone came to do work at home (e.g., babysitter, housecleaning, lawn)
- ☐ Other item delivered to home (e.g., appliance)
- ☐ None of the above



Households receiving packages at home on average weekday

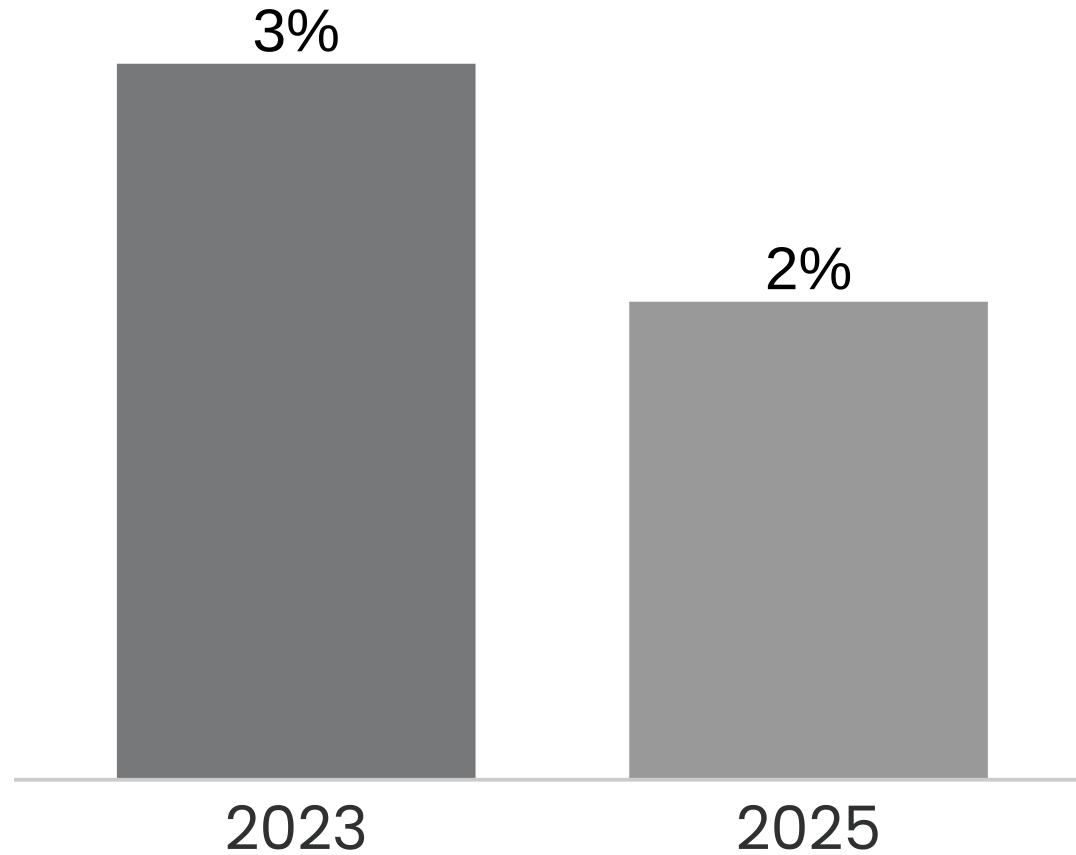


A third of regional households got packages on an average weekday

Package delivery peaked in 2021 at **39%**



Households receiving packages at other locations on average weekday

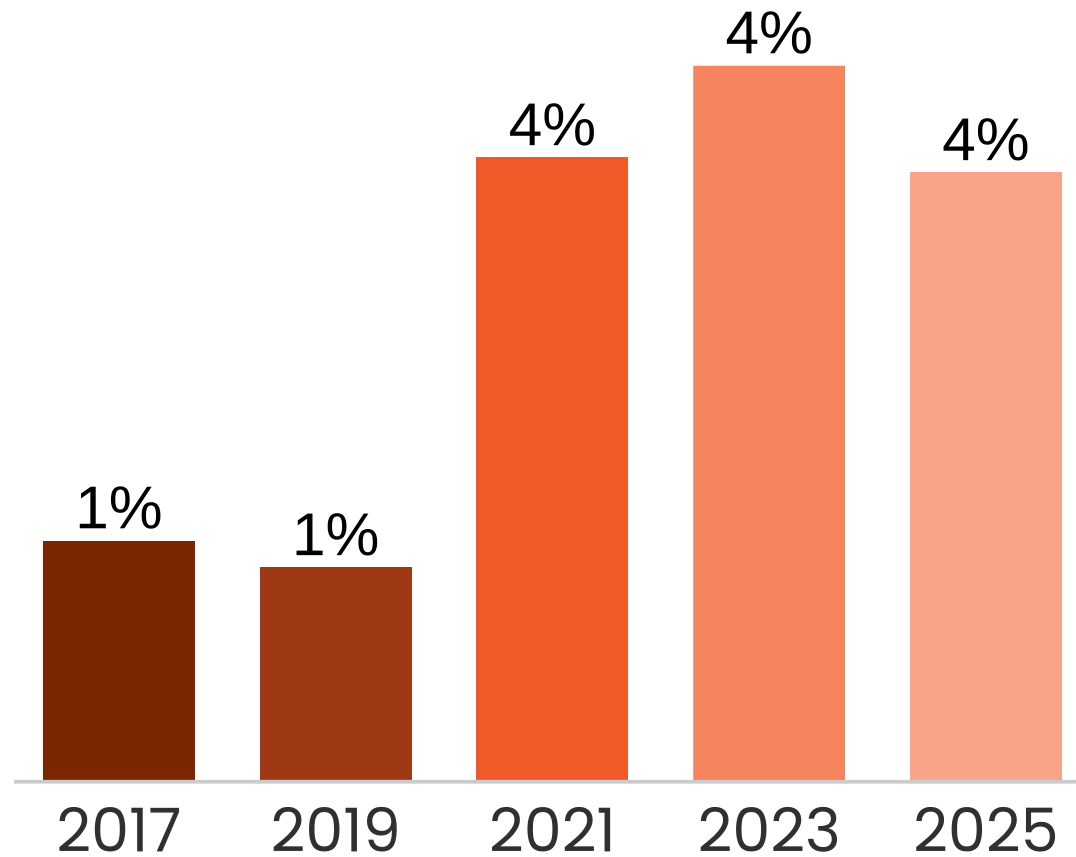


These households receive packages at their workplace, public lockers or pick-up points

2% of households have deliveries outside of home in 2025



Households having **take-out/prepared food** delivered on average weekday

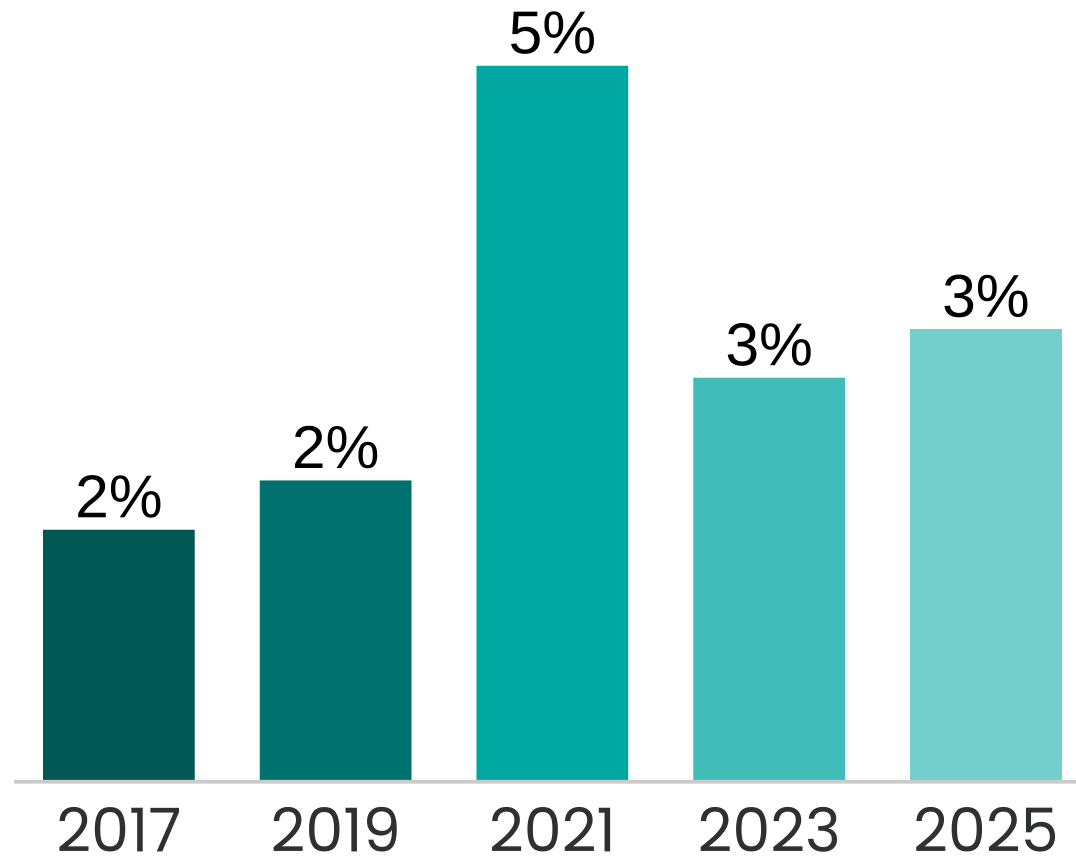


Food delivery increased dramatically in 2021 and stayed the same since at **4%**

About **1 out of 25 households** get food delivery on an average weekday



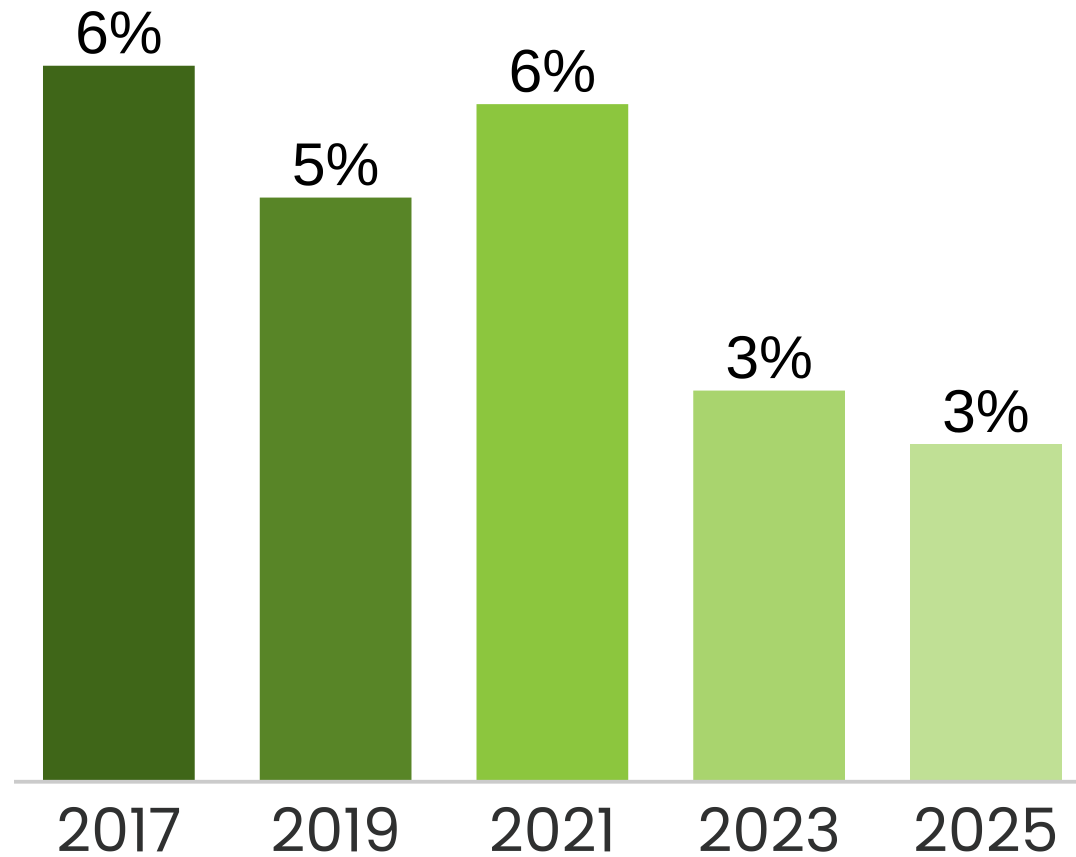
Households having grocery delivered on average weekday



Grocery delivery more than doubled in 2021 and reached 5%, but dropped to **3%** near pre-pandemic level after.



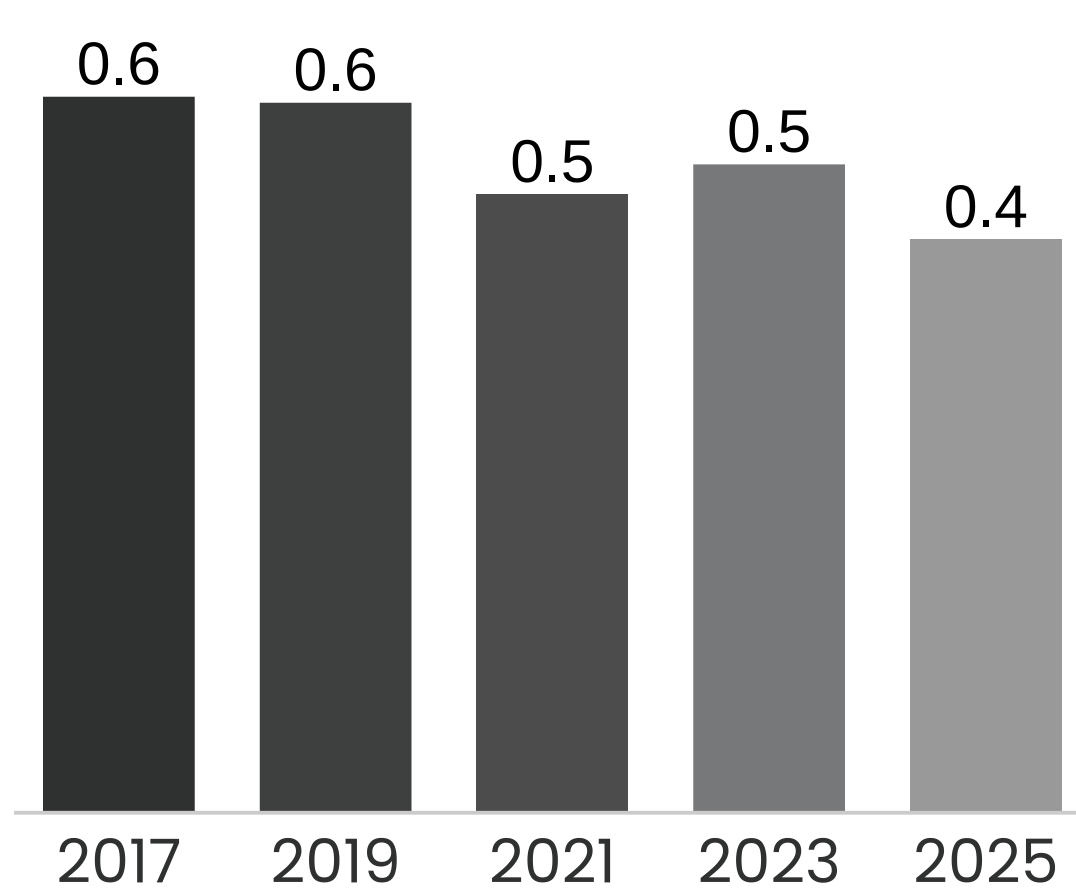
Households who had someone come to **do work** on average weekday



Service work was higher before the end of the pandemic at 6% and **dropped to about half** in 2023 and 2025.



Number of shopping trips per person on average weekday



Delivery services can replace some shopping trips (*incl. groceries, take-out meals and going to the mall*)

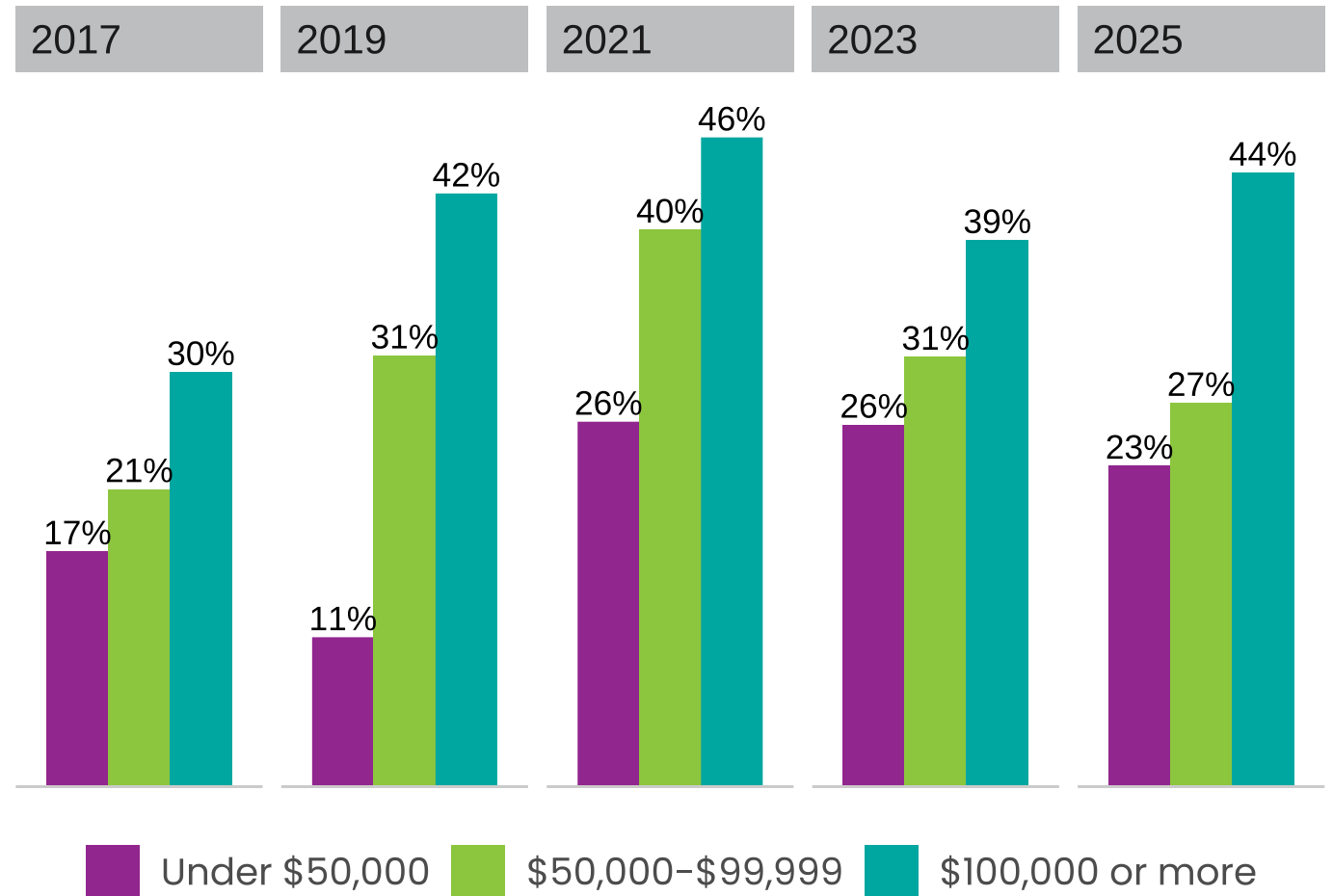
An average of **0.4 shopping trips** were made per person on an average weekday

Weekday shopping trip rate in 2025 was **1/5 lower** than pre-pandemic years



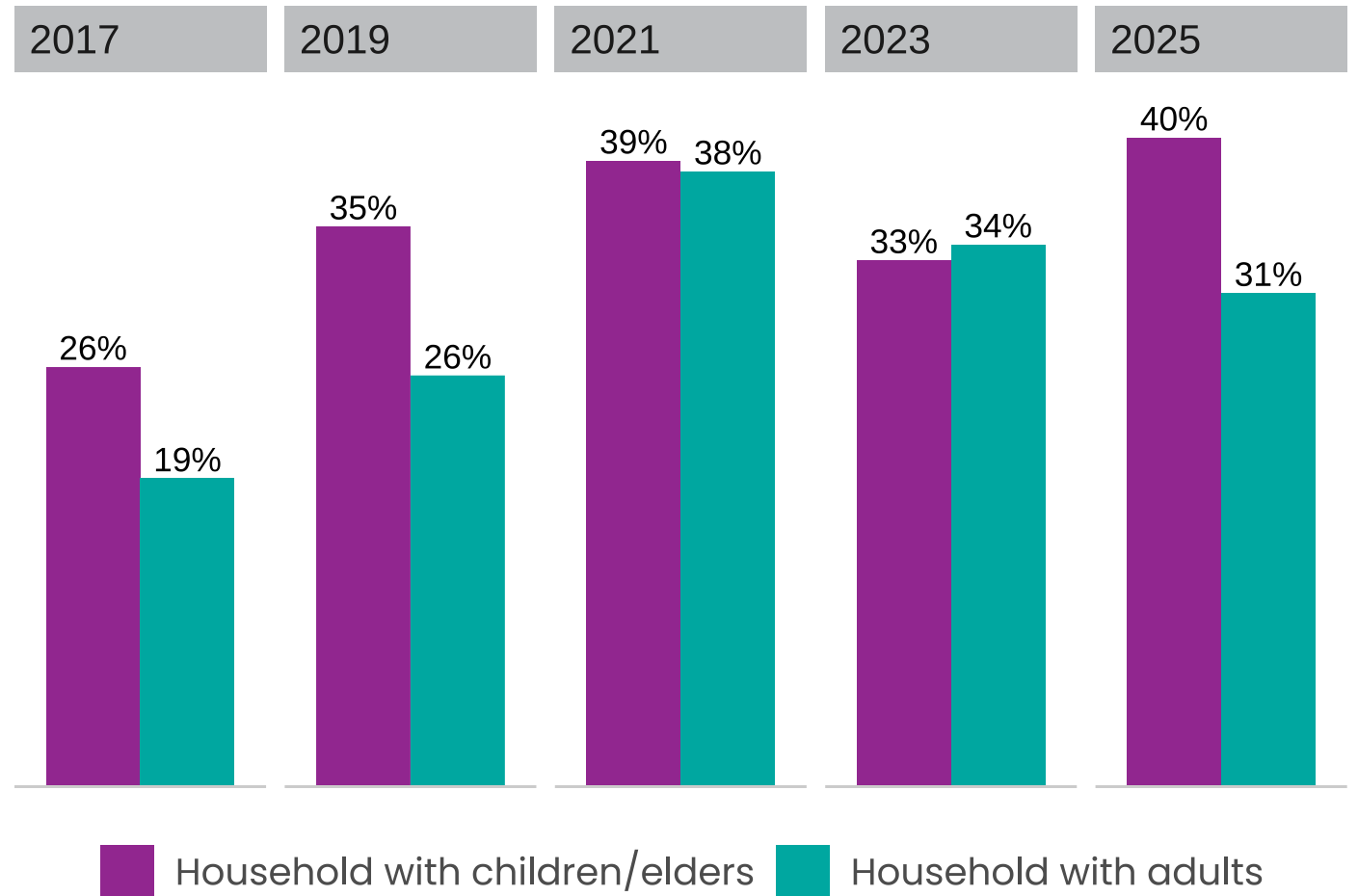
Households receiving packages on average weekday by household income

Higher income households had been consistently receiving more packages at around 40% in 2019 and later years



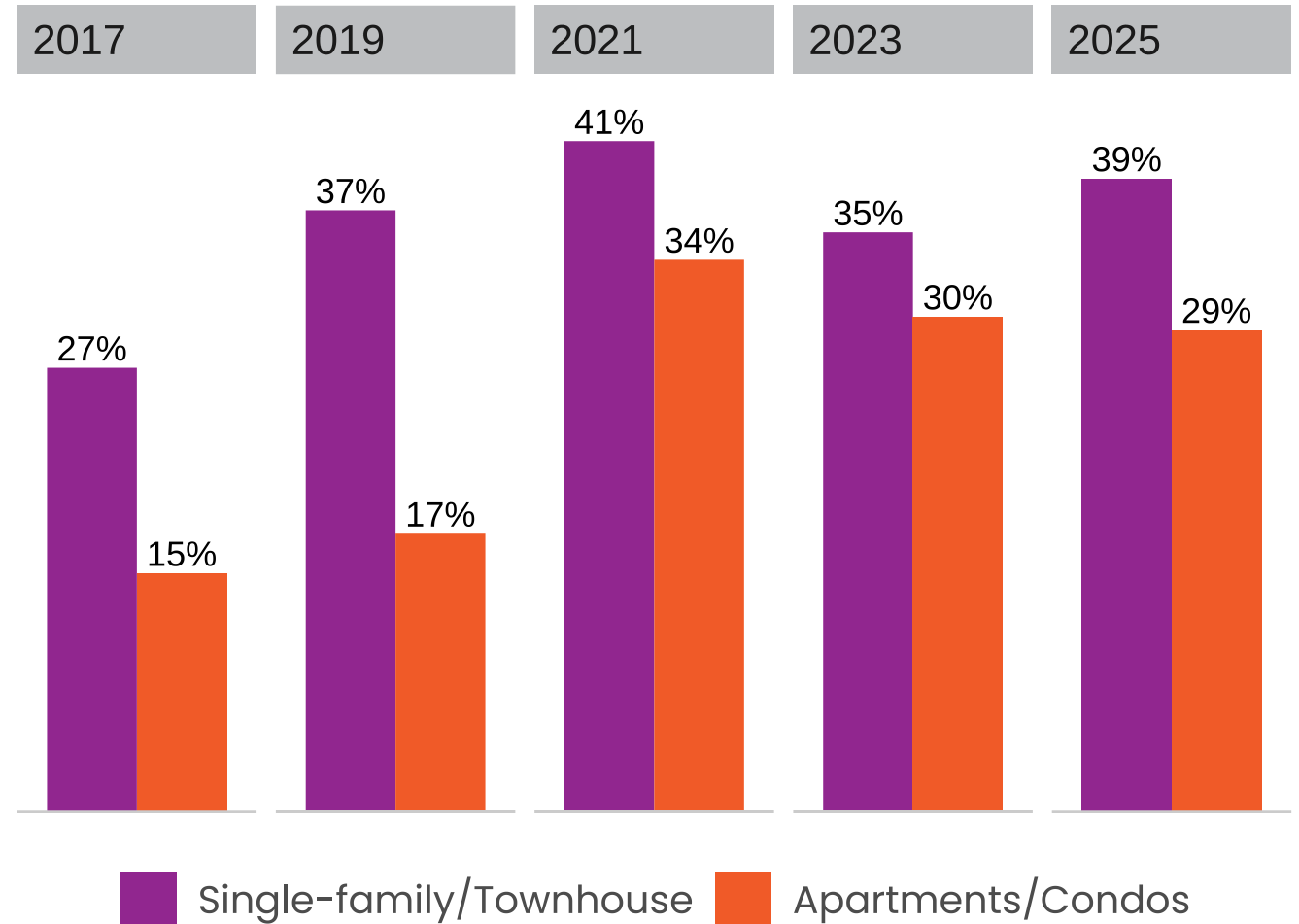
Households receiving packages on average weekday by household composition

Generally, more households with children/elders received packages than households with adults



Households receiving packages on average weekday by residence type

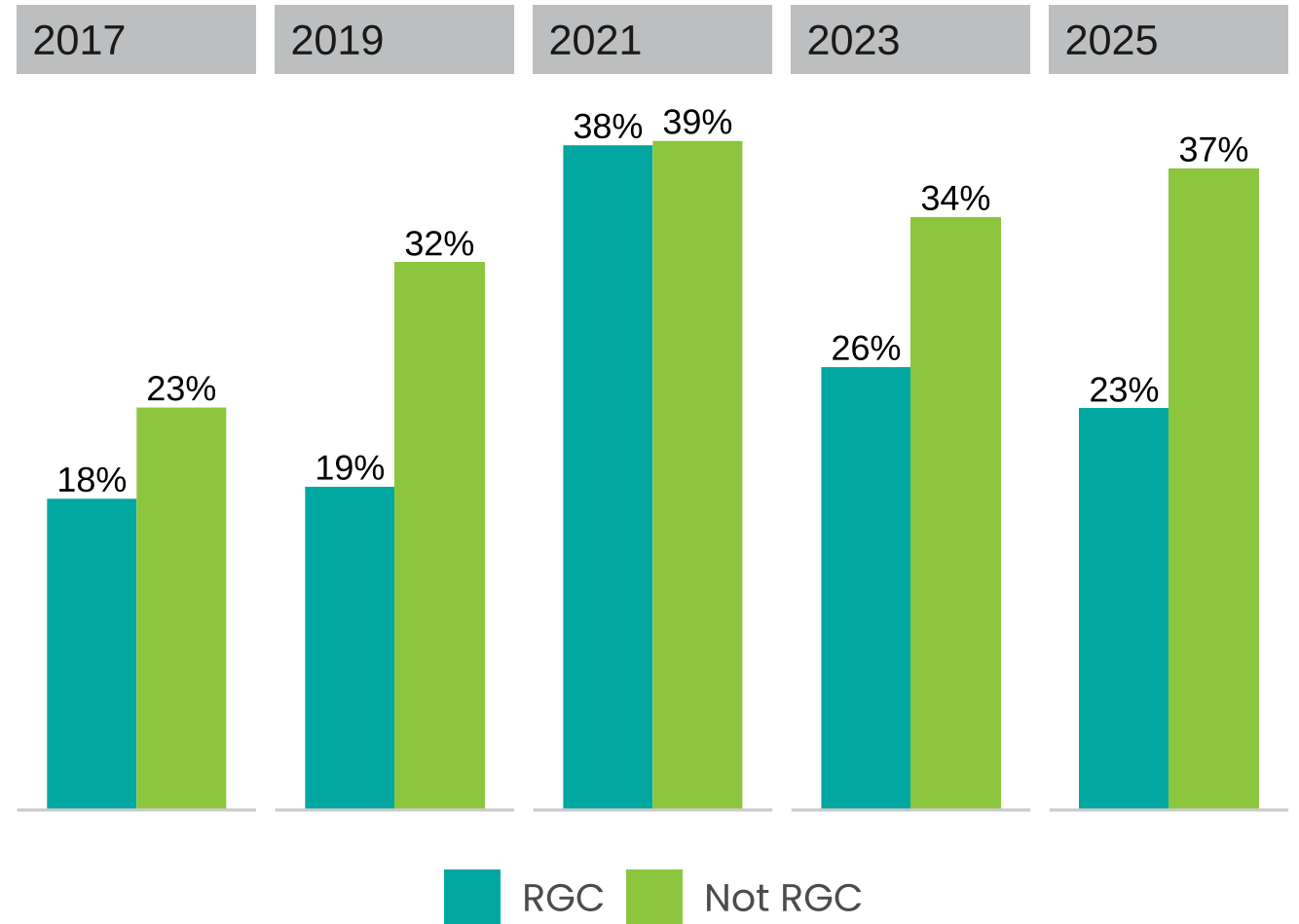
Residents in single-family/townhouse got more package deliveries than those in apartments/condos but that gap decreased since 2021



Households receiving packages on average weekday by home location in RGCs

Regional Growth Centers are central places with a mix of uses and activities connected by efficient transportation

Residents in RGCs generally got fewer package deliveries than those living in other areas



Delivery Conclusion

- A third of regional households got packages on an average weekday
- Food delivery increased dramatically in 2021 and stayed the same since at 4%
- Higher income households living in single-family/townhouse with children and elder members were more likely to get packages
- Other demographic characteristics tested without notable trends and differences:
 - ✓ Household race categories
 - ✓ Home locations in counties
 - ✓ Grocery and food deliveries: too few samples



Thank you!

Joanne Lin

Associate Data Analyst and Programmer

jlin@psrc.org



Puget Sound Regional Council