
Chapter 5

Occupancy of Privately Operated Vehicles

In this chapter, average occupancy and the gender of drivers are explored for various types and lengths of trips. Comparisons are made of occupancy rates for trips made by households inside and outside the central cities of urbanized and metropolitan areas. Comparisons are also made between 1983 and 1990. Of special interest is the analysis of ridesharing among members of the same household.

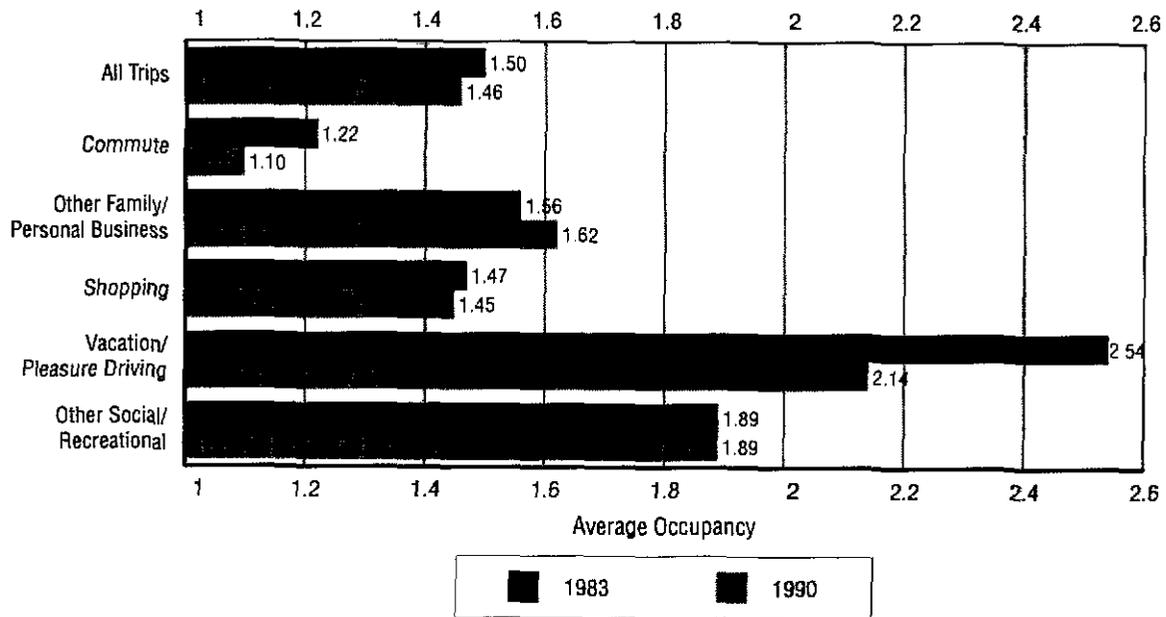
The information is for trips of 75 miles or less.

Key Findings

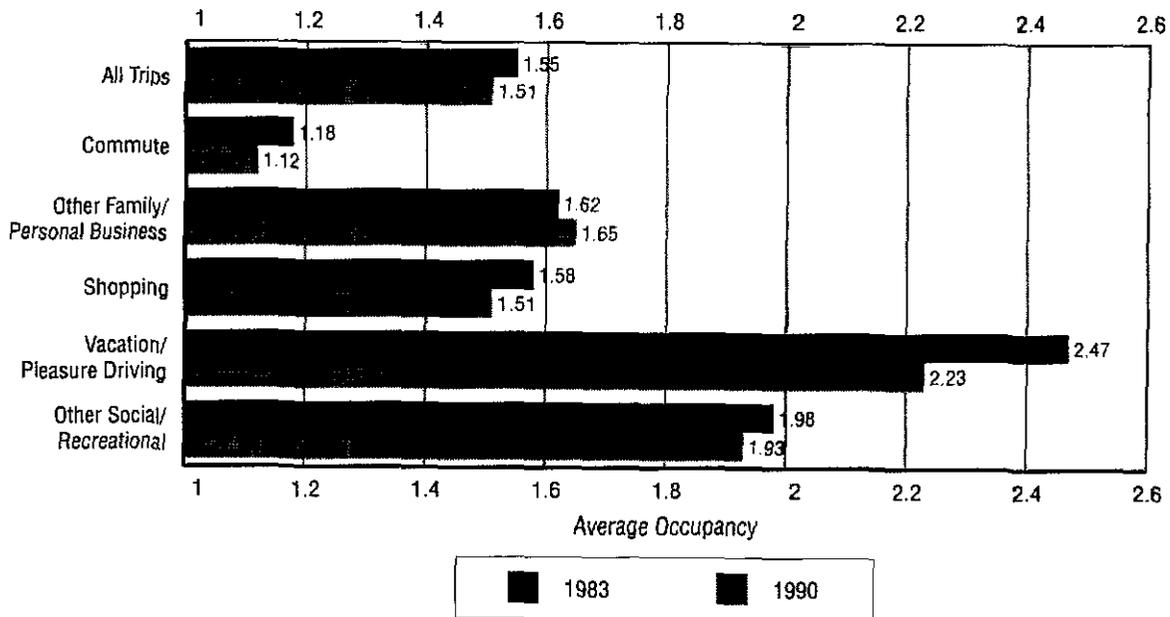
- In 1990, the average occupancy of privately operated vehicles was 1.51 persons per vehicle.
- The average occupancy rate decreased from 1983 to 1990. The greatest 1983 to 1990 decrease in average vehicle occupancy rates was for trips to and from work.
- Since the average vehicle occupancy rate is 1.12, we conclude that driving alone is the most common method of POV commuting.
- Longer vehicle trips have higher occupancy rates than shorter trips.
- Trips generated by households outside the center cities of urbanized areas have lower vehicle occupancy rates than trips generated by households within the central cities.
- For carpools of up to four people, more than half the occupants are likely to be of the same household.
- Differences in carpooling rates by gender of driver found in 1983 were eliminated by 1990.

FIGURE 5-1
Average Vehicle Occupancy by Trip Purpose for POVs

1 Million + w/ Rail



All Urban and Non Urban Areas



Note: Excludes trips greater than 75 miles.

Social Trips Account for the Highest Vehicle Occupancy Rates

The highest average occupancy of POVs in 1990 was in trips for vacation and pleasure driving (2.22 persons per vehicle). The lowest was in trips to and from work (1.12). (Figure 5-1 and Table 5-1)

Social Trips Account for the Largest Decrease in Occupants

Table 5-1 shows that the average occupancy of POVs dropped from 1.55 in 1983 to 1.51 in 1990, a 2.5 percent decrease. The largest decreases (10.1 percent each) were in vacation/pleasure driving trips (2.47 to 2.22) and trips to visit friends and relatives (1.76 to 1.59). Two types of trips — work-related business and other family/personal business — increased marginally in average vehicle occupancy rates.

Availability of Rail Transit May Impact Ridesharing

As shown in Table 5-1, large urban areas with rail service had the lowest 1990 average vehicle occupancy rate, 1.46 persons per vehicle, among the urban size groups. This urban group saw a 2.6 percent decrease over the 1983 to 1990 period in the vehicle occupancy rate for trips to and from work. Some people who would otherwise be candidates for carpools may find rail transit to be a more efficient and effective alternative. Work trip occupancy rates were more stable in the large urban areas without rail service between 1983 and 1990.

Differences in Vehicle Occupancy by Gender of Driver Eliminated by 1990

In 1983, the average vehicle occupancy rate was greater for female driver trips (1.62 persons per vehicle) than for male driver trips (1.44 persons per vehicle). However by 1990, this difference ceased to exist (Table 5-2).

In 1983, the average number of occupants of female driver vehicles outnumbered the average number of occupants of male driver trips across the spectrum of trip purposes, with the greatest disparity in other family/personal business trips and vacation/pleasure driving trips. These differences had largely disappeared by 1990 for most types of trips. The exceptions were the other family/personal business and vacation/pleasure driving trips, where the average number of occupants in female driver trips continued to outnumber the occupants of male driver trips.

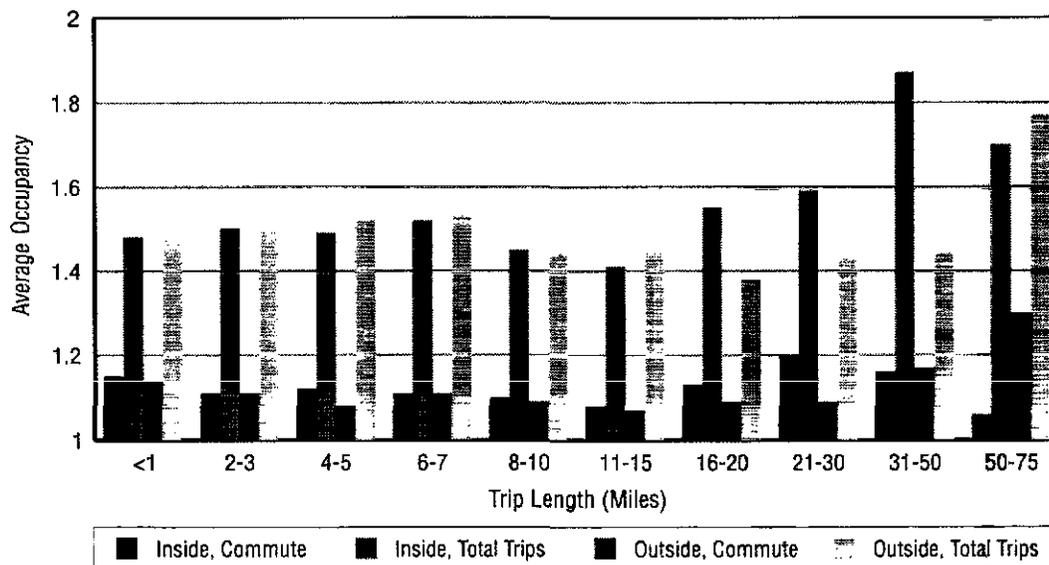
Comparing Household Locations

Tables 5-3 and 5-4 are companion tables and are summarized in Figures 5-2 and 5-3. These show the average private vehicle occupancy rates in 1983 and 1990 for various trip types and trip lengths for trips made by people residing inside and outside the central cities of urbanized areas. These tables illustrate the following major findings:

For 1990 All Trips — There is little difference in the average vehicle occupancy rates for 1990 trips made by householders living inside and outside central cities. The exception is the generally higher average occupancy rates for the longer trips made by residents of central cities. For example, for trips of 21 to 30 miles, the average occupancy rate for central city households was 1.59, whereas the average occupancy

FIGURE 5-2
Average Occupancy by Trip Purpose and Trip Length
Residence Inside or Outside the Central City

1990



Note: Excludes trips greater than 75 miles.

rate for trips of similar lengths by persons residing outside central cities was 1.43.

For 1990 Commuting Trips — Regardless of trip length and residence, the average occupancy rates for commuting trips were consistently low, near 1.1 persons per vehicle for all trips under 20 miles. For residents of central cities, vehicle occupancy rates did not go above 1.15 until trip lengths exceeded 20 miles. For residents outside central cities, vehicle occupancy rates did not go above 1.15 until trip lengths exceeded 30 miles.

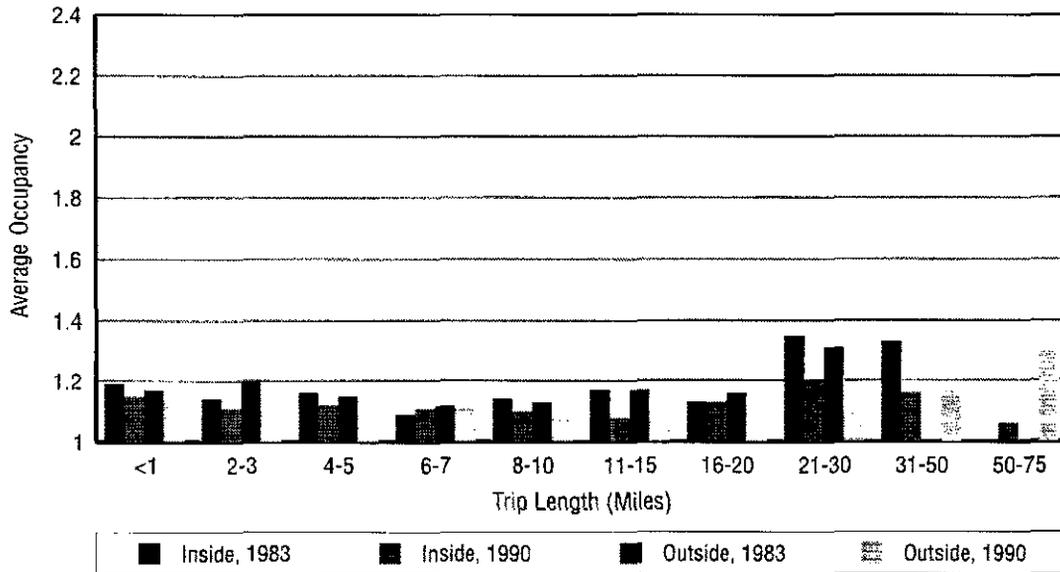
For 1983-90 Changes, All Trips — Regardless of the where a person lives, 1983 to 1990 average occupancy decreases were greatest for trips of more than 16 miles. The greatest

reduction — from 2.06 persons per vehicle in 1983 to 1.44 persons per vehicle in 1990 — was in 31 to 50 mile trips by householders living outside central cities.

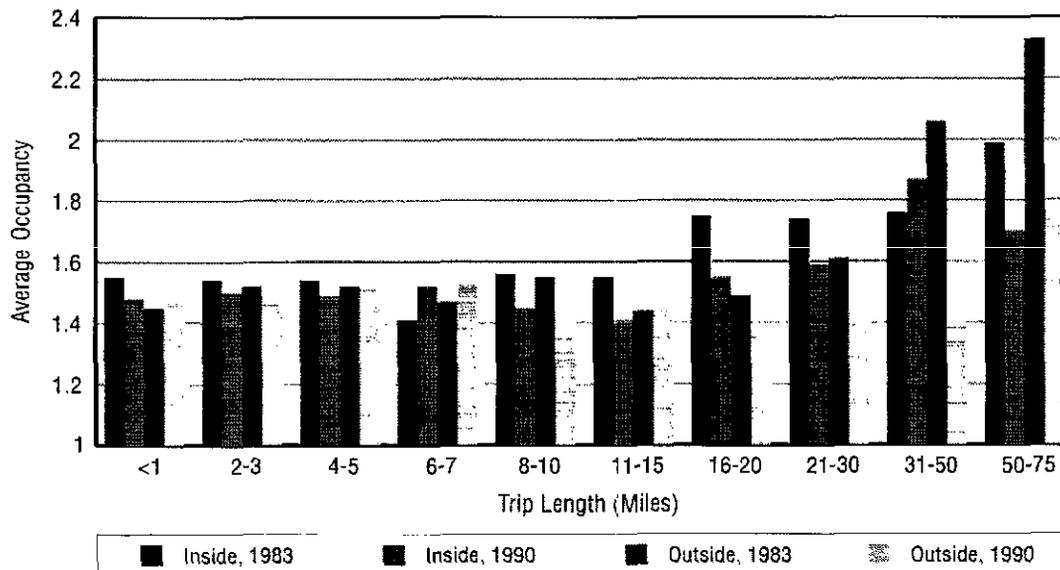
For 1983-90 Changes, Commuting Trips — As is the case for all trip types, 1983 to 1990 differences in average vehicle occupancies were not significant for commuting trips of fewer than 11 miles. For trips of more than 11 miles by persons living inside and outside central cities, the 1983 to 1990 decreases in average vehicle occupancy were more pronounced. The greatest 1983 to 1990 decreases involved trips of between 21 and 30 miles and 31 to 50 miles for commuters living outside central cities, from 1.31 to 1.09 and 1.97 to 1.17, respectively.

FIGURE 5-3
Average Occupancy by Trip Length
Residence Inside or Outside the Central City

Commute Trips



All Trips



Note: Excludes trips greater than 75 miles.

More Carpooling in Urban Areas without Rail Transit

Higher vehicle occupancy rates for commuting trips are found in large urban areas that do not have rail transit service (Table 5-5). This is especially true for trips of 20 miles or more.

No Relationship Between Household Income and Ridesharing

In Chapter 2, "VMT," several tables include occupancy data by household characteristics, and are discussed below. Table 2-5 (Chapter 2) shows the average occupancy rates for trips by households of various income levels. There is no apparent relationship.

Average Vehicle Occupancy is Inversely Related to Household Size and Vehicles Available

As households increase in size, the likelihood increases that privately operated vehicle trips have more than one occupant. As seen in Table 2-6, one-person household trips of 1990 had an average occupancy rate of 1.04 persons per vehicle. Five or more person households had a 1.14 average trip occupancy rate.

Zero- and one-vehicle households, with 1.24 and 1.26 vehicle occupancy rates, respectively, in 1990 (Table 2-7), displayed a greater propensity for ridesharing than households of four and five vehicles with 1.14 and 1.07 vehicle occupancy rates, respectively.

Family Relationship is a Key to Worker Ridesharing

The tendency for commuting ridesharers to be members of the same household is shown in Table 5-7. For carpools of up to four persons, more than half of the occupants were from the same household. For example, 62.1 percent of the persons in the average two-person carpool of 1990 were from the same household. For the average four-person carpool of 1990, 51.5 percent of the occupants were from the same household. Only in carpools of five or more persons were carpoolers more often from different households.

Table 5-8 shows that some of the "carpool" members are actually household members under age 16. The data shows that in 10 percent of the two-person carpool cases, one household member under age 16 is included. In 45 percent of the three-person "carpool" cases, one or two household members under age 16 are included. Therefore, the NPTS vehicle occupancy rate of 1.12 persons for commute trips slightly overcounts worker ridesharing.

TABLE 5-1
Average Occupancy in POVs by Trip Purpose and Urban Size Group

1983

Trip Purpose	Urban Size Group				All
	Under 1.25 Million	1.25 Million + w/o Rail	1.25 Million + w/ Rail	Not Urban Area	
Earning a Living					
To or From Work	1.16	1.14	1.22	1.19	1.18
Work-Related Business	1.38	1.29	1.22	1.31	1.31
Family and Personal Business					
Shopping	1.56	1.57	1.47	1.66	1.58
Other Family/Personal Business	1.57	1.63	1.56	1.65	1.62
Civic/Educational/Religious	1.64	1.90	1.84	2.01	1.83
Social and Recreational					
Vacation/Pleasure Driving	2.37	1.88	2.54	2.34	2.47
Visit Friends/Relatives	1.79	1.62	1.77	1.79	1.76
Other Social/Recreational	1.90	2.08	1.89	2.01	1.98
Other	1.68	1.84	1.54	1.66	1.67
All	1.52	1.53	1.50	1.60	1.55

Note: Excludes trips greater than 75 miles.

(Continued)

TABLE 5-1 (Continued)
Average Occupancy in POVs by Trip Purpose and Urban Size Group

1990

Trip Purpose	Urban Size Group				All
	Under 1 Million	1 Million + w/o Rail	1 Million + w/ Rail	Not Urban Area	
<i>Earning a Living</i>					
To or From Work	1.10	1.13	1.10	1.15	1.12
Work-Related Business	1.29	1.23	1.24	1.40	1.32
<i>Family and Personal Business</i>					
Shopping	1.48	1.53	1.45	1.55	1.51
Other Family/Personal Business	1.65	1.66	1.62	1.65	1.65
Civic/Educational/Religious	1.71	1.75	1.63	1.84	1.76
<i>Social and Recreational</i>					
Vacation/Pleasure Driving	1.91	1.76	2.14	2.49	2.22
Visit Friends/Relatives	1.57	1.52	1.49	1.69	1.59
Other Social/Recreational	1.90	1.89	1.89	1.99	1.93
Other	1.47	1.37	1.72	1.64	1.55
All	1.49	1.50	1.46	1.55	1.51

Note: Excludes trips greater than 75 miles.

TABLE 5-2
Average Vehicle Occupancy by Gender of Driver and Trip Purpose
(Urbanized Area Households)

1983

Trip Purpose	Average Trip Length (All Modes)			Average Trip Length (POV)			Average Number of Occupants (POV)		
	Male ¹	Female ¹	All ¹	Male ¹	Female ¹	All ¹	Male	Female	All
Earning a Living									
To or From Work	8.71 Mi.	6.80 Mi.	7.91 Mi.	8.78 Mi.	6.83 Mi.	8.00 Mi.	1.16	1.20	1.18
Work-Related Business	10.10	6.01	8.47	11.03	5.75	9.05	1.27	1.37	1.31
Family and Personal Business									
Shopping	4.32	4.28	4.30	4.11	4.34	4.24	1.47	1.59	1.54
Other Family/Personal Business	6.05	5.10	5.52	6.41	5.21	5.75	1.48	1.69	1.60
Civic/Educational/Religious	4.09	3.53	3.78	5.58	4.39	4.93	1.62	1.81	1.72
Social and Recreational									
Vacation/Pleasure Driving	19.76	16.55	18.09	21.95	19.64	21.25	2.31	3.01	2.52
Visit Friends/Relatives	7.18	7.22	7.20	8.20	7.88	8.03	1.67	1.81	1.74
Other Social/Recreational	6.44	6.50	6.47	6.99	6.67	6.84	1.87	2.07	1.96
Other	5.12	5.99	5.58	3.95	6.75	5.45	1.55	1.77	1.67
All	6.60 Mi.	5.59 Mi.	6.08 Mi.	7.25 Mi.	5.84 Mi.	6.55 Mi.	1.44	1.62	1.53

¹Includes both drivers and passengers.

Note: Excludes trips greater than 75 miles.

(Continued)

TABLE 5-2 (Continued)
Average Vehicle Occupancy by Gender of Driver and Trip Purpose
 (Urbanized Area Households)

1990

Trip Purpose	Average Trip Length (All Modes)			Average Trip Length (POV)			Average Number of Occupants (POV)		
	Male ¹	Female ¹	All ¹	Male ¹	Female ¹	All ¹	Male	Female	All
Earning a Living									
To or From Work	10.57 Mi.	8.10 Mi.	9.55 Mi.	11.02 Mi.	8.32 Mi.	9.83 Mi.	1.10	1.12	1.11
Work-Related Business	9.58	6.48	8.40	9.82	6.50	8.67	1.28	1.23	1.26
Family and Personal Business									
Shopping	4.17	4.13	4.15	4.40	4.04	4.20	1.49	1.49	1.49
Other Family/Personal Business	6.34	5.47	5.84	6.51	5.24	5.81	1.58	1.70	1.65
Civic/Educational/Religious	4.39	4.34	4.37	6.71	5.91	6.29	1.77	1.64	1.70
Social and Recreational									
Vacation/Pleasure Driving	20.22	19.12	19.75	22.55	18.09	21.30	1.81	2.34	1.95
Visit Friends/Relatives	7.97	7.84	7.90	9.00	8.39	8.71	1.59	1.47	1.53
Other Social/Recreational	7.79	7.10	7.46	8.52	7.09	7.97	1.92	1.85	1.90
Other	6.72	5.85	6.32	8.25	6.77	7.62	1.52	1.43	1.48
All	7.32 Mi.	6.04 Mi.	6.65 Mi.	8.10 Mi.	6.24 Mi.	7.19 Mi.	1.48	1.49	1.49

¹Includes both drivers and passengers.

Note: Excludes trips greater than 75 miles.

TABLE 5-3
Average POVs Occupancy by Residence and Trip Purpose
Residence Inside Central City
 (Urbanized Area Households)

1983

Trip Purpose	Trip Distance (Miles)											All				
	<1	1	2 to 3	4 to 5	6 to 7	8 to 10	11 to 15	16 to 20	21 to 30	31 to 50	50 to 75					
Earning a Living																
To or From Work	1.27	1.19	1.14	1.16	1.09	1.14	1.17	1.13	1.35	1.33	*	1.16				
Work-Related Business	1.14	1.22	1.19	1.20	1.27	1.19	1.21	*	2.45	*	*	1.32				
Family and Personal Business																
Shopping	1.38	1.39	1.49	1.69	1.75	2.16	1.77	2.16	*	*	*	1.58				
Other Family/Personal Business	1.49	1.82	1.64	1.75	1.40	1.51	1.43	1.92	1.74	1.60	*	1.64				
Civic/Educational/Religious	1.97	1.95	1.56	1.57	1.78	1.44	1.68	*	*	*	*	1.67				
Social and Recreational																
Vacation/Pleasure Driving	*	*	*	*	*	*	*	*	*	*	*	2.23				
Visit Friend/Relative	2.21	1.55	1.67	1.79	1.83	1.79	2.24	2.40	1.94	1.50	*	1.85				
Other Social/Recreational	2.08	1.73	2.04	1.79	1.72	1.98	2.40	2.44	2.43	*	*	1.95				
Other	*	2.25	1.40	1.44	*	*	*	*	*	*	*	1.63				
All	1.58	1.55	1.54	1.54	1.41	1.56	1.55	1.75	1.74	1.76	1.99	1.55				

* Insufficient data.

Note: Excludes trips greater than 75 miles.

(Continued)

TABLE 5-3 (Continued)
Average POVs Occupancy by Residence and Trip Purpose
Residence Inside Central City
 (Urbanized Area Households)

1990

Trip Purpose	Trip Distance (Miles)											All				
	< 1	1	2 to 3	4 to 5	6 to 7	8 to 10	11 to 15	16 to 20	21 to 30	31 to 50	50 to 75					
Earning a Living																
To or From Work	1.18	1.15	1.11	1.12	1.11	1.10	1.08	1.13	1.20	1.16	1.06	1.12				
Work-Related Business	1.10	1.27	1.43	1.18	1.11	1.20	1.33	1.00	1.37	*	1.19	1.26				
Family and Personal Business																
Shopping	1.35	1.40	1.45	1.60	1.61	1.67	1.71	1.79	2.28	1.77	*	1.50				
Other Family/Personal Business	1.59	1.65	1.61	1.68	1.77	1.68	1.62	1.97	1.95	1.95	2.25	1.67				
Civic/Educational/Religious	1.62	1.62	1.84	1.53	1.66	1.39	1.43	1.45	1.29	1.99	*	1.63				
Social and Recreational																
Vacation/Pleasure Driving	*	*	*	*	*	1.55	*	*	*	*	*	1.84				
Visit Friend/Relative	1.51	1.46	1.51	1.43	1.55	1.61	1.61	1.76	1.42	1.99	1.67	1.53				
Other Social/Recreational	1.78	1.72	1.92	1.79	2.13	1.85	1.90	2.09	2.09	3.41	2.13	1.92				
Other	1.86	1.29	1.41	1.71	*	1.10	1.32	*	*	*	*	1.51				
All	1.47	1.48	1.50	1.49	1.52	1.45	1.41	1.55	1.59	1.87	1.70	1.50				

* Insufficient data.

Note: Excludes trips greater than 75 miles.

TABLE 5-4
Average POVs Occupancy by Residence and Trip Purpose
Residence Outside Central City

1983

Trip Distance (Miles)

Trip Purpose	< 1	1	2 to 3	4 to 5	6 to 7	8 to 10	11 to 15	16 to 20	21 to 30	31 to 50	50 to 75	All
Earning a Living												
To or From Work	1.06	1.17	1.20	1.15	1.12	1.13	1.17	1.16	1.31	1.97	*	1.19
Work-Related Business	1.33	1.74	1.13	1.29	1.26	1.38	1.20	1.18	1.41	*	*	1.31
Family and Personal Business												
Shopping	1.32	1.37	1.47	1.56	1.74	1.65	1.87	1.73	1.49	*	*	1.51
Other Family/Personal Business	1.48	1.47	1.61	1.52	1.45	1.67	1.40	1.66	1.68	2.02	3.22	1.56
Civic/Educational/Religious	2.16	1.87	1.87	1.73	1.27	1.73	1.40	1.45	*	*	*	1.76
Social and Recreational												
Vacation/Pleasure Driving	*	*	*	*	*	*	*	*	*	*	*	2.77
Visit Friend/Relative	1.30	1.54	1.63	1.43	1.74	1.85	1.73	1.86	1.94	2.10	*	1.65
Other Social/Recreational	1.79	1.81	1.95	2.09	1.78	2.03	1.83	2.13	2.37	2.49	1.69	1.98
Other	1.37	1.26	1.55	1.74	*	1.65	2.43	*	*	*	*	1.69
All	1.42	1.45	1.52	1.52	1.47	1.55	1.44	1.49	1.61	2.06	2.33	1.51

* Insufficient data.

Note: Excludes trips greater than 75 miles.

(Continued)

TABLE 5-4 (Continued)
Average POVs Occupancy by Residence and Trip Purpose
Residence Outside Central City

1990

Trip Purpose	Trip Distance (Miles)											All					
	< 1	1	2 to 3	4 to 5	6 to 7	8 to 10	11 to 15	16 to 20	21 to 30	31 to 50	50 to 75						
Earning a Living																	
To or From Work	1.14	1.14	1.11	1.08	1.11	1.09	1.07	1.09	1.09	1.17	1.30	1.10	1.10	1.10	1.30	1.11	1.26
Work-Related Business	1.41	1.39	1.32	1.17	1.63	1.11	1.26	1.11	1.11	1.01	1.11	1.10	1.01	1.01	1.11	1.11	1.26
Family and Personal Business																	
Shopping	1.36	1.38	1.44	1.52	1.63	1.60	1.76	1.66	1.66	1.86	1.20	1.59	1.86	1.86	1.20	1.48	1.48
Other Family/Personal Business	1.46	1.54	1.65	1.67	1.66	1.63	1.59	1.74	1.74	1.62	2.47	1.73	1.62	1.62	2.47	1.62	1.62
Civic/Educational/Religious	2.03	1.98	1.83	1.85	1.75	1.51	1.73	1.57	1.57	1.33	*	1.53	1.33	1.33	*	1.79	1.79
Social and Recreational																	
Vacation/Pleasure Driving	*	*	*	*	*	2.16	1.96	*	*	1.82	*	1.87	1.82	1.82	*	2.04	2.04
Visit Friend/Relative	1.38	1.53	1.38	1.52	1.53	1.59	1.77	1.46	1.46	1.32	2.02	1.75	1.32	1.32	2.02	1.53	1.53
Other Social/Recreational	1.83	1.80	1.75	1.88	2.07	1.83	1.94	1.91	1.91	2.15	1.88	2.07	2.15	2.15	1.88	1.87	1.87
Other	1.37	1.18	1.60	1.69	1.55	1.27	1.68	1.09	1.09	*	*	*	*	*	*	1.45	1.45
All	1.44	1.47	1.49	1.52	1.53	1.44	1.44	1.38	1.38	1.44	1.77	1.43	1.44	1.44	1.77	1.47	1.47

* Insufficient data.

Note: Excludes trips greater than 75 miles.

TABLE 5-5
Average Commute Trip Occupancy by Trip Length and Urban Size Group
(Privately Operated Vehicles)

1990

Trip Length	Urban Size Group				All
	Under 1 Million	1 Million + w/o Rail	1 Million + w/ Rail	Not Urban Area	
< .5 Mile	1.17	1.20	1.11	1.19	1.17
1 Mile	1.14	1.16	1.13	1.15	1.15
2 Miles	1.08	1.13	1.15	1.17	1.13
3 Miles	1.11	1.11	1.11	1.15	1.12
4 Miles	1.11	1.12	1.06	1.13	1.11
5 Miles	1.08	1.17	1.08	1.13	1.12
6 Miles	1.09	1.12	1.07	1.10	1.10
7 Miles	1.22	1.07	1.04	1.11	1.12
8 to 10 Miles	1.06	1.12	1.11	1.16	1.11
11 to 15 Miles	1.08	1.06	1.09	1.11	1.09
16 to 20 Miles	1.10	1.11	1.11	1.13	1.12
21 to 30 Miles	1.06	1.21	1.10	1.16	1.15
31 to 40 Miles	1.31	1.27	1.10	1.16	1.18
41 to 50 Miles	1.10	1.10	1.06	1.10	1.09
51 to 75 Miles	1.20	1.28	1.16	1.41	1.33
All	1.10	1.13	1.10	1.15	1.12

Note: Excludes trips greater than 75 miles.

TABLE 5-6
Average Commute Trip Occupancy by Residence Location and
Urban Size Group
(Privately Operated Vehicles)

1983

Urbanized Area Status	Urban Size Group				All
	Under 1.25 Million	1.25 Million + w/o Rail	1.25 Million + w/ Rail	Not Urban Area	
In Urbanized Area, Central City	1.14	1.18	1.31	N/A	1.16
In Urbanized Area, Not Central City	1.18	1.12	1.20	N/A	1.19
Not in Urbanized Area	N/A	N/A	N/A	1.19	1.19
All	1.16	1.14	1.22	1.19	1.18

N/A = not applicable.

Note: Excludes trips greater than 75 miles.

1990

Urbanized Area Status	Urban Size Group				All
	Under 1 Million	1 Million + w/o Rail	1 Million + w/ Rail	Not Urban Area	
In Urbanized Area, Central City	1.10	1.15	1.12	N/A	1.12
In Urbanized Area, Not Central City	1.11	1.10	1.09	N/A	1.10
Not in Urbanized Area	N/A	N/A	N/A	1.15	1.15
All	1.10	1.13	1.10	1.15	1.12

N/A = not applicable.

Note: Excludes trips greater than 75 miles.

TABLE 5-7
Commute Trips by Household Member Composition and POVs Occupancy
(Urbanized Area Households)

1983

Total Number of Persons on Trip

Household Members on Trip	One	Two	Three	Four	Five +	Total
One	100.00%	49.65%	55.67%	44.01%	65.38%	94.07%
Two	N/A	50.35	6.88	10.35	8.98	4.69
Three	N/A	N/A	37.45	6.11	*	0.87
Four	N/A	N/A	N/A	39.53	8.78	0.29
Five +	N/A	N/A	N/A	N/A	16.85	0.08
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Commute Trips (in Millions)	19,846	1,989	504	140	107	22,586
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* Insufficient data.
N/A = not applicable.

Note: Excludes trips greater than 75 miles.

1990

Total Number of Persons on Trip

Household Members on Trip	One	Two	Three	Four	Five +	Total
One	100.00%	37.92%	31.43%	30.69%	39.47%	94.62%
Two	N/A	62.08	8.90	10.33	15.98	4.34
Three	N/A	N/A	59.67	7.45	10.45	0.80
Four	N/A	N/A	N/A	51.53	*	0.19
Five +	N/A	N/A	N/A	N/A	34.09	0.05
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Commute Trips (in Millions)	23,494	1,722	325	96	38	25,675
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* Insufficient data.
N/A = not applicable.

Note: Excludes trips greater than 75 miles.

TABLE 5-8
Commute Trips for Household Members Under 16 and POV Occupancy
(Urbanized Area Households)

1983

Household Members Under 16 on Trip	Total Number of Persons on Trip					Total
	One	Two	Three	Four	Five +	
Zero	99.64 %	85.99 %	60.95 %	60.47 %	74.36 %	97.21 %
One	0.36	13.31	18.05	7.51	*	1.94
Two	N/A	0.70	20.99	28.66	*	0.71
Three	N/A	N/A	*	3.36	25.64	0.14
Total	100.00 %	100.00 %	100.00 %	100.00 %	100.00 %	100.00 %

Commute Trips (in Millions)	19,846	1,989	504	140	107	22,586
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* Insufficient data.
N/A = not applicable.

Note: Excludes trips greater than 75 miles.

1990

Household Members Under 16 on Trip	Total Number of Persons on Trip					Total
	One	Two	Three	Four	Five +	
Zero	99.97 %	89.59 %	55.18 %	51.96 %	56.96 %	98.46 %
One	*	10.41	28.63	21.92	21.06	1.21
Two	N/A	*	16.20	18.69	10.26	0.29
Three	N/A	N/A	*	7.43	11.72	0.04
Total	100.00 %	100.00 %	100.00 %	100.00 %	100.00 %	100.00 %

Commute Trips (in Millions)	23,494	1,722	325	96	38	25,675
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* Insufficient data.
N/A = not applicable.

Note: Excludes trips greater than 75 miles.

TABLE 5-9
Average POV Commute Trip Occupancy by
Trip Length and Gender of Driver
(Urbanized Area Households)

1990

Trip Length	Gender		All
	Male	Female	
< .5 Mile	1.14	1.18	1.16
1 Mile	1.10	1.18	1.14
2 Miles	1.09	1.13	1.11
3 Miles	1.09	1.13	1.11
4 Miles	1.08	1.12	1.10
5 Miles	1.10	1.12	1.11
6 Miles	1.09	1.10	1.09
7 Miles	1.13	1.11	1.12
8 to 10 Miles	1.08	1.11	1.09
10 to 15 Miles	1.07	1.07	1.07
16 to 20 Miles	1.12	1.07	1.11
21 to 30 Miles	1.16	1.08	1.14
31 to 40 Miles	1.26	1.09	1.20
41 to 50 Miles	1.09	1.06	1.08
51 to 75 Miles	1.22	1.12	1.20
All	1.10	1.12	1.11

Note: Excludes trips greater than 75 miles.