

Vehicle occupancy rate, calculated as person miles of travel per vehicle mile of travel, declined steadily from 1977 to 1990. This decline was evident in trips of all purposes. Trips for social and recreational purposes continued to have the highest vehicle occupancy

rate. In air quality non-attainment areas, trips to work are targeted for transportation control measures to encourage ridesharing. This is because trips to work account for about one-third of all vehicle miles of travel and have the lowest average occupancy rate (1.14).

Table 7.16

Average Vehicle Occupancy by Trip Purpose
(Person Miles per Vehicle Mile)
1977, 1983, and 1990 NPTS¹

Trip Purpose	1977		1983		1990	
	Average Occupancy	Percent of VMT	Average Occupancy	Percent of VMT	Average Occupancy	Percent of VMT
EARNING A LIVING	1.32	39.3	1.32	34.3	1.16	35.1
To or from Work	1.30	31.7	1.29	30.2	1.14	32.1
Work Related	1.39	7.6	1.57	4.2	1.42	3.0
FAMILY & PERSONAL BUSINESS	2.02	24.9	1.80	30.4	1.78	32.8
Shopping	2.06	11.1	1.79	13.3	1.71	11.5
Medical/Dental	2.14	1.8	1.69	1.5	1.52	1.3
Other	1.96	12.0	1.82	15.5	1.84	20.0
CIVIC, EDUCATIONAL, & RELIGIOUS	1.95	5.2	2.08	4.1	1.67	4.4
SOCIAL & RECREATIONAL	2.44	27.3	2.12	30.0	2.08	26.9
Visiting Friends	2.25	12.1	2.01	13.5	1.82	11.6
Pleasure Driving	3.19	0.9	2.34	1.1	1.99	0.7
Vacation	2.68	0.6	2.52	2.1	2.38	1.5
Other	2.59	13.7	2.15	13.3	2.28	13.1
OTHER & UNKNOWN	2.20	3.3	1.92	1.2	1.49	0.8
ALL PURPOSES	1.89	100.0	1.75	100.0	1.64	100.0

¹ For information on comparing 1983 and 1990 NPTS survey data, see Section 4 of Chapter 1.