Puget Sound Regional Household Travel Survey Program

Regional Staff Committee (RSC)

5 November 2026



Puget Sound Regional Council

Overview

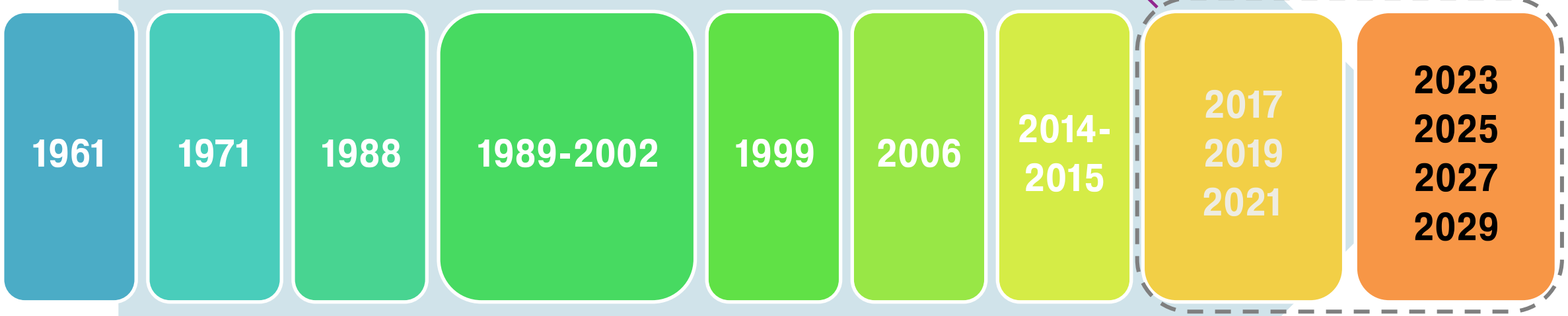


- Brief intro to the Household Travel Survey (HTS) Program

- Highlights from 2025 HTS & Safety & Security Survey
  (credits: Grant Gibson, Michael Jensen, Christie Lam, Brian Lee, Joanne Lin, Kristin Mitchell)

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 goal

Random (address-based) sampling + extensive representation of people & places + data weighting

The surveys capture **regionally representative** data for activity/travel behavior of **residents** on a **typical weekday**.

Other travels (visitors, external/pass-through, commercial) not captured

Data representing Monday-Thursday

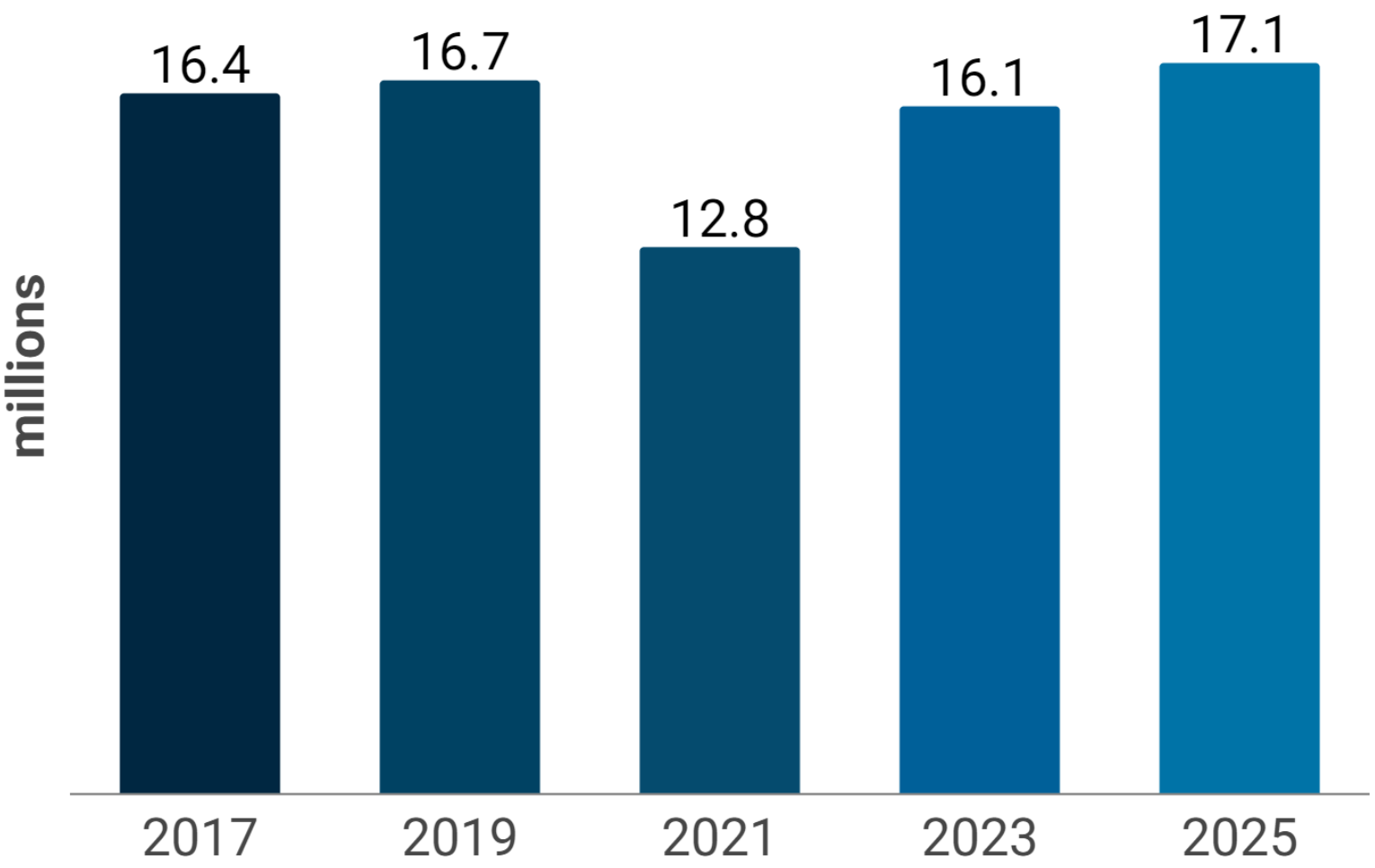


For additional info, see June 2026 RSC presentation.

2026 presentations of 2025 HTS findings

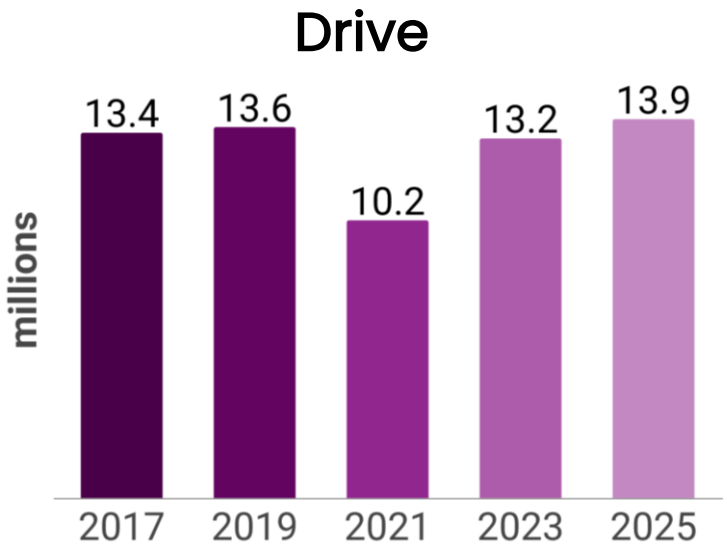
- Bicycle Pedestrian Advisory Committee (9/8 presentation on walk, bike, roll)
- Coordinated Mobility & Accessibility Committee (9/16 presentation on caregiving trips & highlights from 2025 Safety & Security Survey)
- Regional Transit-Oriented Development Committee (9/18 presentation on transit trends, Regional Growth Centers, & station walksheds)
- Transit Operator Committee (9/23 presentation on transit & telework behaviors, & transit highlights from 2025 Safety & Security Survey)
- Freight Advisory Committee (10/14 presentation on deliveries & other travel demands induced by residents)
- Regional Project Evaluation Committee (10/23 presentation on highlights from above topics & 2025 Safety & Security Survey)

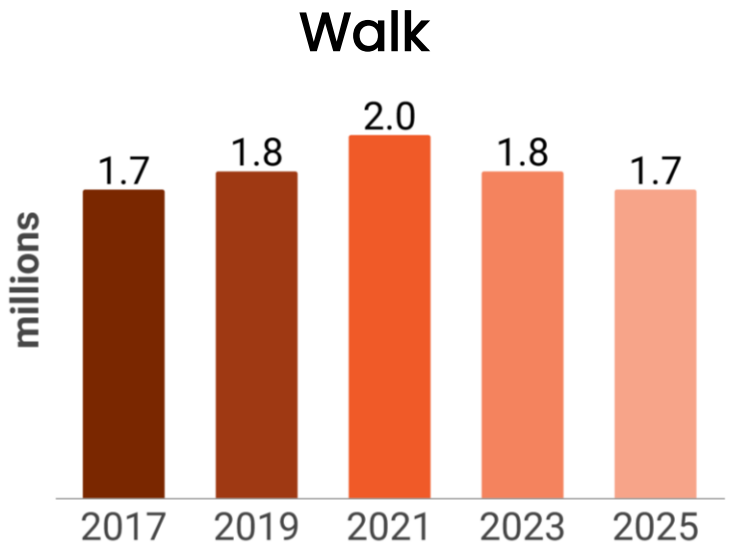
Total travel by residents in region
(trips per average weekday)

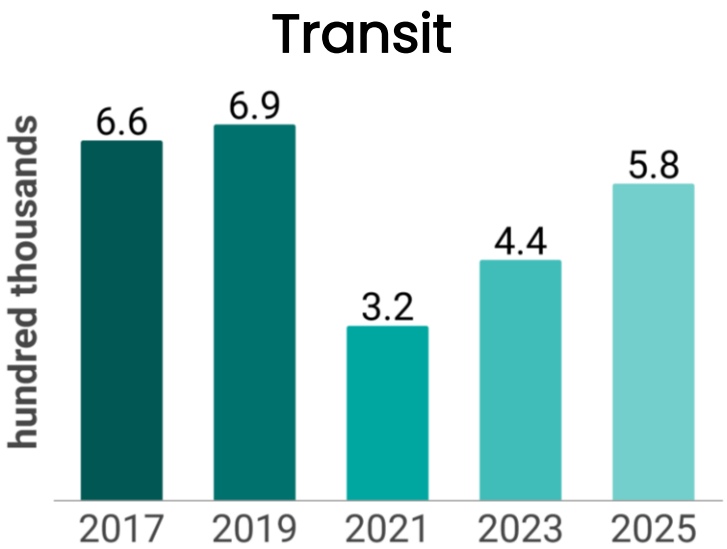


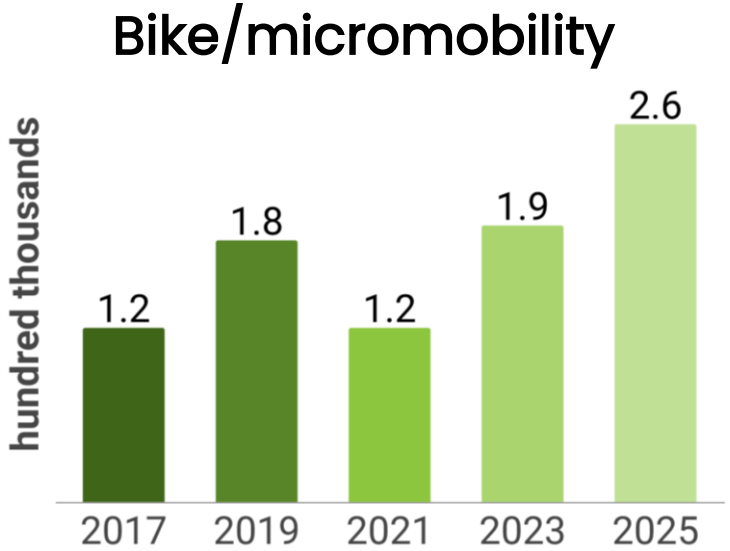
- In 2025, the number of trips on an average weekday made by residents of the four-county region reached pre-pandemic level.
- Note that this metric does not include trips made by commercial vehicles or people who live outside of the region.

Travel by residents in region, by mode
(trips per average weekday)







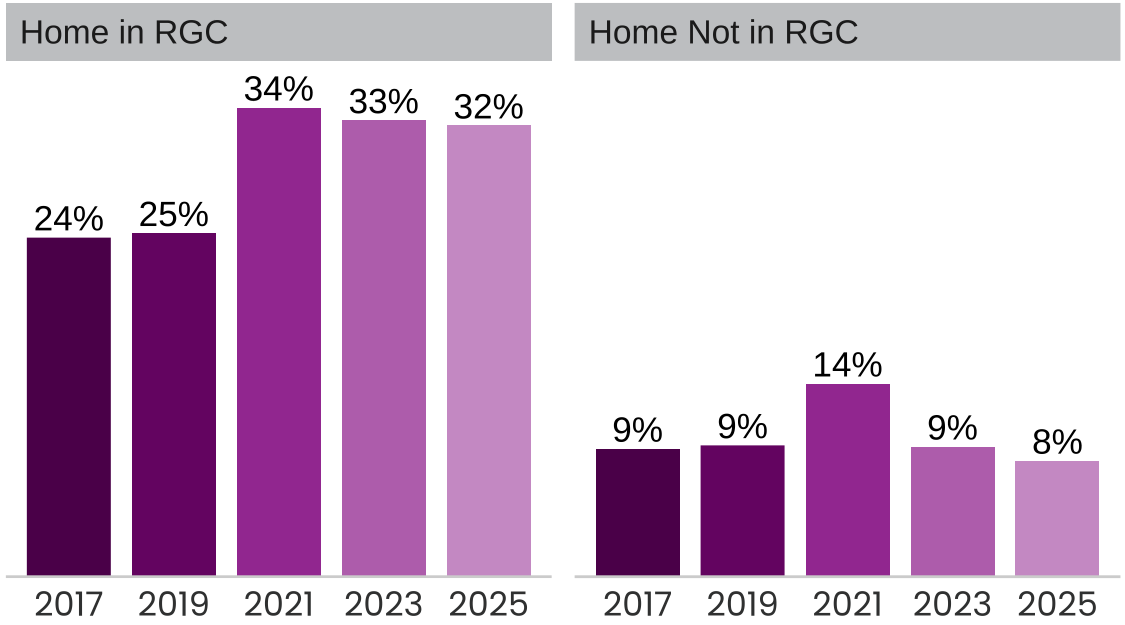


- **Drive** trips rose to 2019 level in 2025.
- **Walk** trips decreased since peaking in 2021.
- **Transit** trips jumped by >80% since 2021.
- **Bike/micromobility** trips more than doubled since 2021, surpassing high in 2019. (These modes were combined because of small sample sizes.)

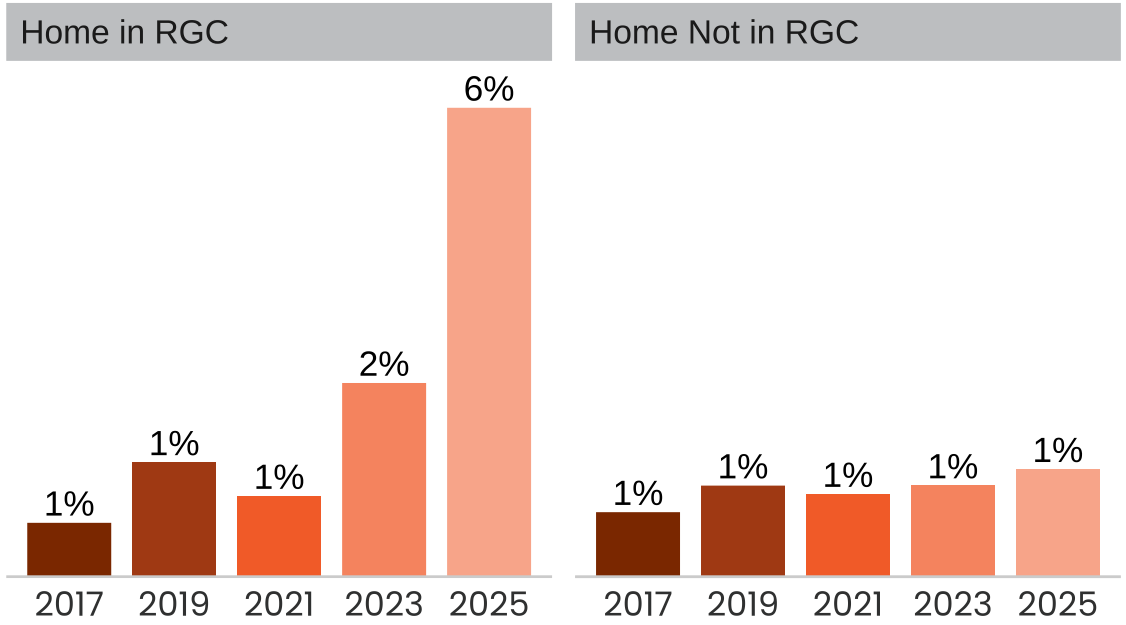
Walk & bike/micromobility by Regional Growth Center residents (shares on avg. weekday)

See 9/8 BPAC for walk/bike analyses by demographics, geography, & transit access.

Walk



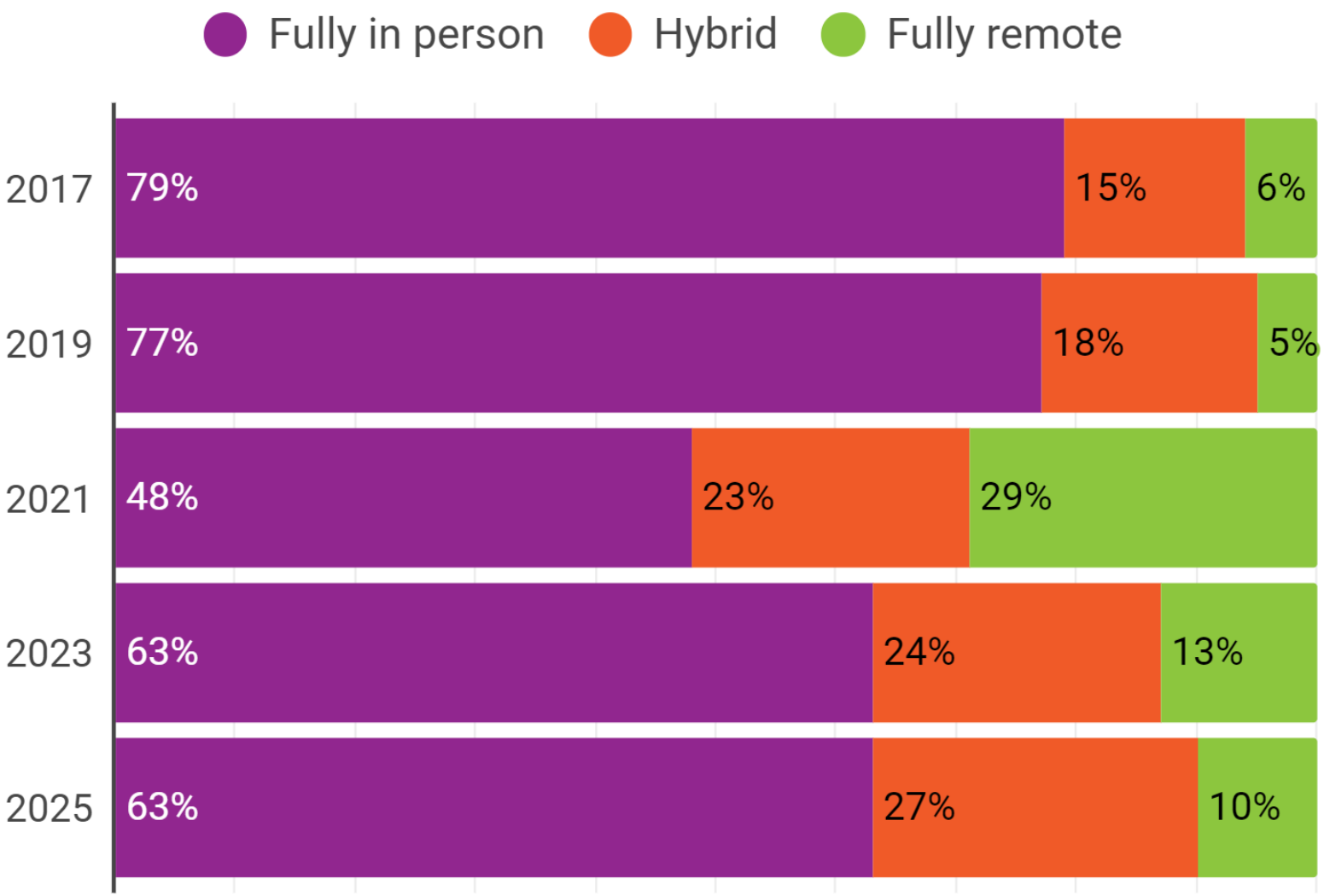
Bike/micromobility



- Share of walk trips for Regional Growth Center (RGC) residents stayed elevated after 2021, but has returned to pre-pandemic level for others.
- Share of bike/micromobility trips for RGC residents has increased significantly since 2021.

Work location
(shares of regional workers)

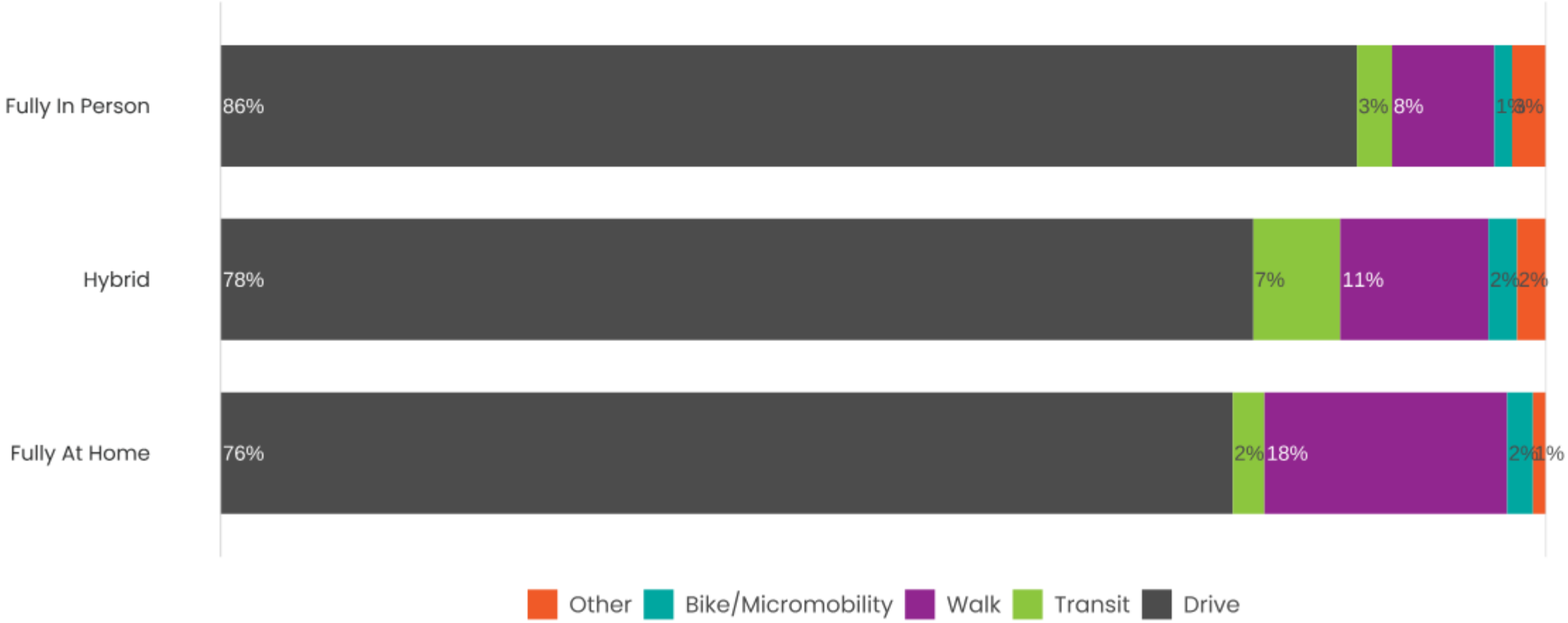
See 9/23 TOC for transit & telework trends, behaviors by demographics & geography.



- Worker shares were largely unchanged between 2023 & 2025.
- Those who always work away from home or telework less than once a week (Fully in person) remained at ~2/3.
- Those who work away from home sometimes & telework once a week or more (Hybrid) remained at ~1/4.

Travel by work location
(mode shares on an average weekday)

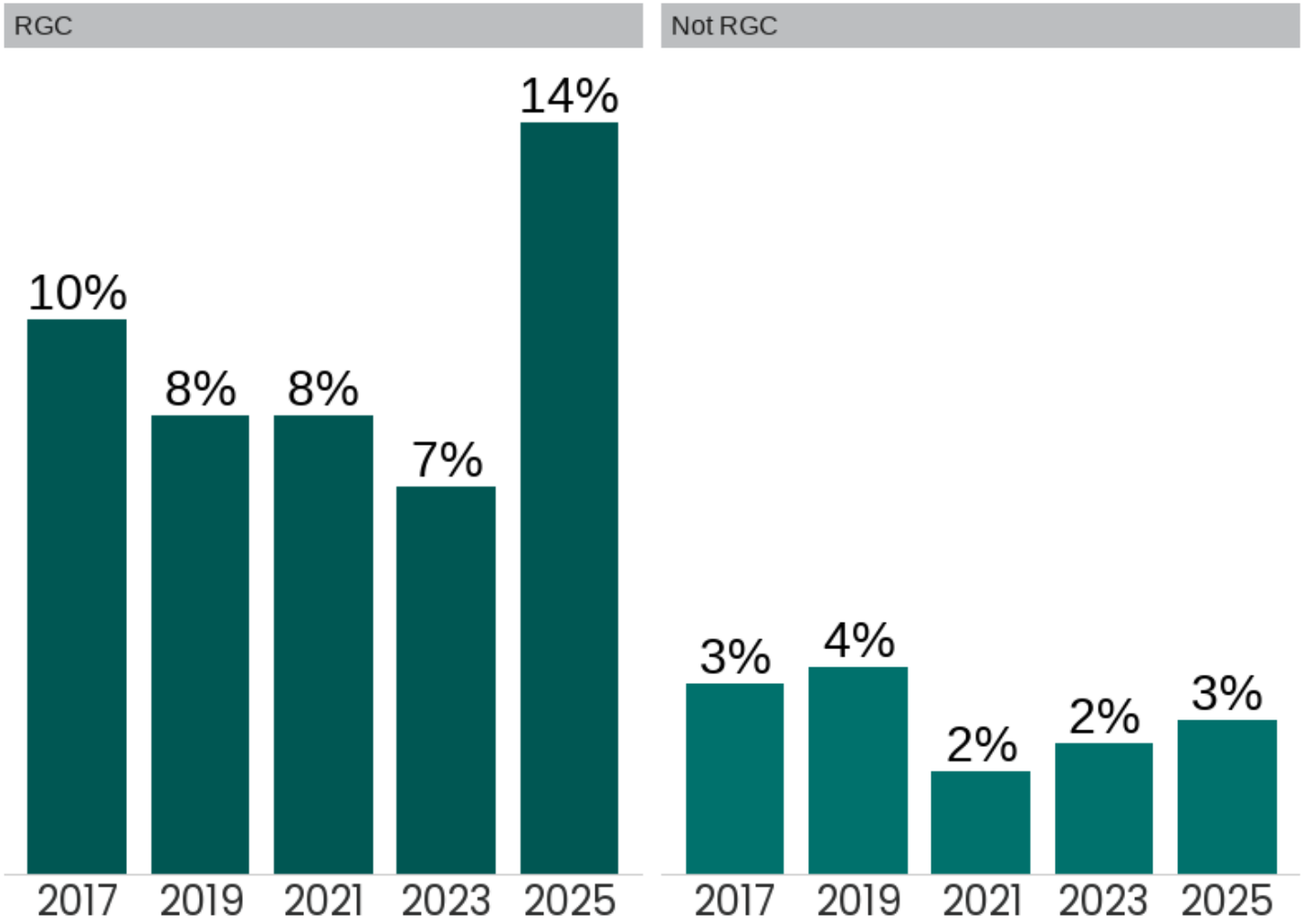
See 9/23 TOC for transit & telework trends, behaviors by demographics & geography.



- Workers who work fully at home had significantly higher walk mode share in 2025.
- Hybrid workers who telework once a week or more had highest transit mode share.

Transit travel by Regional Growth Center residents (mode shares on average weekday)

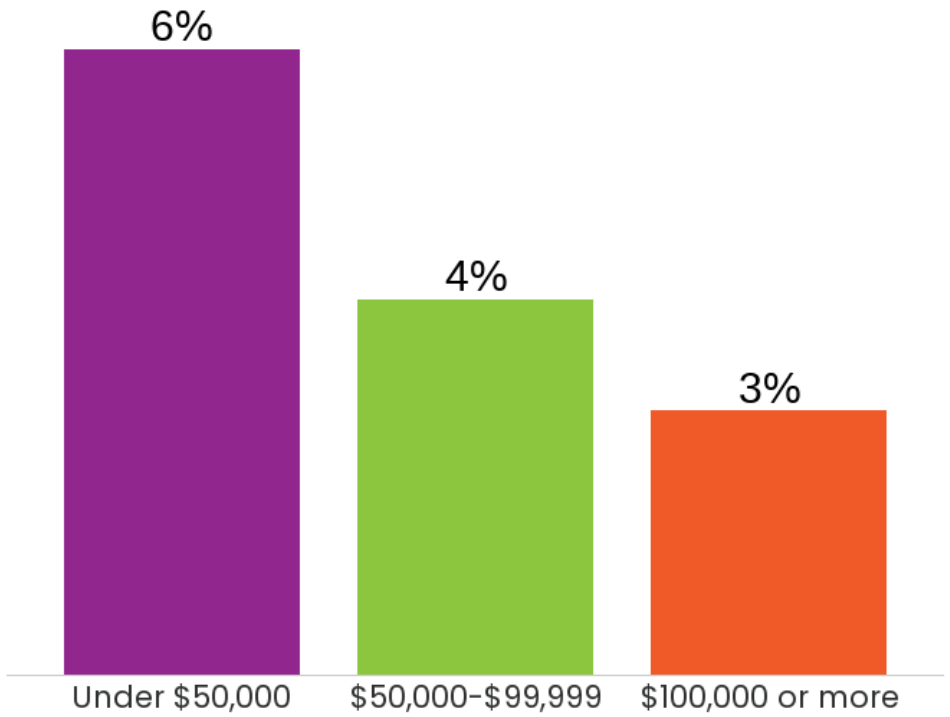
See 9/18 RTOD for transit trends, Regional Growth Centers, & station walksheds.

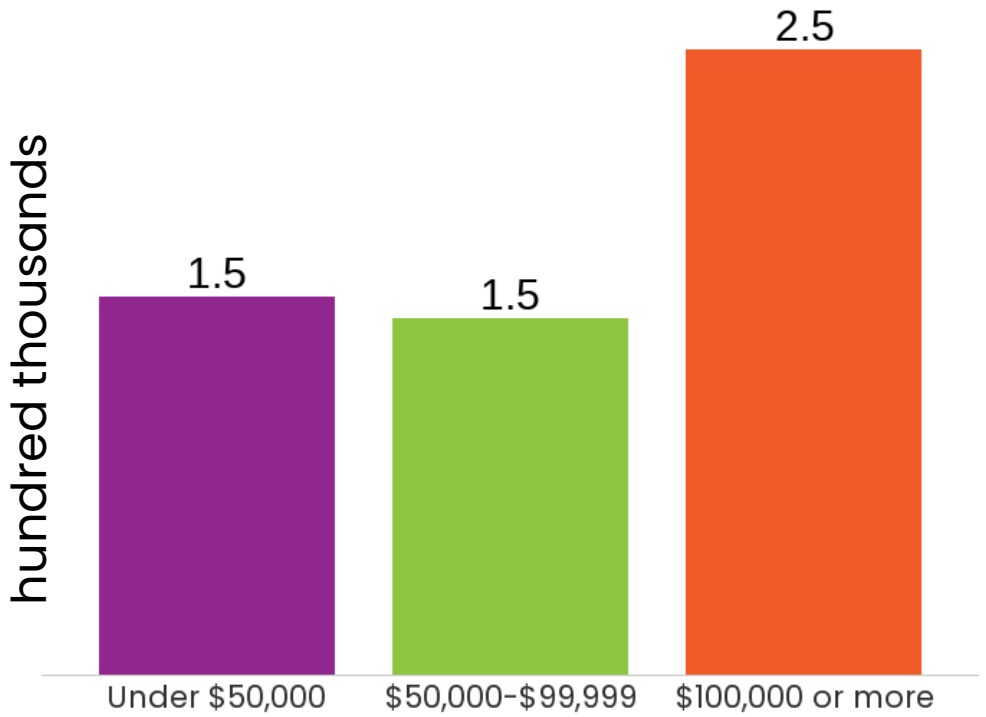


- Residents of Regional Growth Centers (RGC) are significantly more likely to travel by transit on an average weekday.
- The 2025 data was collected after the opening of the Lynnwood extension of the Link 1 Line and the Eastside only portion of the Link 2 Line.

Transit travel in region by income, 2025
(trip shares & trips per average weekday)

See 9/18 RTOD for transit trends, Regional Growth Centers, & station walksheds.



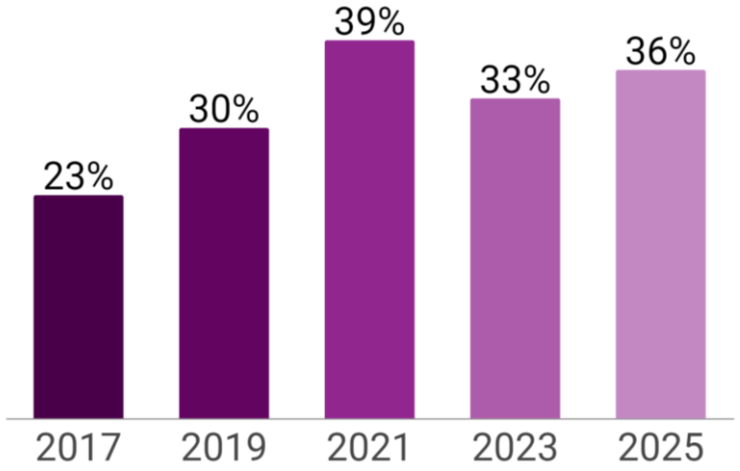


- In 2025, people with household income of **under $50,000** were significantly more likely to ride transit on an average weekday.
- People with household income of **$100,000 or more**, roughly the region's median income or higher, made ~45% of weekday transit trips in 2025.

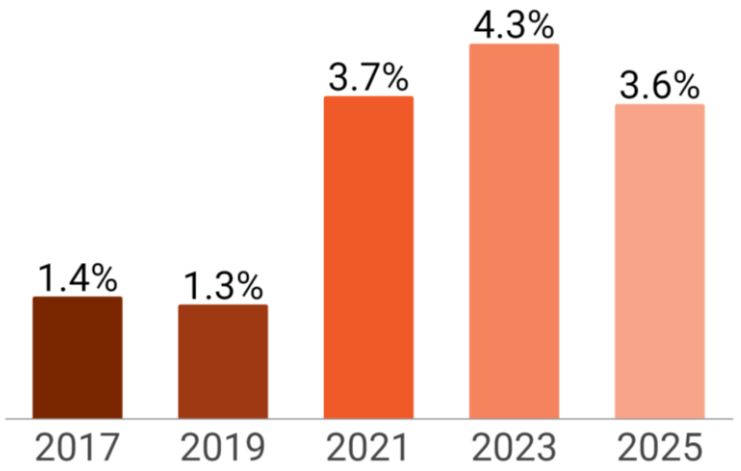
Deliveries & services
(shares of households getting them on an average weekday)

See 10/14 FAC for delivery trends & other resident-induced travel demands.

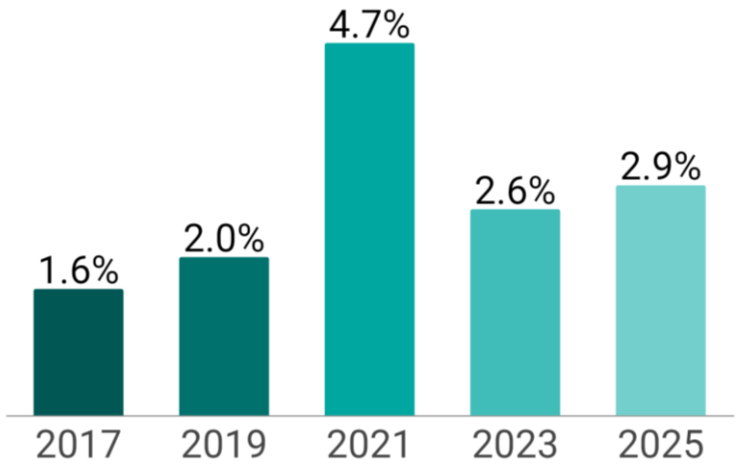
Package delivery



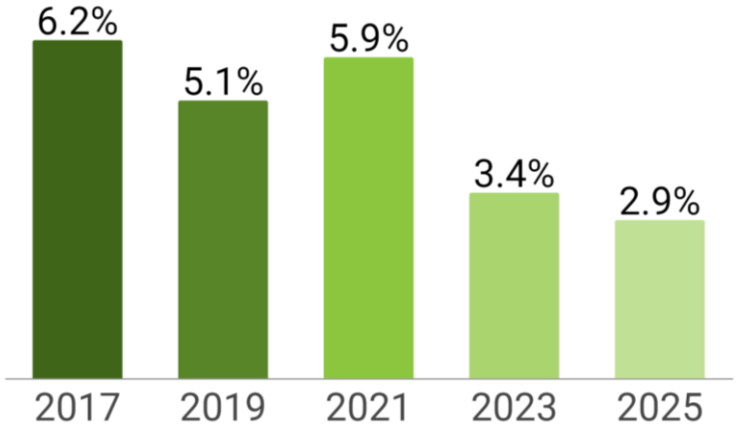
Food delivery



Grocery delivery



Service work

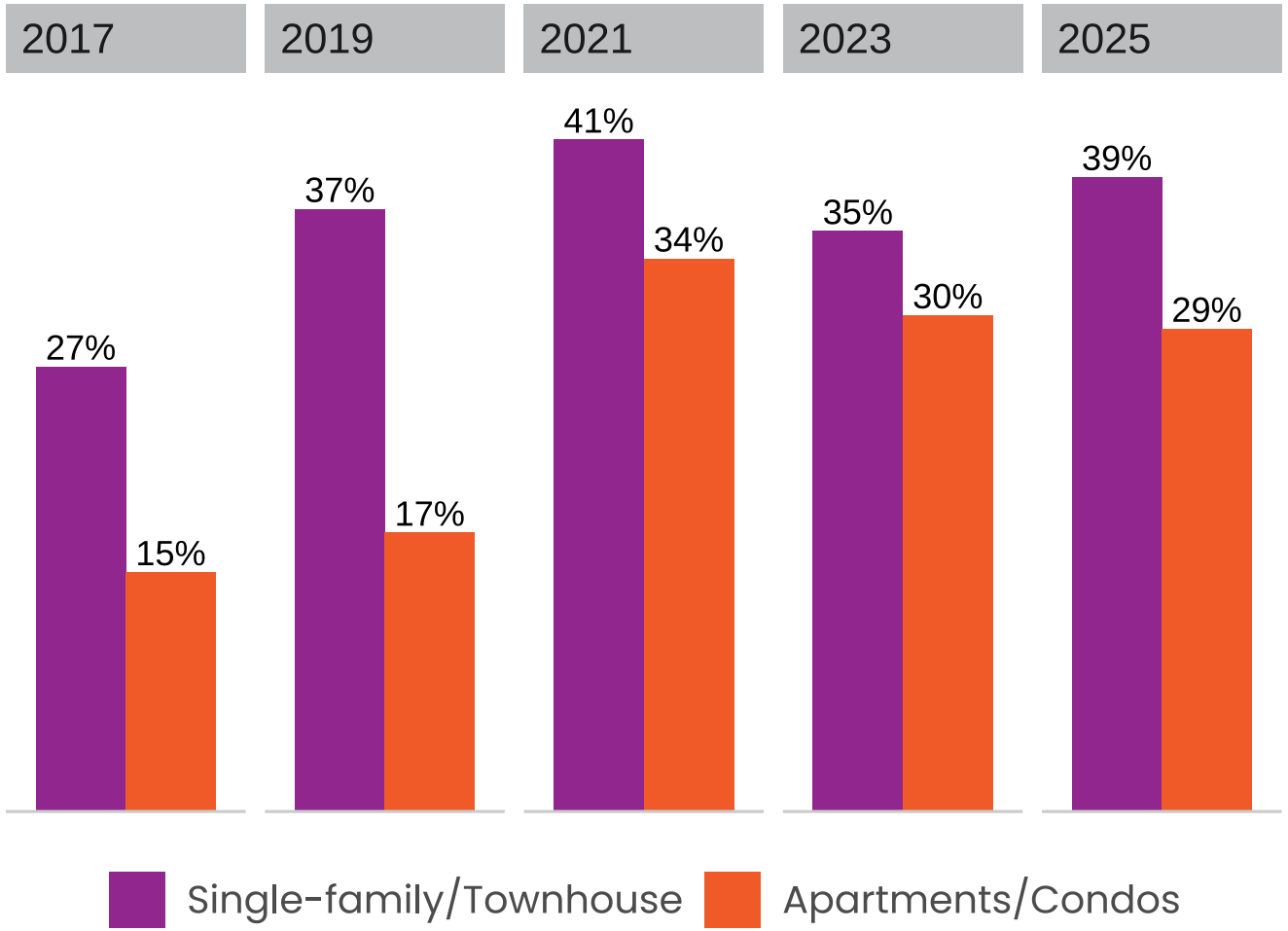


- **Package delivery** in 2025 was common; ~1/3 of the region's households had such delivery each weekday.
- **Food delivery** remained higher since pandemic.
- **Grocery delivery** was higher than before the pandemic but much lower than 2021.
- **Service work** to home was lower than all previous survey years.

Package delivery by residence type

(shares of households getting them on an average weekday)

See 10/14 FAC for delivery trends & other resident-induced travel demands.



- Higher share of residents in single-family/townhouse get package deliveries on an average weekday.
- The share of residents in apartments/condos who get package deliveries jumped significantly in 2021.
- Anecdotally, more multifamily buildings are better equipped now to manage deliveries.

PSRC Safety & Security Survey

See 9/16 CMAC for caregiving trips & highlights from 2025 Safety & Security Survey.

- Developed with traffic safety & travel behavior experts at Georgia Institute of Technology
- Conducted in September 2025 by consultants, following Spring 2025 HTS
- 2,224 respondents
- In depth: nearly 200 questions

Questionnaire Structure:

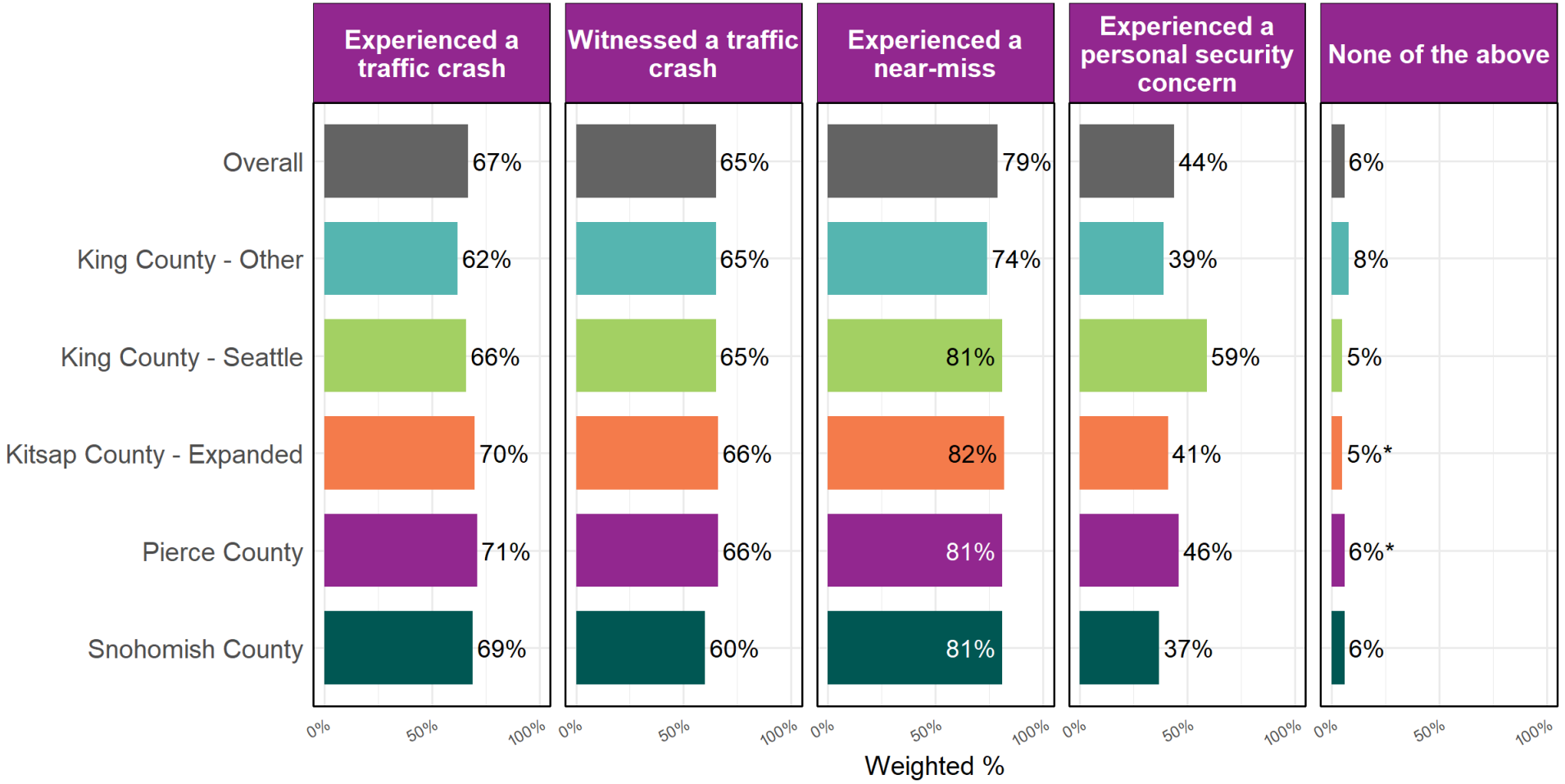
1. General attitudes & predispositions
2. Transportation preferences
3. Daily travel
4. Perceptions of safety while traveling
5. Trade-offs made to improve safety
6. Perceptions of system-wide safety (incl. planning)
7. Unsafe travel experiences
8. Sociodemographic characteristics

See 2025 Safety & Security Survey Final Report & Questionnaire for all findings.



Most residents have had unsafe travel experiences

Prevalence of unsafe travel experiences

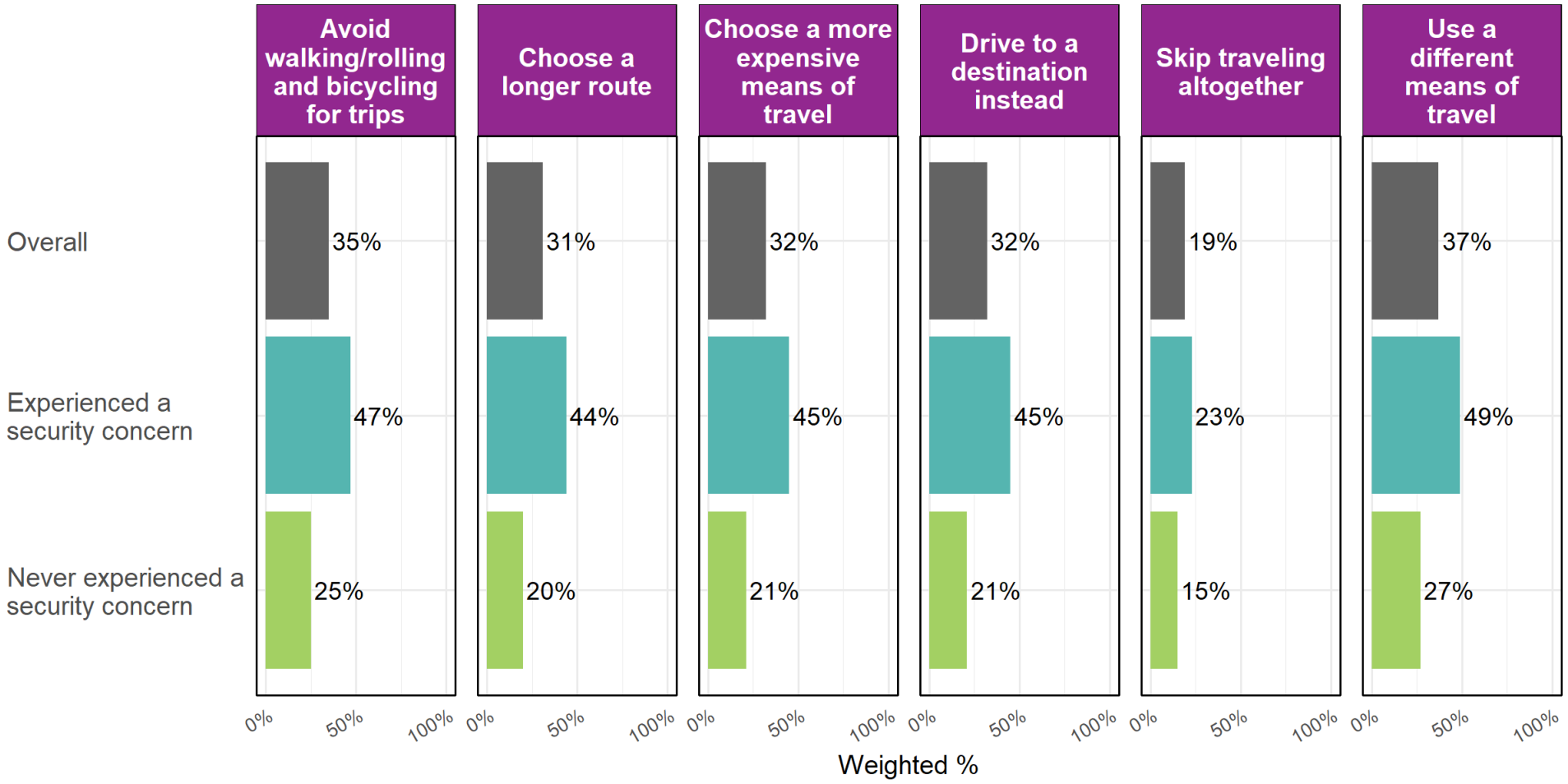


<1% means no respondents endorsed this category.
**Estimate is unstable, interpret with caution (RSE > 0.3).*
Suppressed estimates are not graphed (N<10 or RSE>0.5).

"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."

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

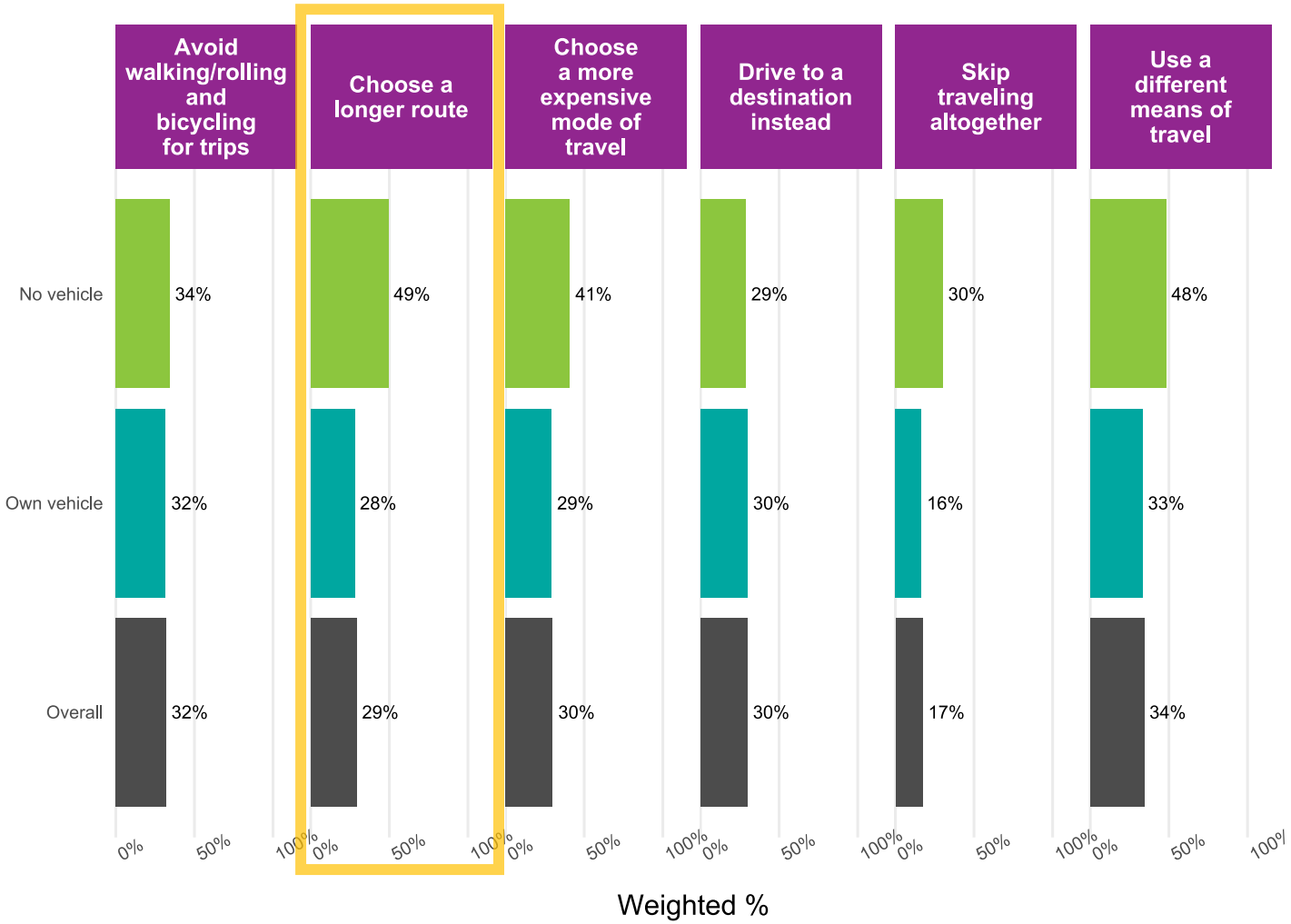


Emotional travel burden by vehicle ownership



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

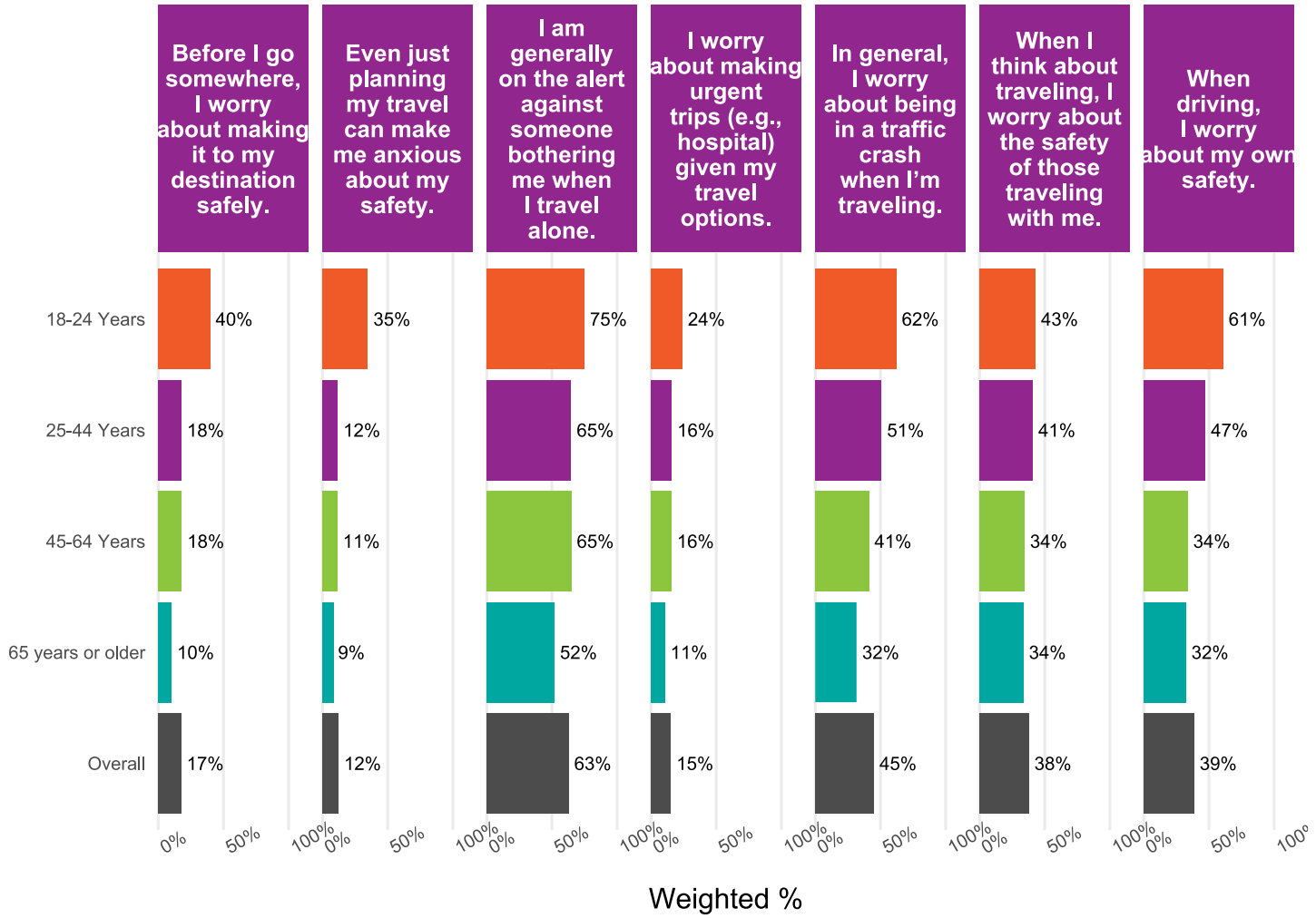
Sacrifices for security concern by vehicle ownership



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

Most often, this involves choosing a longer route.

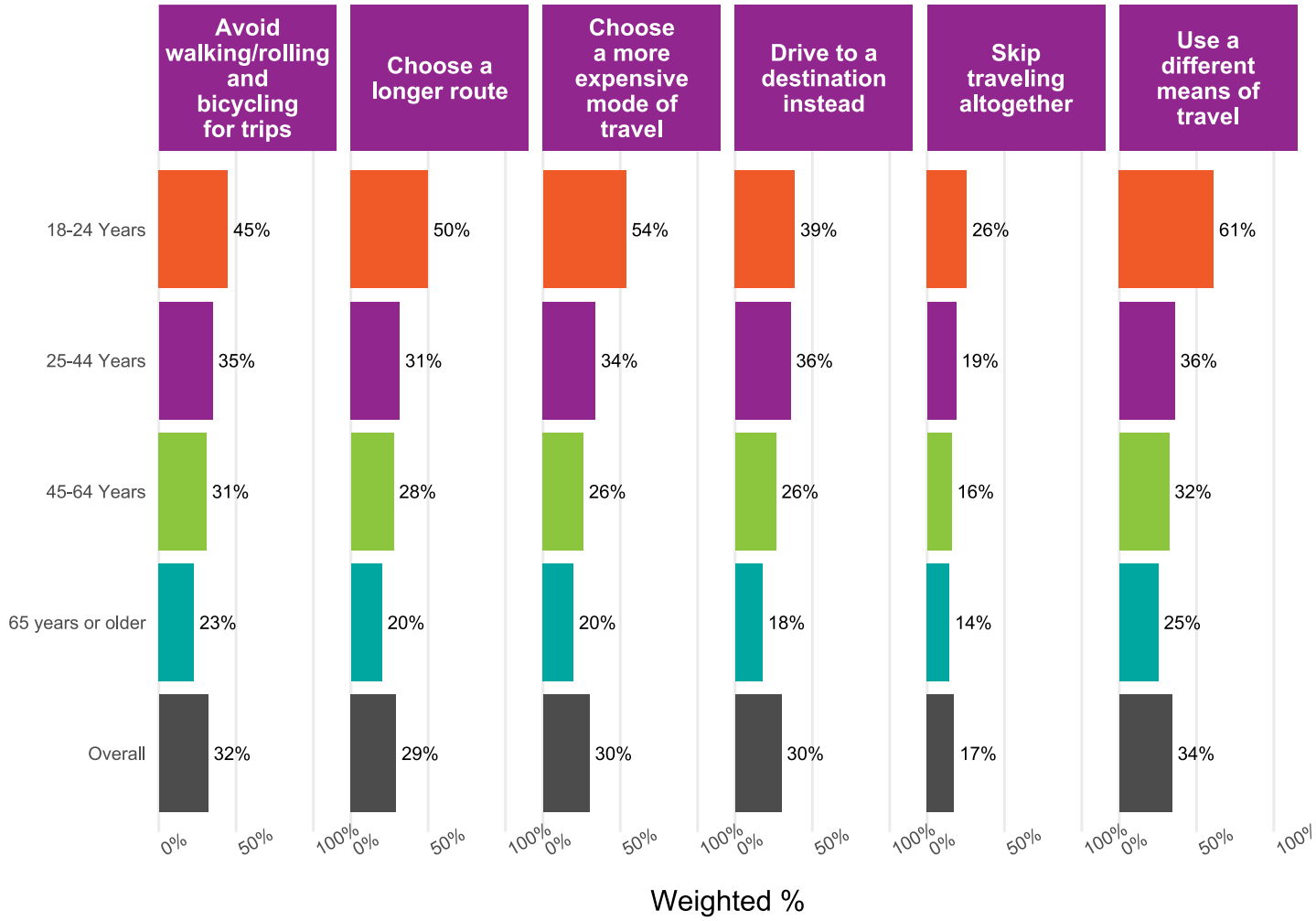
Emotional travel burden by age



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

Security concerns are most common.

Sacrifices for security concern by age



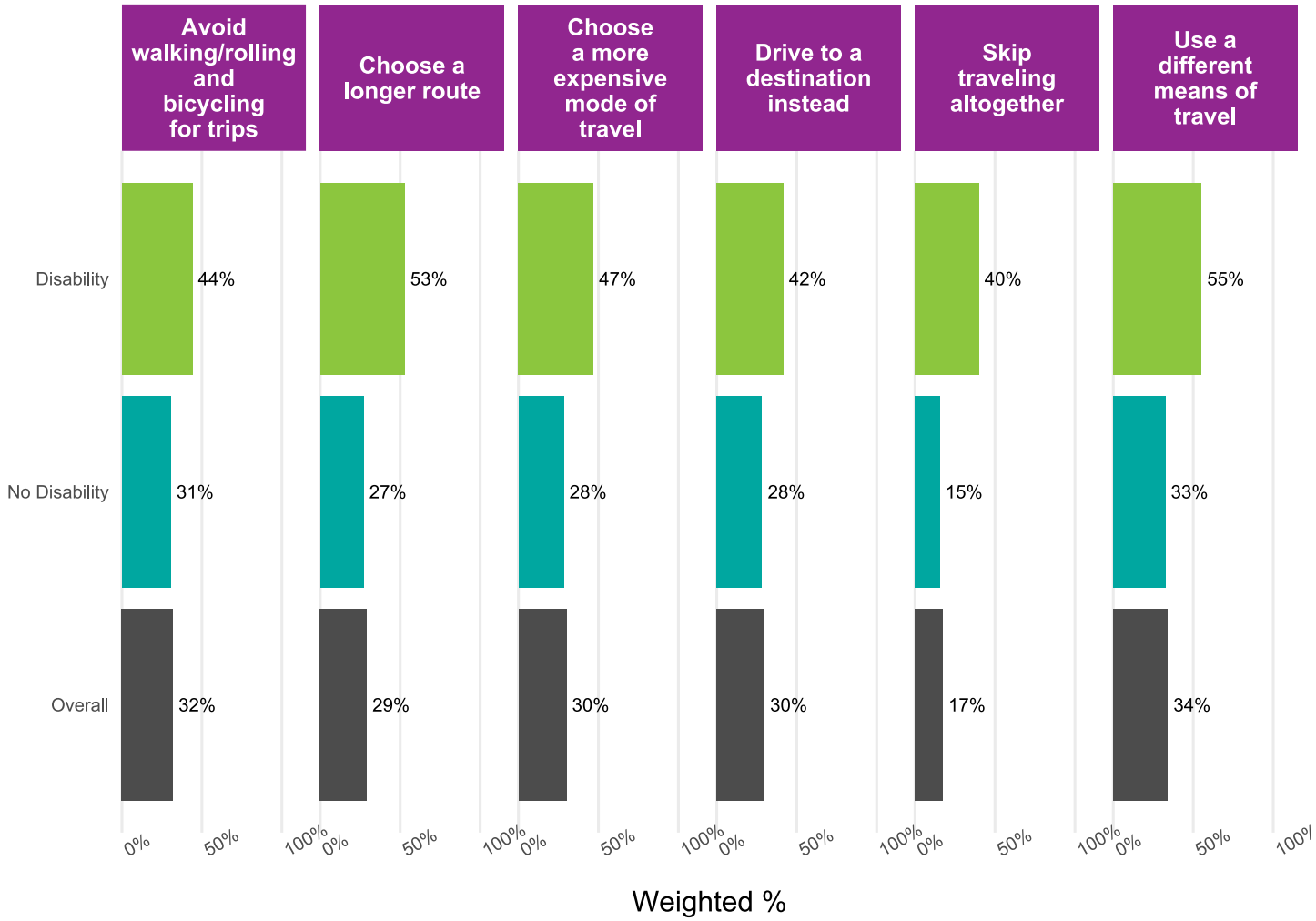
Younger travelers choose another mode or avoid walking/rolling out of concern for their security.

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, on average, 20 percentage points more often than those without disabilities.

What next?



2027 HTS project timeline

2026	Oct	Started 2027 HTS project with consultants
2027	Mar-June	Data collection
	July	PSRC work with consultants to clean & weight data
2028	Mar	Final data delivery & publication
		Model development





Thank You!

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Puget Sound Regional Council