



HOW DO PEOPLE GET AROUND EVERY DAY IN THE REGION?

The Puget Sound Regional Council **household travel surveys** collect day-to-day information from households in the central Puget Sound region about how and where we travel.

The surveys provide rich information about how people get around the region, also known as their travel mode choice. The latest 2017 household survey revealed the following facts:

- About 50% people living in regional growth centers use ridesharing services (Uber, Lyft). In comparison, less than 30% of people living outside of regional growth centers use ridesharing services.
- People of color and people living in regional growth centers are more likely to use transit.
- Households making less than \$25,000 a year are three times as likely to use transit on each trip, and twice as likely to walk than households making \$25,000-\$100,000 a year.

Want to know more? The survey data is available on psrc.org.

More Than Half of Residents in Regional Centers Use Uber and Lyft

The Seattle Times recently reported that Uber and Lyft, the major ridesharing services, provided more than 91,000 rides on average in second quarter of 2018¹. This number of rides is more than five times larger than it was in the beginning of 2015.

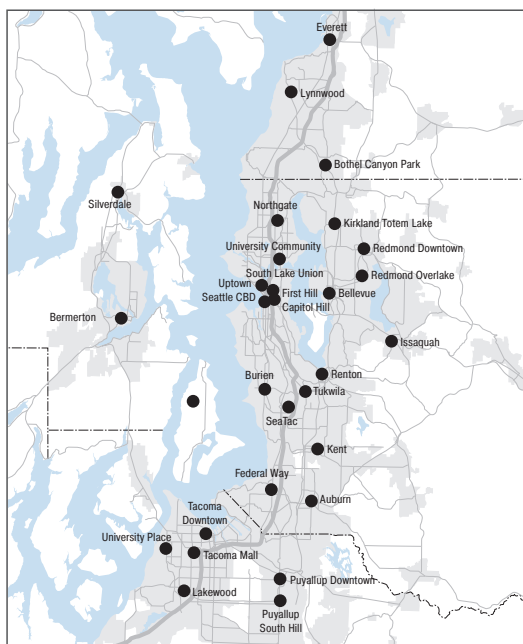
¹Gutman, David. "How popular are Uber and Lyft in Seattle?" November 5, 2018. The Seattle Times. <https://www.seattletimes.com/seattle-news/transportation/how-popular-are-uber-and-lyft-in-seattle-ridership-numbers-kept-secret-until-recently-give-us-a-clue/>



Rideshare use by home location in Regional Growth Centers (RGCs)



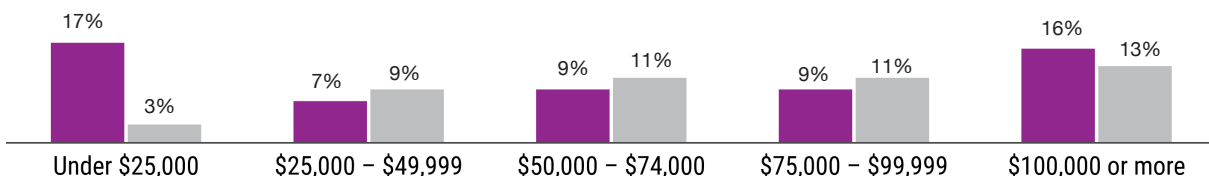
● Used rideshare in the past 30 days ● Used rideshare but not in the past 30 days



The household survey allows us to drill deeper to see who in the region are most likely to use ridesharing services. Designated **regional growth centers** are the locations in the region planned for the most growth. About 50% people living in regional growth centers use ridesharing services (Uber, Lyft). In comparison, less than 30% of people living outside of regional growth centers use ridesharing services.

The household travel survey showed that the income group most likely to have used rideshare in the past 30 days were people in households making under \$25,000. The highest overall rideshare user group was people in households making over \$100,000. Infrequent use of ridesharing was common across income groups, but not with households making less than \$25,000.

Rideshare use by income group



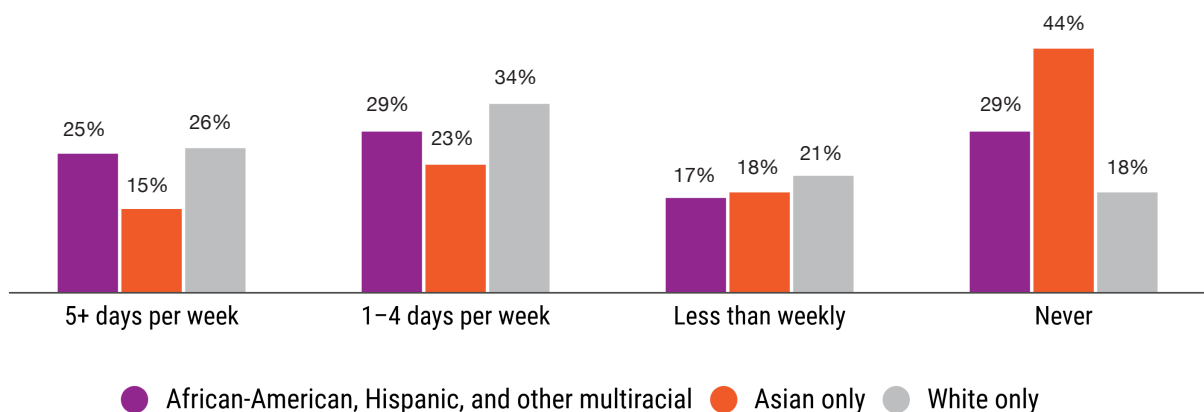
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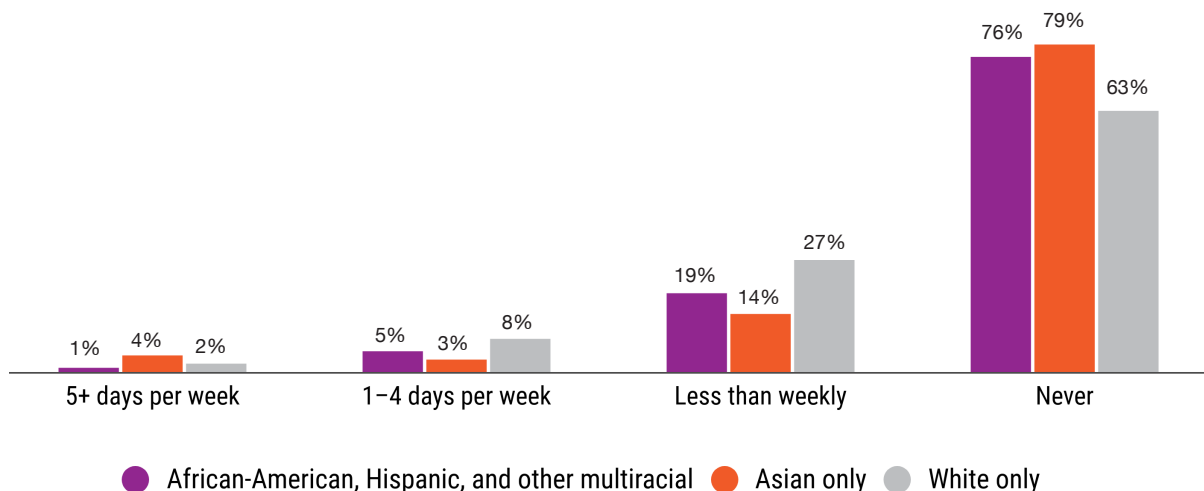
Walking and Biking Frequency Varies by Population Group

The travel survey also asked about how frequently people went for a walk longer than 15 minutes or a bike ride longer than 30 minutes. The Regional Transportation Plan calls for a transportation network with equitable outcomes and access for all people in the region. Because of sample size limitations required to meet statistically valid conclusions, population groups were divided into three broad categories: 1) African-American, Hispanic, Multiracial, and Other, 2) Asian Only, and 3) White Only. Asian Only and African-American, Hispanic, Multiracial groups were more likely to report “Never” in response to these walking or biking questions. Further investigation is required to understand the barriers to walking and biking for these groups.

How often went for a walk for more than 15 minutes



How often went for a bike ride for more than 15 minutes



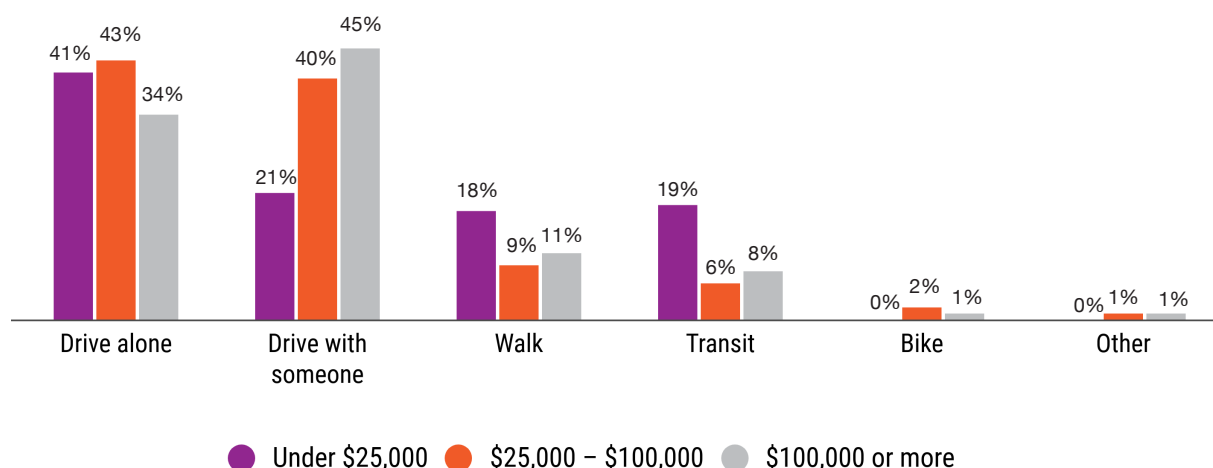


Mode Choice Varies Widely Across Demographics

The household travel survey results reveal how the modes people take on their trips vary across income, race, home location, and trip purposes.

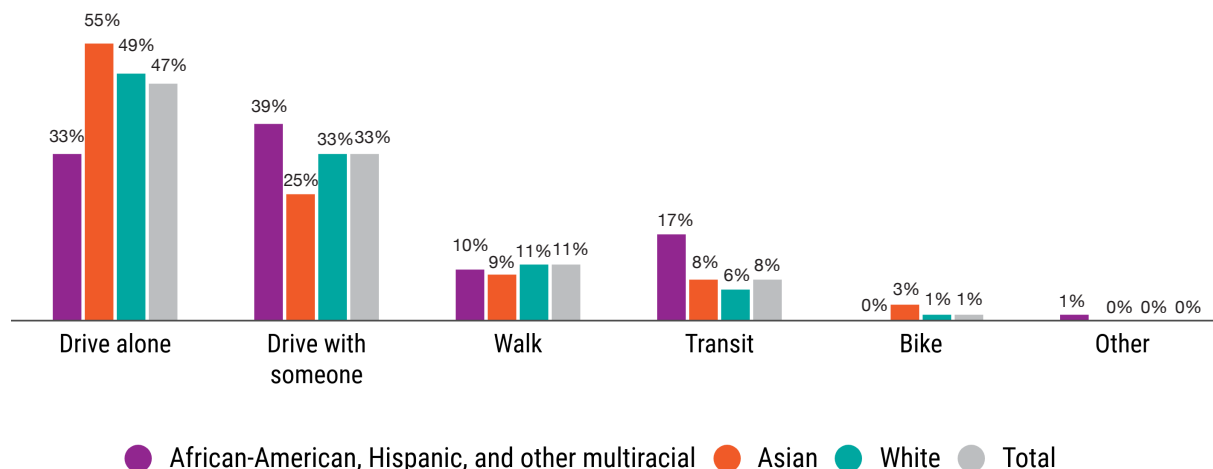
Households making less than \$25,000 a year are three times as likely to use transit, and twice as likely to walk than households making \$25,000-\$100,000 a year. Higher income households also tend to be larger households, and thus are more likely to drive with other people than lower income households.

Mode choice and income



The modes people take also vary significantly across groups. People with African-American, Hispanic, Multiracial or Other descent are most likely to use transit and drive with others. People of Asian descent only are the most likely to drive alone.

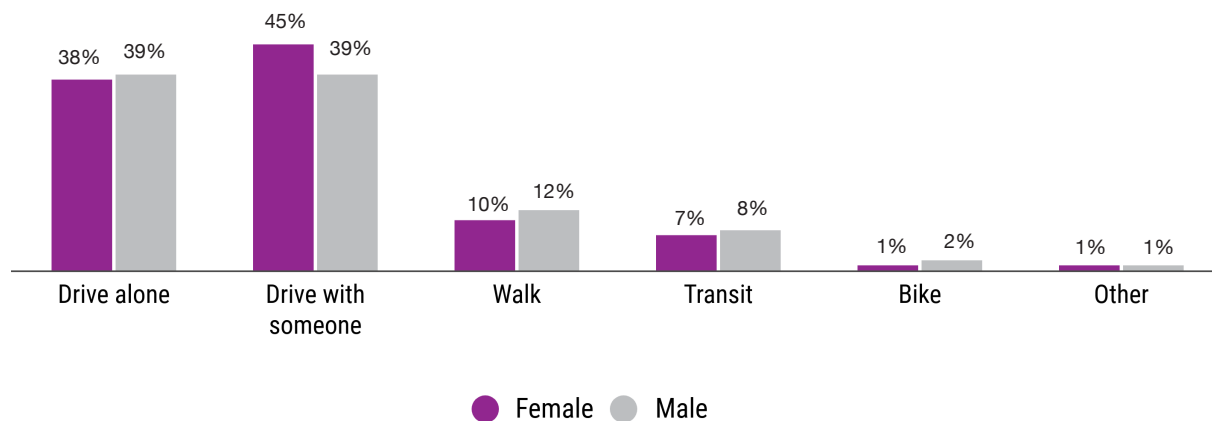
Mode choice and race





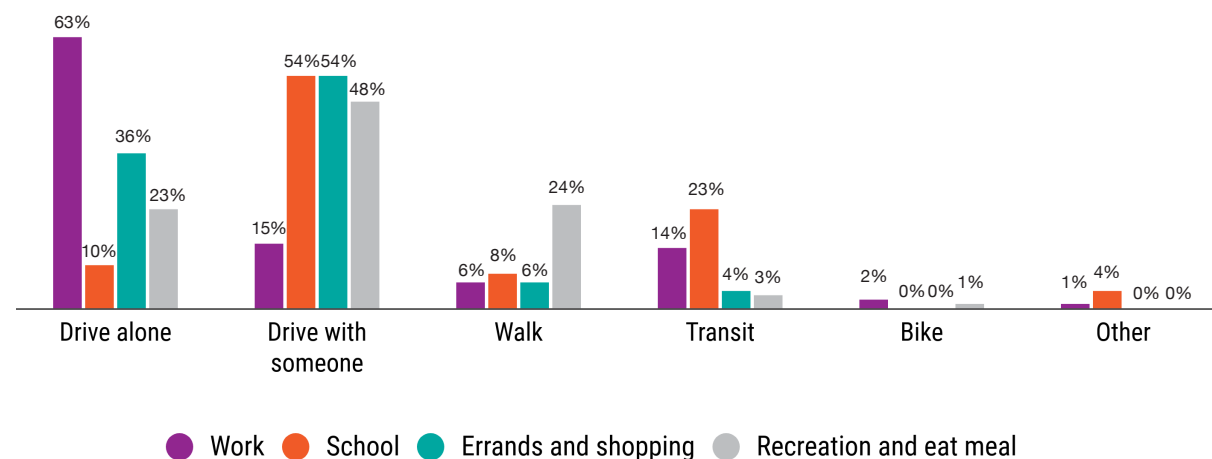
The relationship between gender and mode choice is weaker than the relationship between race and mode. Females are more likely to drive with someone rather than drive alone. A potential reason that females are more likely to travel with others is because females are more likely to do non-work activities like errands and shopping than males.

Mode choice and gender



Work trips have by far the highest drive-alone share, at over 60%. Recreation trips have the highest walk share at over 20%, and school trips have the highest transit share, also over 20%.

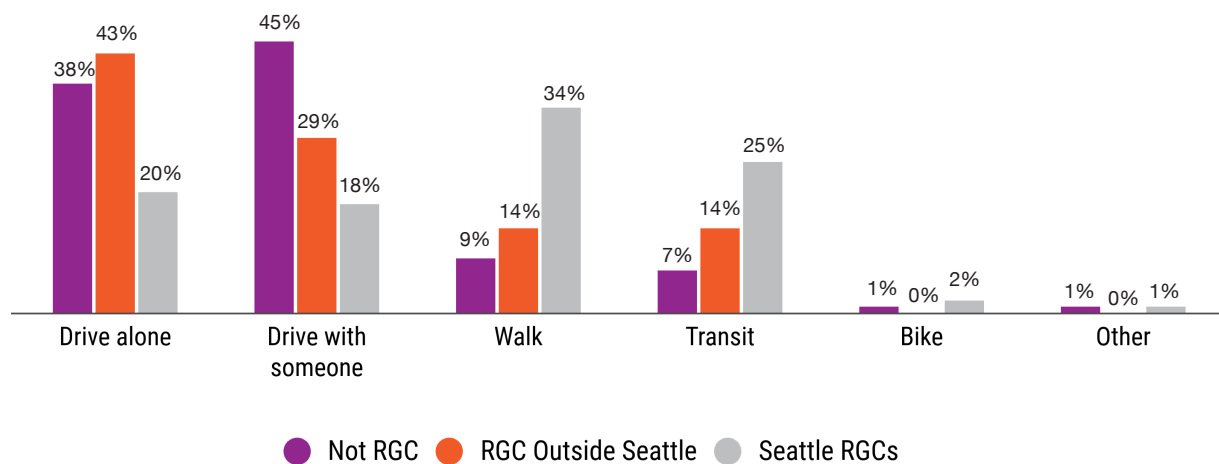
Mode choice and purpose





The survey shows that where a person lives has a very strong relationship with mode choice. In Seattle-based regional growth centers (RGCs), the drive-alone share is under 20%, and the walk share is over 30%. Household composition is an important driver in some of these geographic comparisons. For example, outside of regional growth centers, people are much more likely to drive with someone because their households are larger with more children. For these larger households, it may be more difficult to use alternative travel modes because of their daily activity needs rather than their home geography.

Mode choice and home location in Regional Growth Centers (RGCs)



Conclusions

People of color and people living in regional growth centers are more likely to use transit. As the region grows with greater density in regional growth centers and more diversity, we can expect an increase in transit and walking. PSRC will continue to track these changes with the biennial household surveys.