

Puget Sound Regional Household Travel Survey 2021 Results, Part Two

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Topics covered today include:

- Telecommuting findings review
- Home Deliveries, Shopping and Meal Trips
- All trip mode choice trends
- Land use-transportation nexus –Regional Growth Centers
- Conclusions

Multi-year HTS Programs



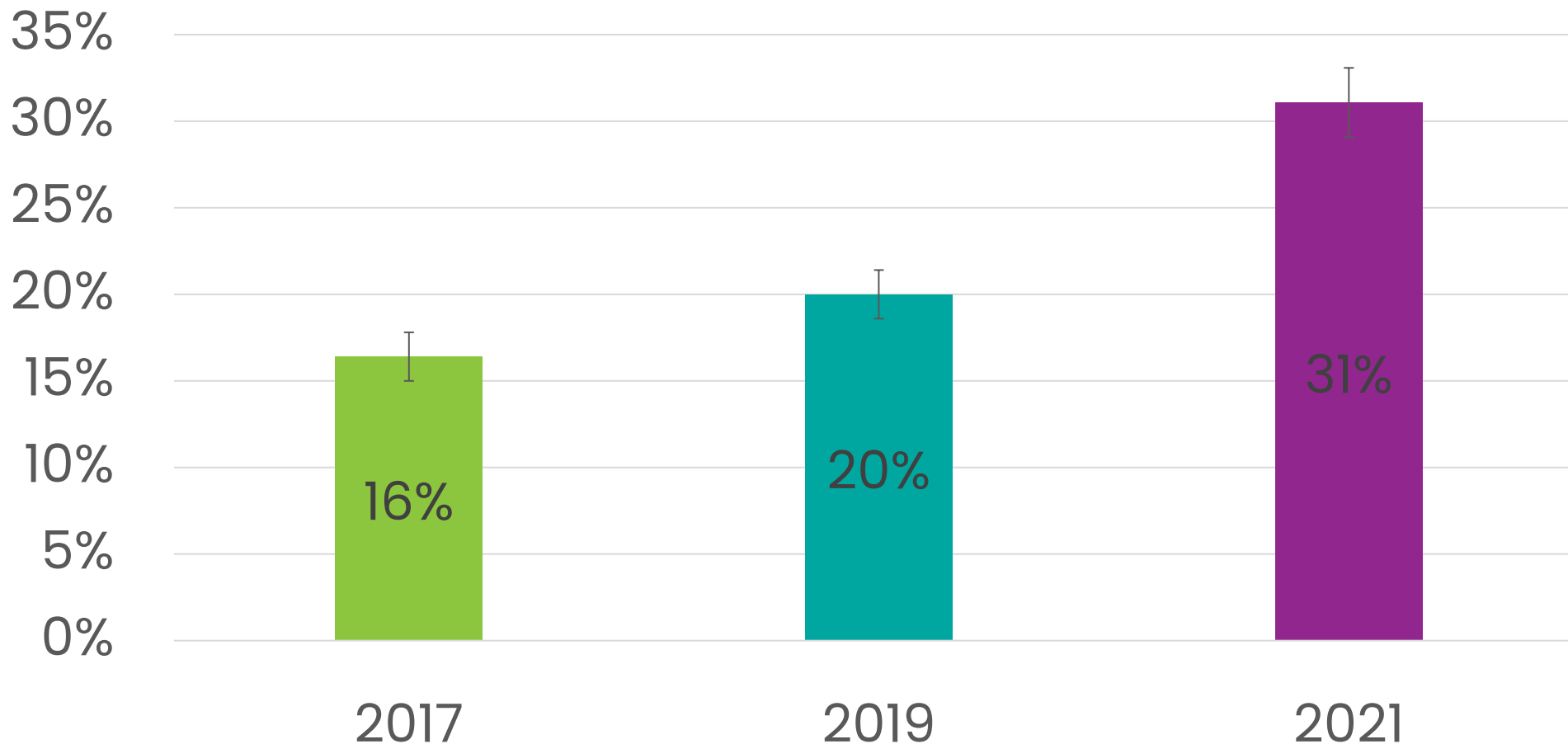
Goal: The surveys seek to capture quality, regionally representative data for residents' activity and travel behavior on a typical weekday.

- 6-year program, 3 waves (2017, 2019, 2021): COMPLETED
- 8-year program, 4 waves (2023, 2025, 2027, 2029): STARTED

Telecommuting at least once per work increased from 16% to 31% from 2017 to 2021



Telecommuted at least once per week



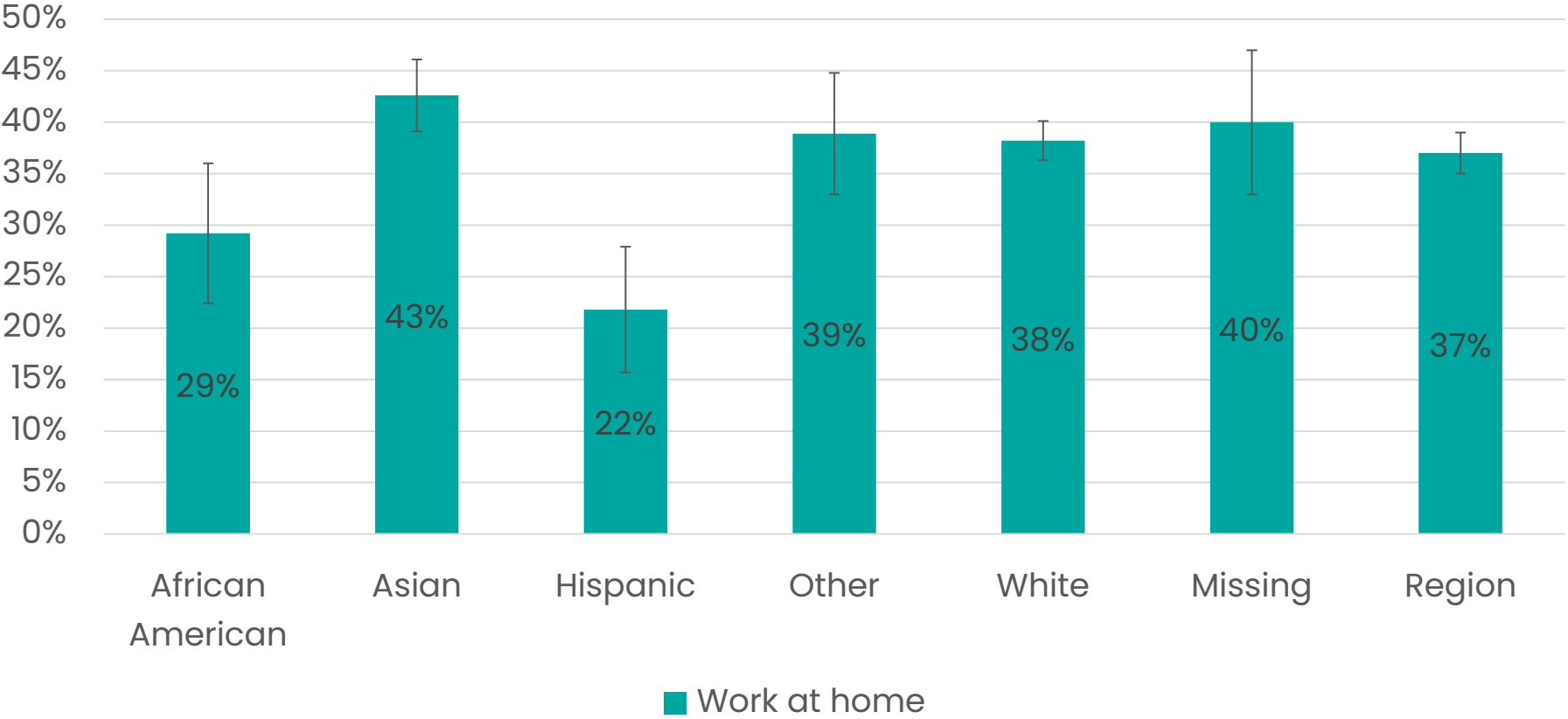
- Asked of adult workers that commute to a work location
- Proportion of workers telecommuting increasing each year
- Majority of workers do not telecommute



African American and Hispanic workers telecommuted less than the regional average



Workplace Travel by Race/Ethnicity, Spring 2021



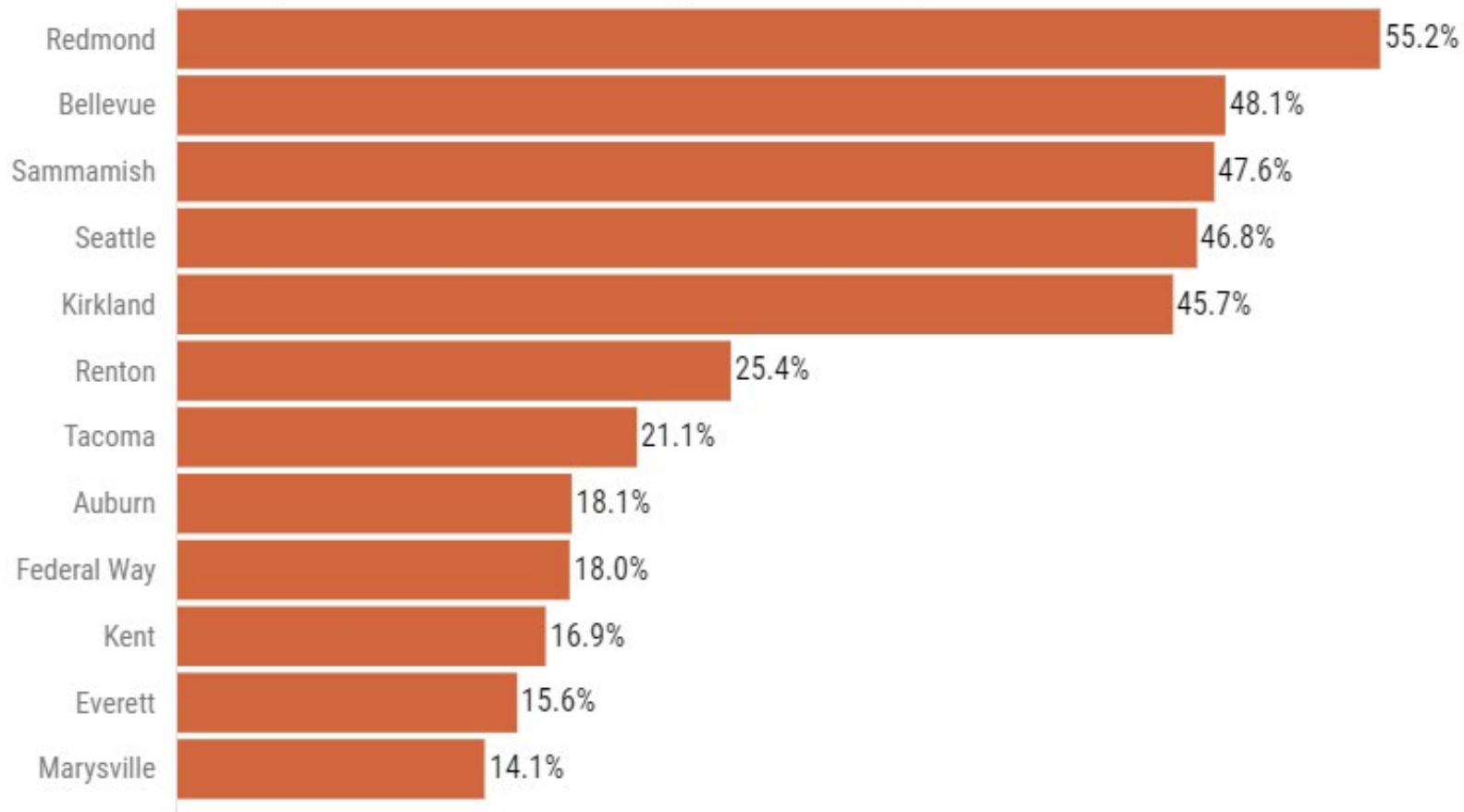
- The ability to telecommute may be an inequitable commute benefit.
- How can we change this with our TDM programs?
- Linked to occupation

Telecommuting rates varied widely across the region



2021 ACS 1-year data, worked from home (residents):

Cities over 65,000 in the central Puget Sound region



Expanding our TDM lens: All travel, All people

Not just workers and
commuting
in this presentation



Definition of A Trip



What is a trip?

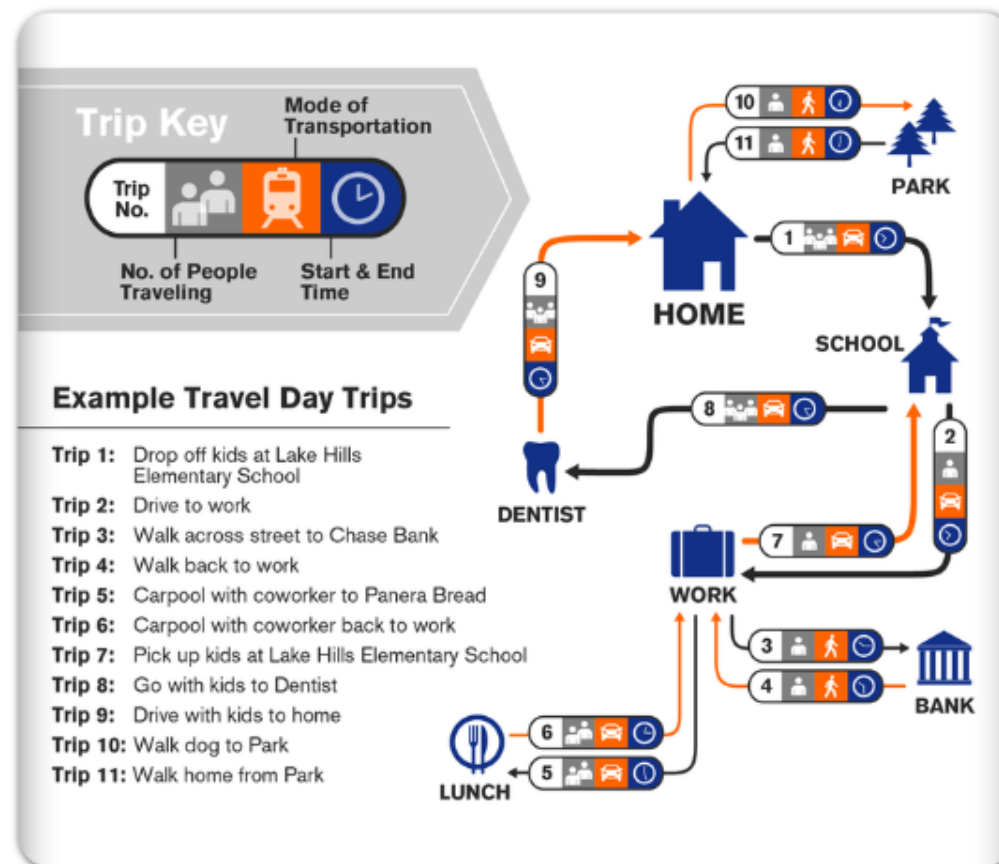
Anytime you traveled for 5 or more minutes and stopped at a new location, that equals 1 trip. Even if you stopped briefly for gas, at an ATM, or to drop a child off at school, each stop equals 1 trip.

What are some example trips?

- Drive to work
- Ride the bus to the bank
- Bike to the grocery store
- Get a ride to the movies
- Walk to school

What if I went out, but didn't make a stop (e.g., walked the dog or went for a bike ride)?

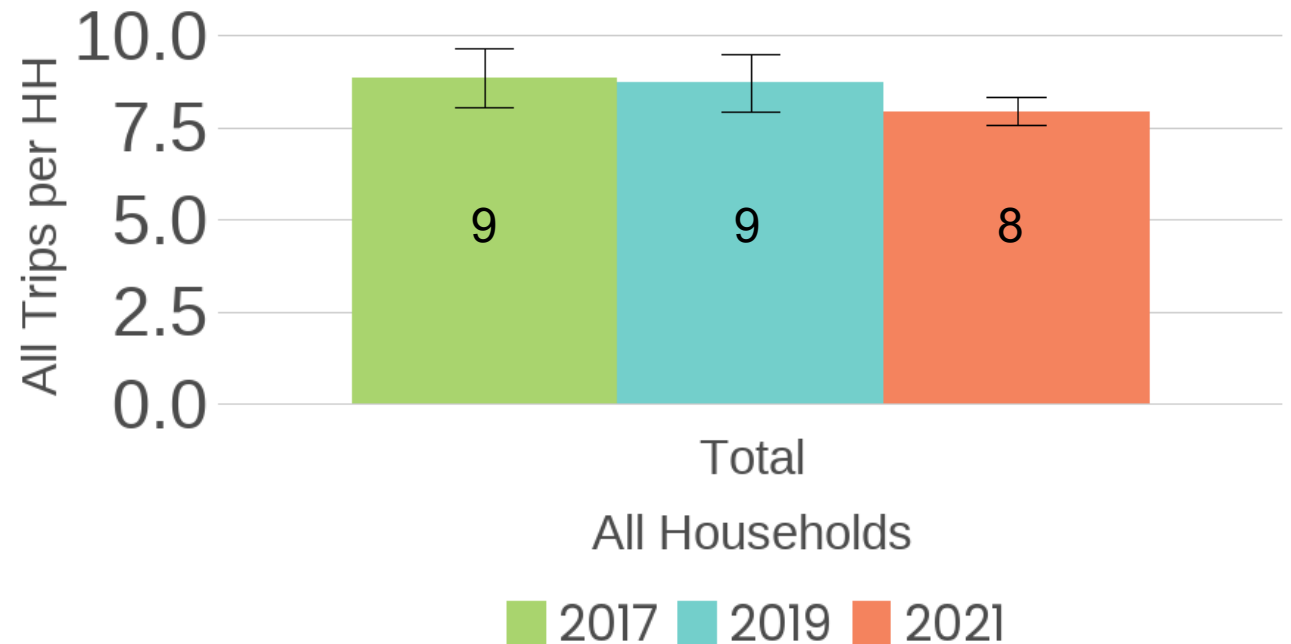
Please report 2 trips. The place that was farthest from where you began (such as the place that you turned around on a bike ride) is the "destination."



Trips per household decreased about 10%.



Trips per Household went down from 9 trips per day to 8 trips per day from 2017 to 2021.

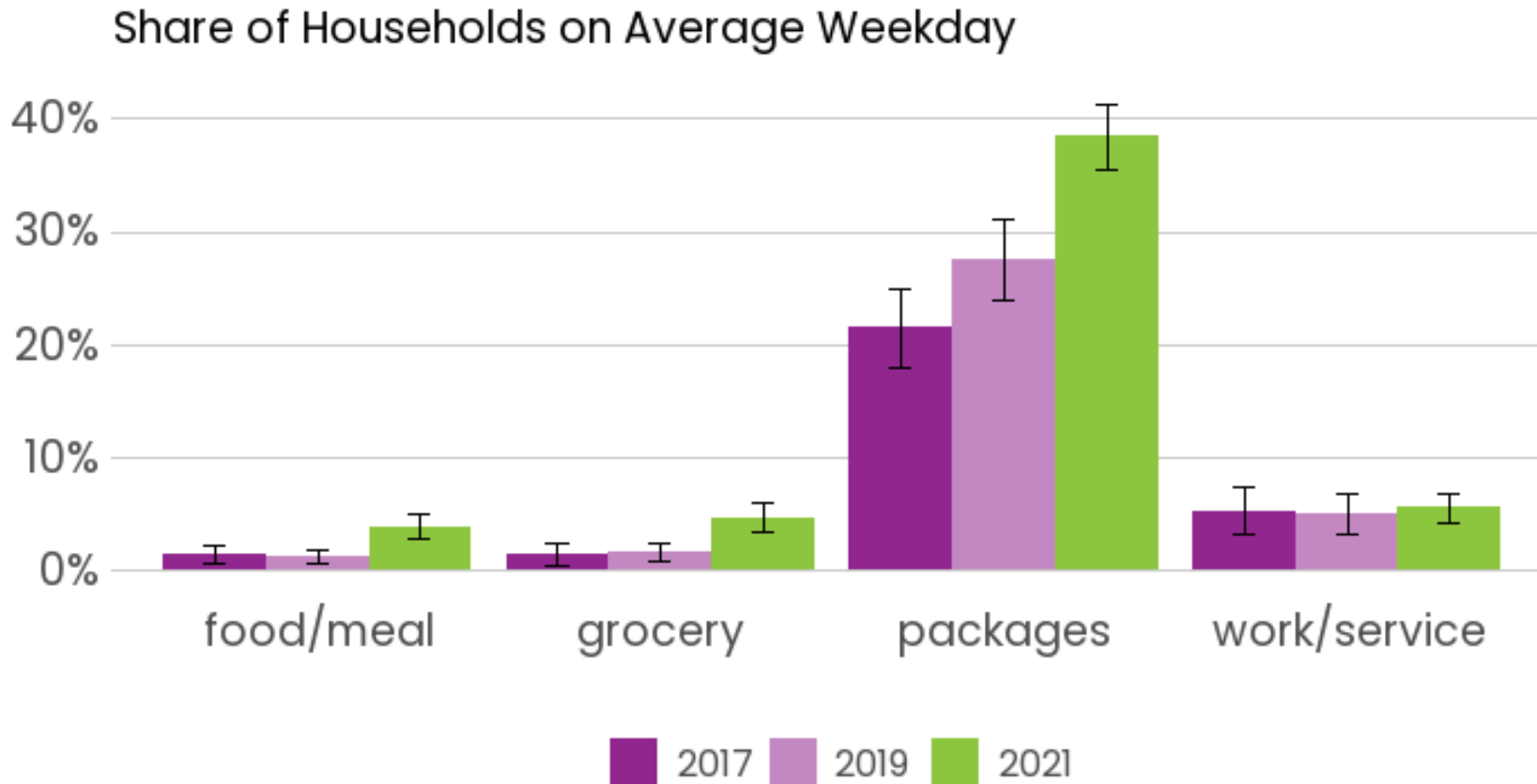


Work, school, and errand trips explain most of the decrease.



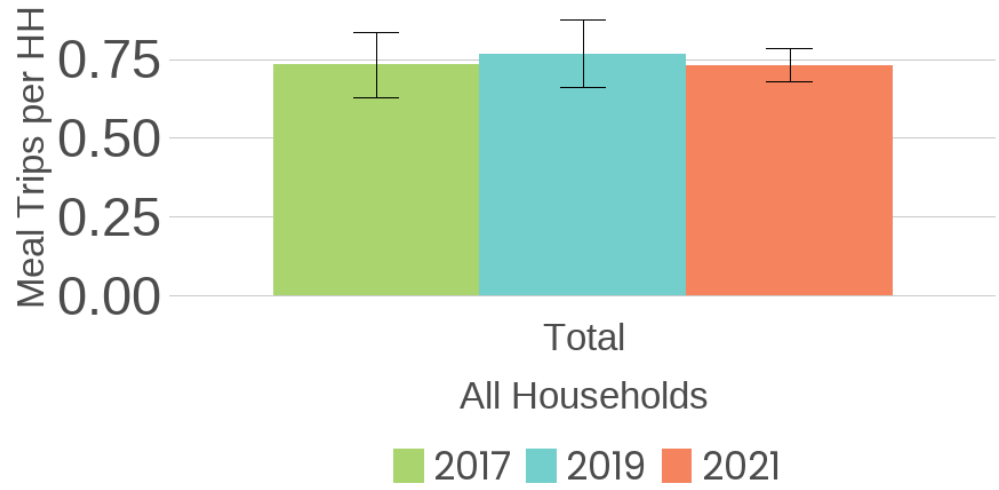
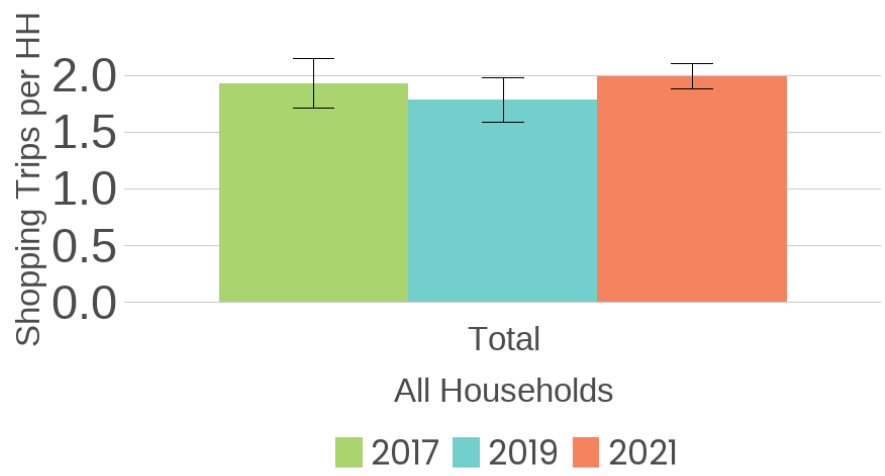
Dramatic uptick in deliveries

See [10/12 FAC](#) for delivery trends by income, lifecycle, Regional Growth Centers



- Surveys asked if home deliveries or services received
- Shares of households received one or more of each type
- **2021: dramatic upticks for all except work/service**

Weekday package and deliveries increased, weekday shopping and meal trips stayed about the same



My conclusion: Promoting package and meal delivery are probably not a trip reduction strategy.

Mode Question on the Survey



What is the main way you traveled on your trip?

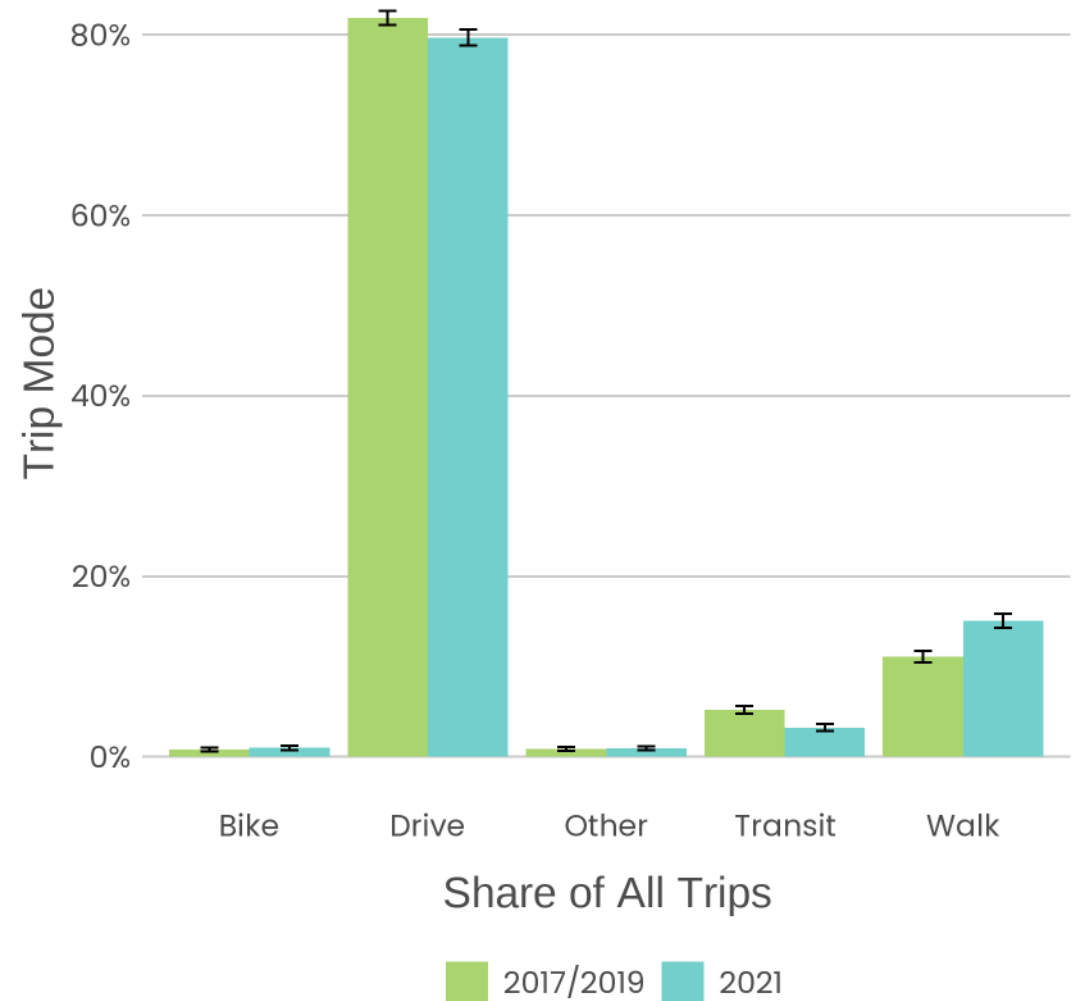
- Household vehicle
- Other vehicle
- Vanpool
- Bicycle or e-bike
- Walked, jogged, or used a wheelchair
- Bus (public transit)
- Private bus or shuttle
- Paratransit
- School bus
- Commuter rail (Sounder, Amtrak)
- Urban rail (Link light rail, monorail, streetcar)
- Ferry or water taxi
- Taxi (e.g., Yellow Cab)
- Other hired service (Uber, Lyft, or other smartphone-app car service)
- Airplane or helicopter
- Scooter or e-scooter (e.g., Lime, Bird, Razor)
- Other (e.g., skateboard, kayak, motor home)



Driving is the most used mode. Walking increased, Transit decreased.

2017/2019 vs 2021

- Driving is still by the most used mode with about 80% of trips
- Walking went up during 2021, as compared to 2017/2019. Transit went down.
- The changes are modest, reinforcing that changing mode share on a regional level takes big forces. Making a change on mode choices is a major challenge, if the built environment does not change.

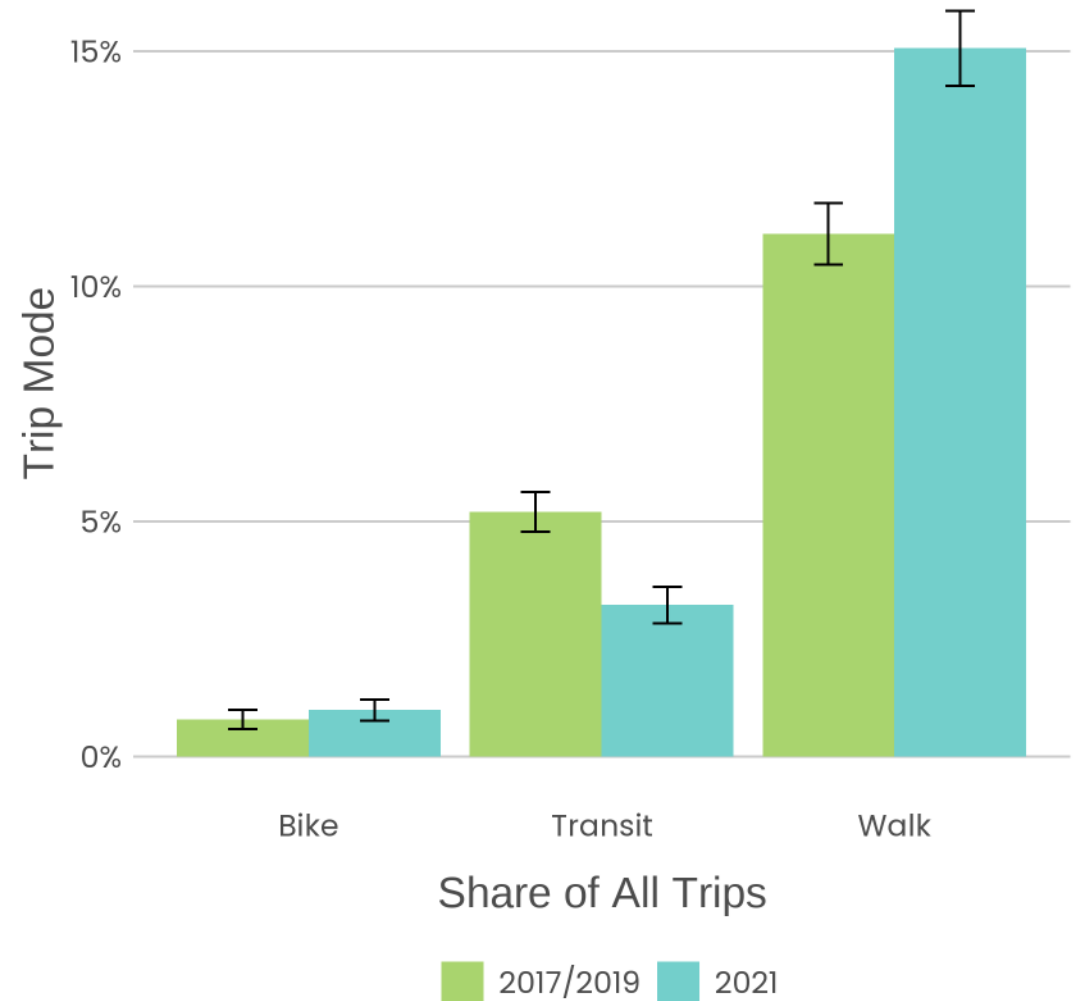


Driving is the most used mode. Walking increased, Transit decreased.



2017/2019 vs 2021

- Walking went up during 2021, as compared to 2017/2019, from 11% of trips to 15% of trips. Transit went down from 5% of trips to 3% of trips.
- The difference for bike was not statistically significant.
- Reasons may include:
 - Transit mode share are highest for work purpose, and there were fewer work trips.
 - Transit capacity or frequency may have been reduced making transit less attractive.
 - People may have avoided transit due to COVID exposure.
- Supply and Demand Forces
- Does this match what you've been seeing?

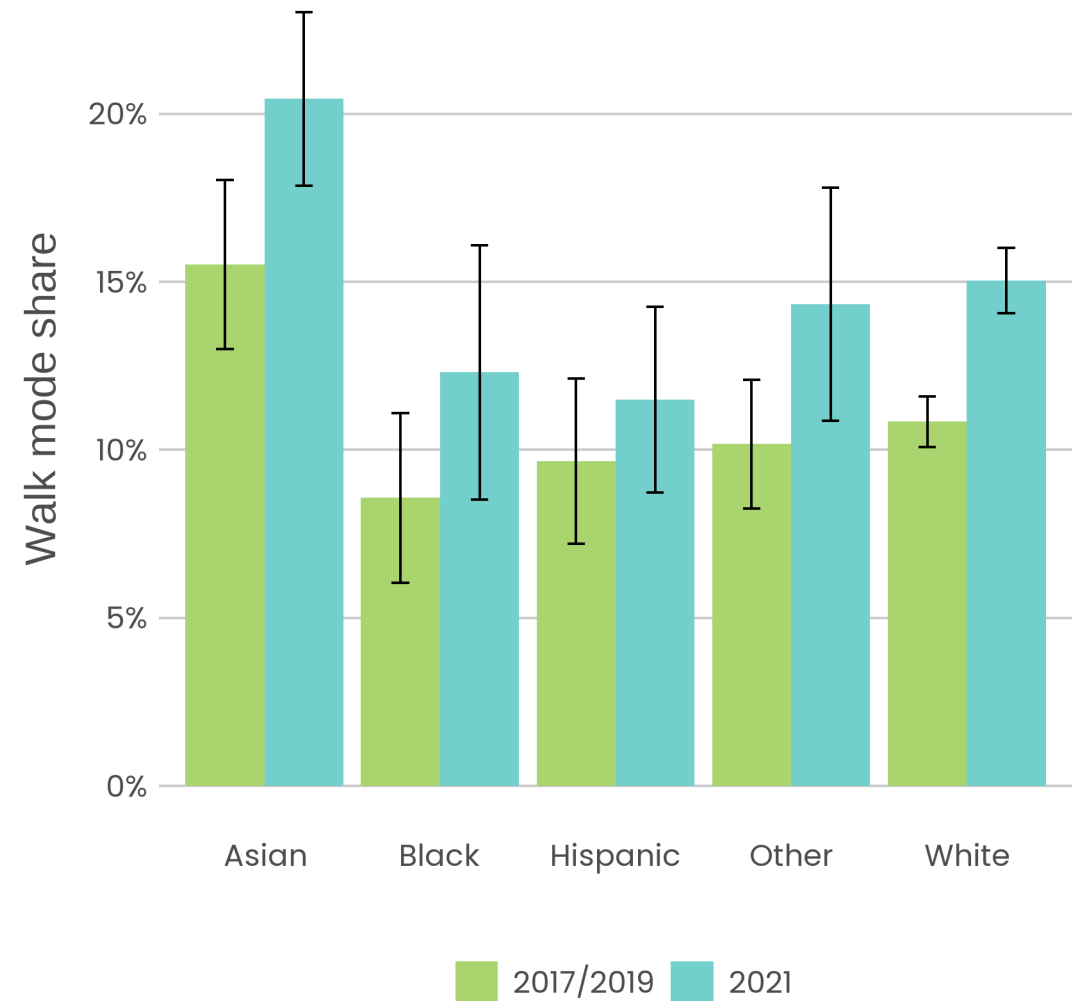


Walk mode shares went up for people of all races and ethnicities



2017/2019 vs 2021

- Walk mode share went up for people of all race and ethnicities.
- Asian people may have walked more as a share of trips than other groups. Sample sizes make the comparison less useful. More investigation is needed.



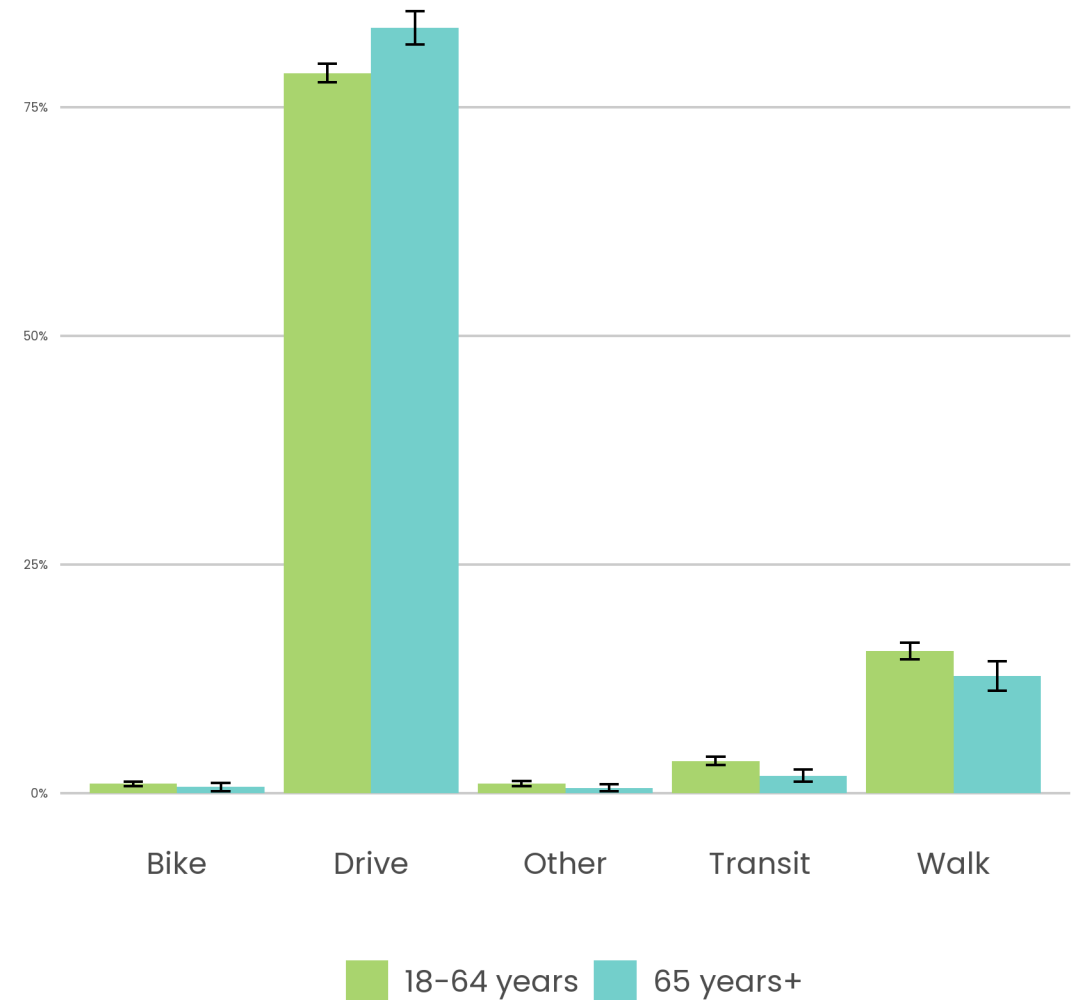
In 2021, People over 65 drove more, and walked and used transit less than younger adults.



2021

People over 65 drove slightly more than younger adults, and used transit and walked less.

Older populations are a group that could be helped by reimagined TDM programs.

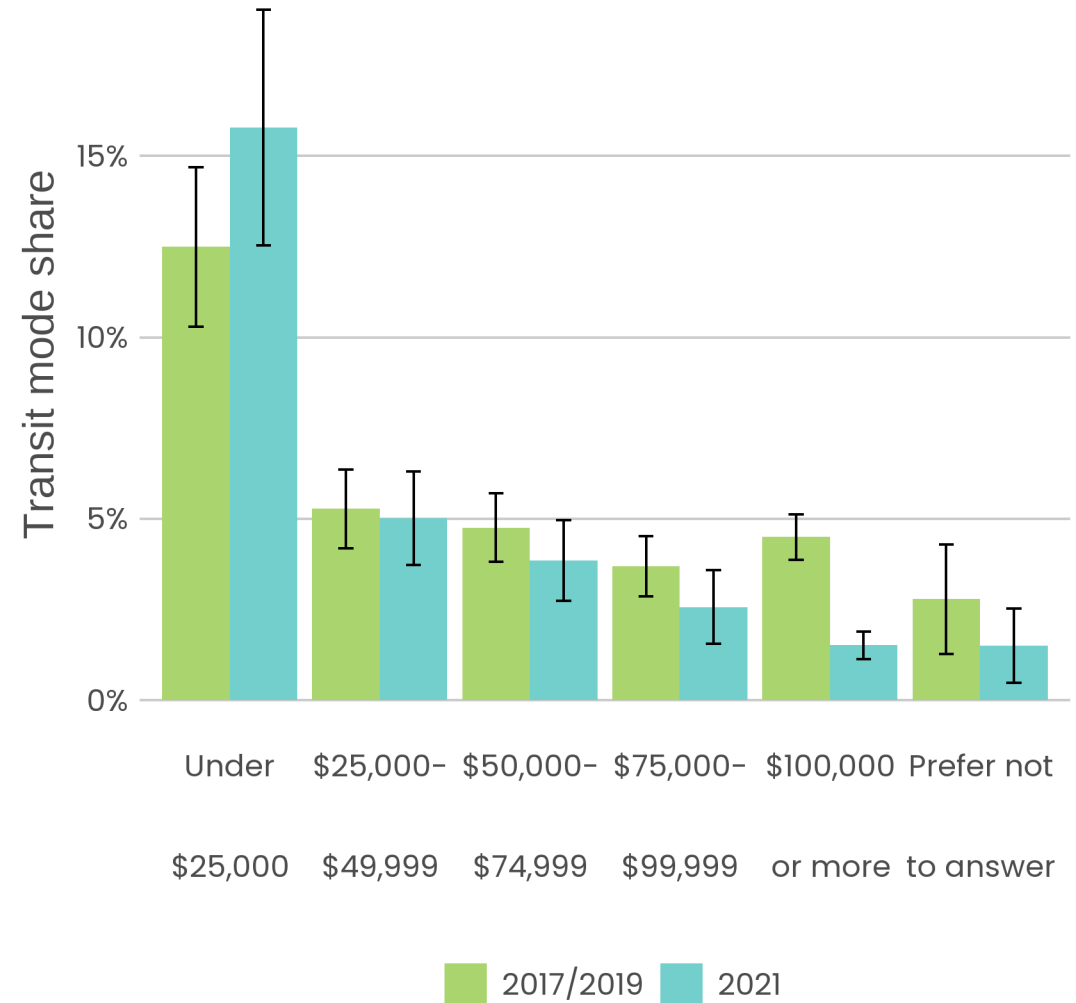


Lower income households kept using transit in 2021.



2017/2019 vs 2021

- Transit share is much higher for people living in low-income households.
- The median income regionally is in the \$75K-\$100K bucket.
- People in lower income households continued to use transit in similar shares.
- People in households making more than 100K drastically reduced transit use.
- Choice riders vs captive riders



Regional Growth Centers

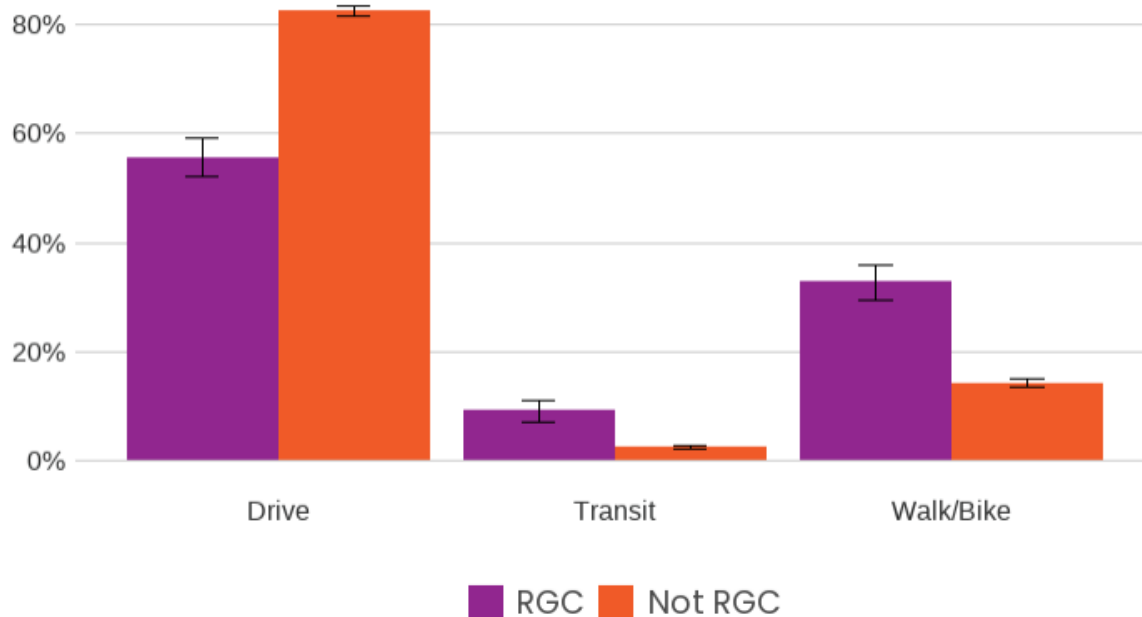
Regional Growth Centers and Manufacturing/Industrial Centers



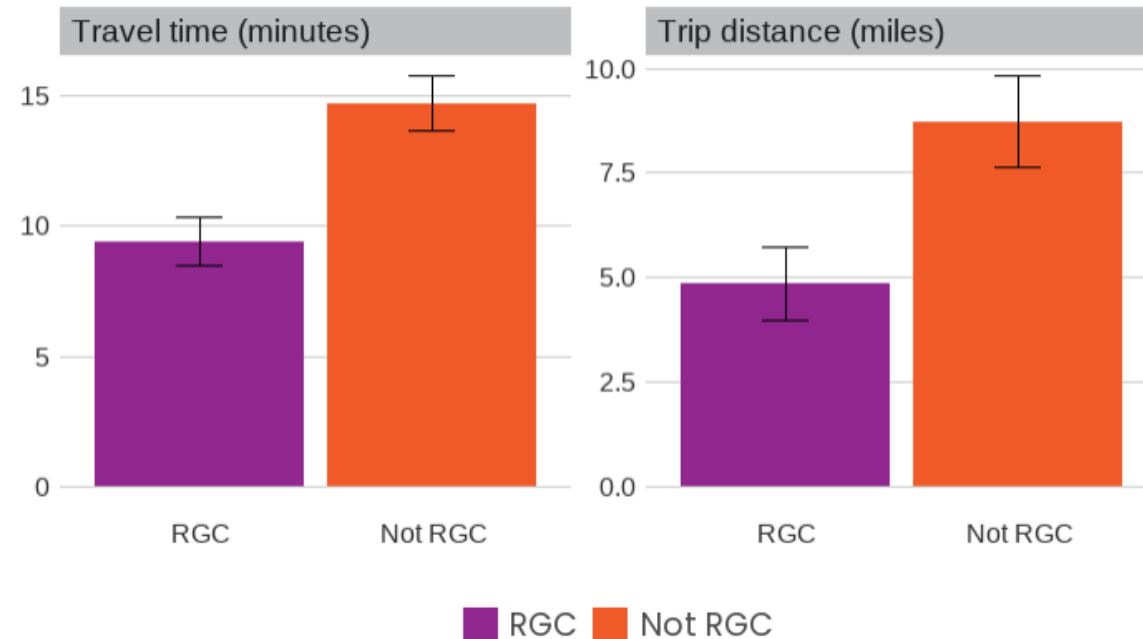
People in Regional Growth Centers use transit, and walk and bike much more, take shorter



Trips by mode in RGCs (2021 HHTS)



Average travel time and trip distance (2021 HHTS)



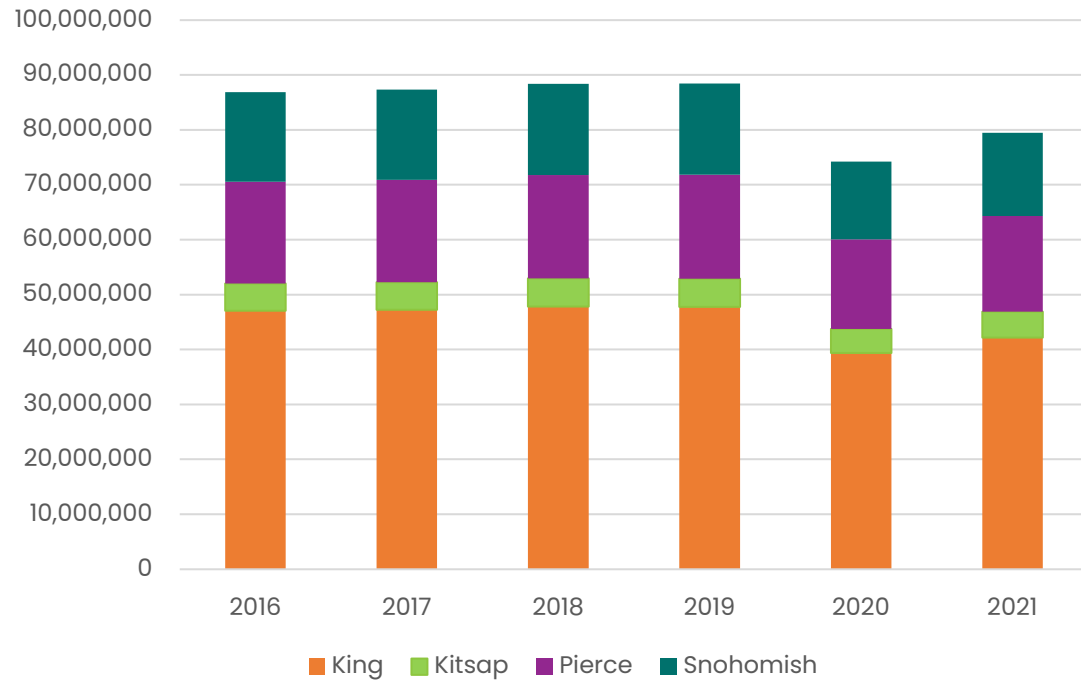
Vehicle Miles Traveled HAVE decreased about 10%, comparing 2016 to 2021



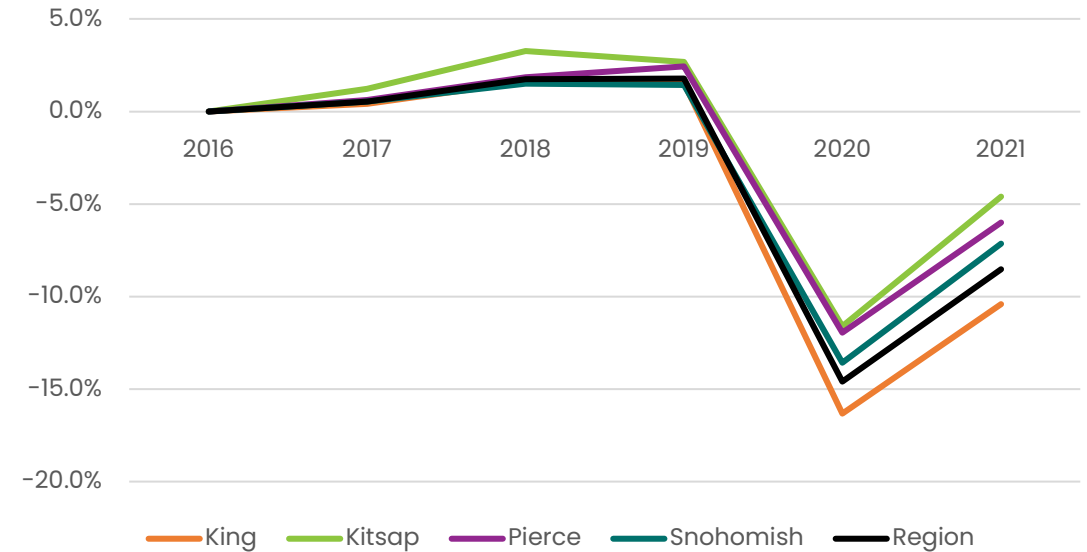
Has Transportation Accessibility increased?

Fall All Trips? For All People? Will this trend continue?

Vehicle Miles Traveled Regionally



Percent Change in VMT, since 2016 by County



Conclusions and Reimagined TDM



Reimagining TDM, my version:

To improve transportation accessibility for all people and all trips, while decreasing vehicle miles of travel.

- Telecommuting trends from COVID-19 could cause permanent decrease in VMT, or a blip.
- Encouraging deliveries is probably not a TDM strategy.
- Supporting older people's travel by transit and walking is an area of TDM opportunity.
- The land use-transportation nexus can make strong impacts on travel behavior at the home end. Let's keep up the TOD!

Contact info



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