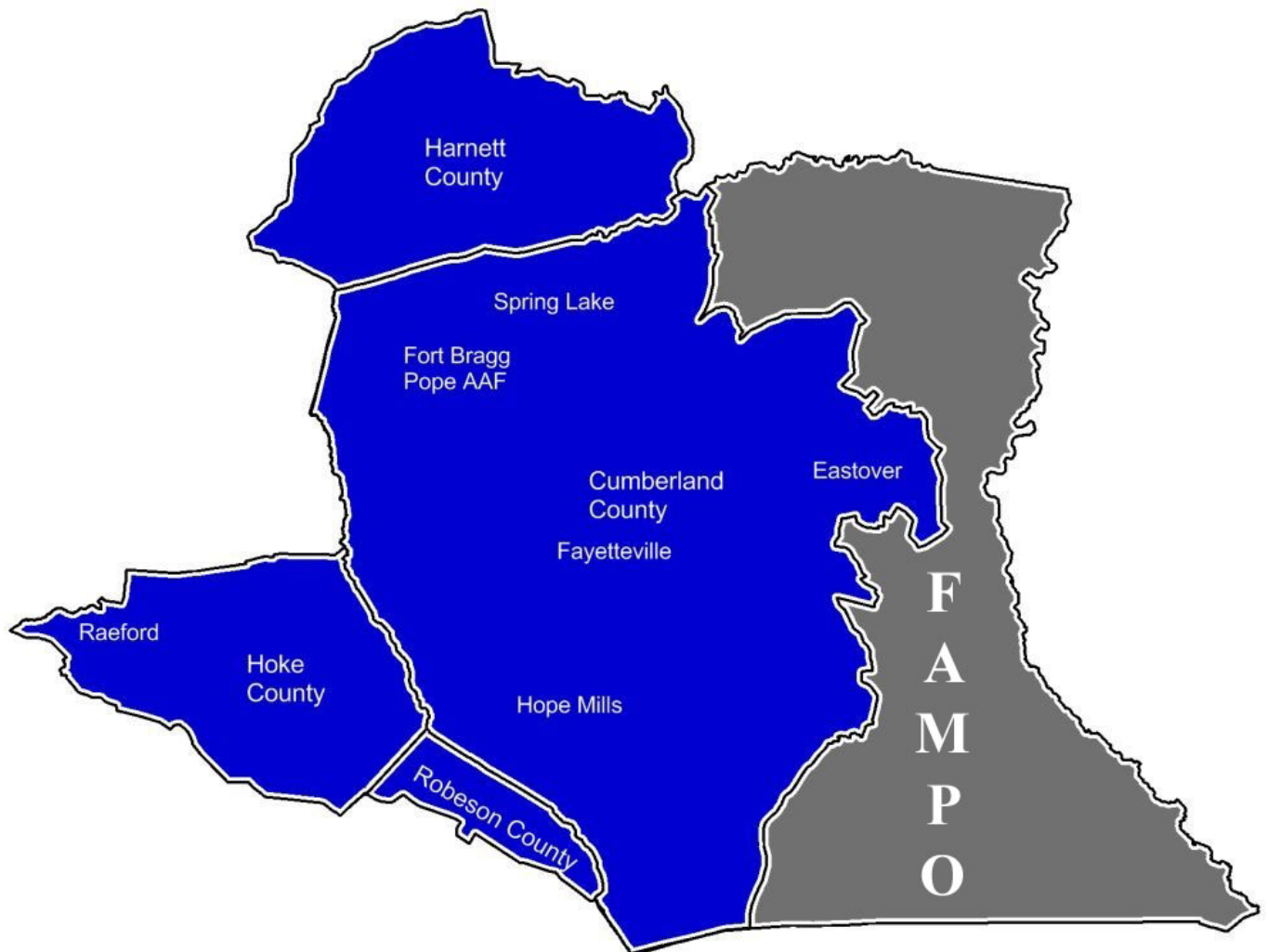


FAMPO

Fayetteville Area Metropolitan Planning Organization

VEHICLE OCCUPANCY RATE



July 22, 2015

Continuing · Comprehensive · Cooperative · Transportation Planning

TABLE OF CONTENTS

INTRODUCTION 1

METHODOLOGY 2

STATISTICAL DATA 6

SURVEY RESULTS 7

APPENDICES 9

INTRODUCTION

The Vehicle Occupancy Rate (VOR) report, required by the North Carolina Department of Transportation as part of the transportation system monitoring, is one component of the North Carolina Congestion Management Program for the 19 Urbanized Areas.

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) required that the overall social, economic, energy and environmental effects of transportation decisions be considered in developing transportation plans and programs in metropolitan planning areas. The 1997 reauthorization of ISTEA into the Transportation Equity Act for the 21st Century (TEA-21) reinforced those requirements. To comply with Clean Air Act Amendments, TEA-21 regulations required that a congestion management system (CMS) be included in the metropolitan planning process for urbanized areas having a population over 200,000. Congestion produces excess automobile exhausts, a major source of ozone and carbon monoxide air pollution. In 2005, SAFETEA-LU was enacted to build upon this firm foundation by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure through a Congestion Management Program (CMP).

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

The congestion management program identifies areas where congestion occurs or is likely to occur, identifies the causes of the congestion, evaluates strategies for managing or mitigating congestion and develops a plan for implementation of the most effective strategies. Before a congestion analysis can be made, the transportation system must be monitored in order to collect the necessary data. Monitoring techniques include traffic counts, peak hour studies, and vehicle occupancy studies. Once the CMP has been developed, data collection must continue on a periodic basis in order to determine the effects of implemented strategies.

In 2009, the National Personal Transportation Survey on personal travel was expanded by integrating the Federal Highway Administration-managed NPTS and the Bureau of Transportation Statistics-sponsored American Travel Survey (ATS). The survey was re-named to the National Household Travel Survey (NHTS). The 2009 NHTS is the nation's inventory of daily and long-distance travel. The survey includes demographic characteristics of households, people, vehicles, and detailed information on daily and longer-distance travel for all purposes by all modes. NHTS survey data are collected from a sample of U.S. households and expanded to provide national estimates of trips and miles by travel mode, trip purpose, and a host of household attributes. When combined with historical data from 1969, 1977, 1983, 1990, and 1995, the 2009 NHTS survey data provides a rich source of detailed information on personal travel patterns over time. Past VOR studies in the Fayetteville Urbanized Area were conducted to quantify the effects of the area's efforts to promote para-transit activities. Area employers showed no interest in aiding the development of ride sharing programs. As county budgets became more restricted, VOR studies were cut to provide funds for projects considered to be more applicable to the area's needs. The vehicle occupancy rate studies were not executed from 1989 to 1992. Interest in ride-sharing resurfaced with ISTEA, TEA-21, and SAFETEA-LU regulations, which placed great emphasis on making efficient use of existing transportation facilities through transportation management measures. Under MAP-21, the efforts put forth on VOR studies will

continue as a way to meet many of the challenges that we face today such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

METHODOLOGY

Experience gained in national surveys indicates that there are no apparent significant seasonal differences in the data sampling procedure. The month of May is considered to be average in minor seasonal fluctuation and is recommended as the appropriate month in which to conduct the vehicle occupancy counts. Locations for vehicle occupancy counts were chosen on selected arterial streets at the boundaries of the Central Business District (CBD) and at or near areas of large concentrations of employment. Average trip lengths within each corridor serving employment concentrations were evaluated to determine representative traffic counts. Based on this evaluation, eight principal arterial, six minor arterial, and one freeway were selected for measurement of vehicle occupancy counts. Locations on those corridors were chosen relative to employment concentrations in the CBD area of Fayetteville and Fort Bragg/Pope Army Air Field. Figure 1 outlines the survey areas on a map of the Fayetteville Urban Area. Location of the vehicle occupancy counts are shown in more detail in Figure 2 (Fort Bragg and Pope Army Air Field area) and Figure 3 (the Fayetteville CBD).

Analysis of variance tests on daily occupancy rates in other areas of the country revealed that day-to-day differences in vehicle occupancies are real and not due to chance. The vehicle occupancy counts for each of the selected areas of employment concentration were conducted over a period of one week in order to consider the daily variations in VOR. A one week count is considered to be adequate and consistent with usual traffic counting practices. Only a.m. peak hour work trips were counted to preclude the likelihood of non-work trips affecting the data reliability. Counts were taken over 15 minute intervals each day covering the entire peak hour during the week's count. Survey teams counted the number of occupants in each vehicle approaching the area of employment concentration. Only occupants of cars, vans and pickups were counted. Occupants of commercial, military and governmental vehicles were not part of the survey since those counts are not representative of the VOR for the entire area. Exhibit 1 is an example of the worksheet used for the vehicle occupancy counts.

Counts for the Fort Bragg/Pope Army Air Field area were taken in 15 minute intervals spanning the period from 6:30 a.m. to 7:45 a.m. Schedule 1 gives the time period in which the counts were taken each day of the week for each Fort Bragg/Pope Army Air Field location.

Counts for the CBD area were taken in 15 minutes intervals spanning the period from 7:30 a.m. to 8:30 a.m. over the course of the week's survey. Schedule 2 gives the time period in which the counts were conducted each day of the week for each survey location of vehicles approaching the CBD.

FIGURE 1.

SURVEY AREAS IN RELATION TO THE FAYETTEVILLE AREA

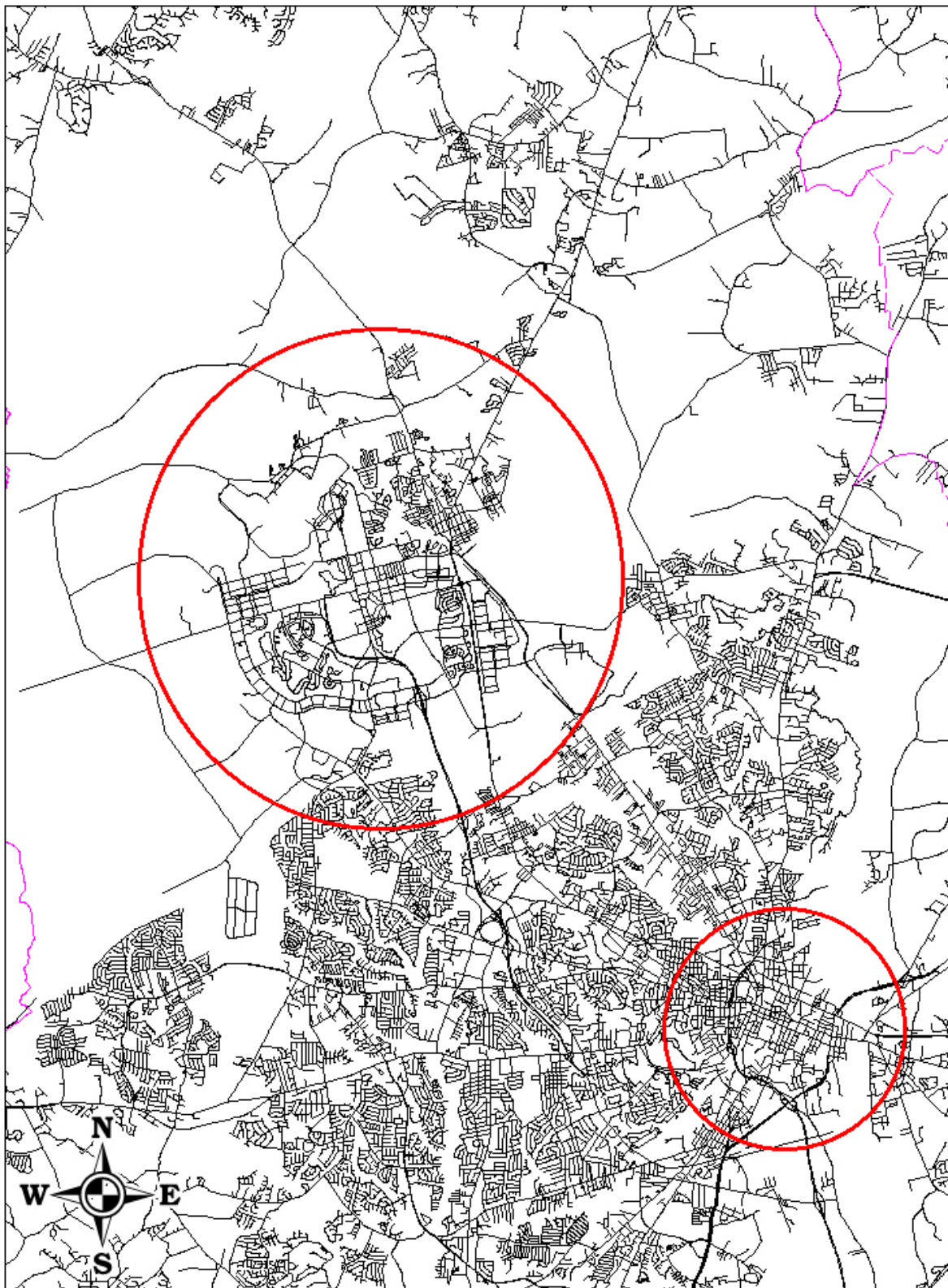


FIGURE 2.

SURVEY LOCATIONS FORT BRAGG AND POPE ARMY AIR FIELD

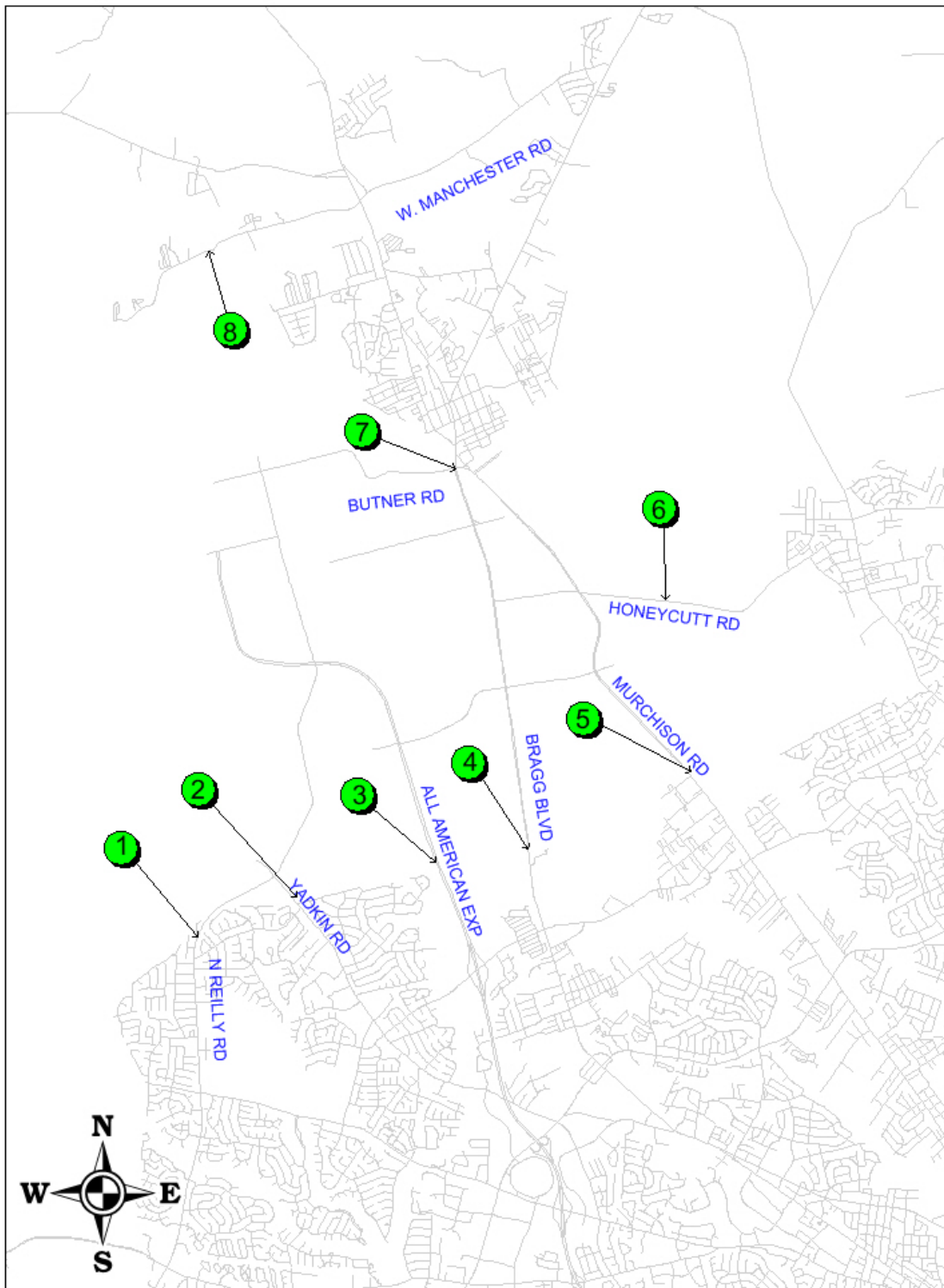
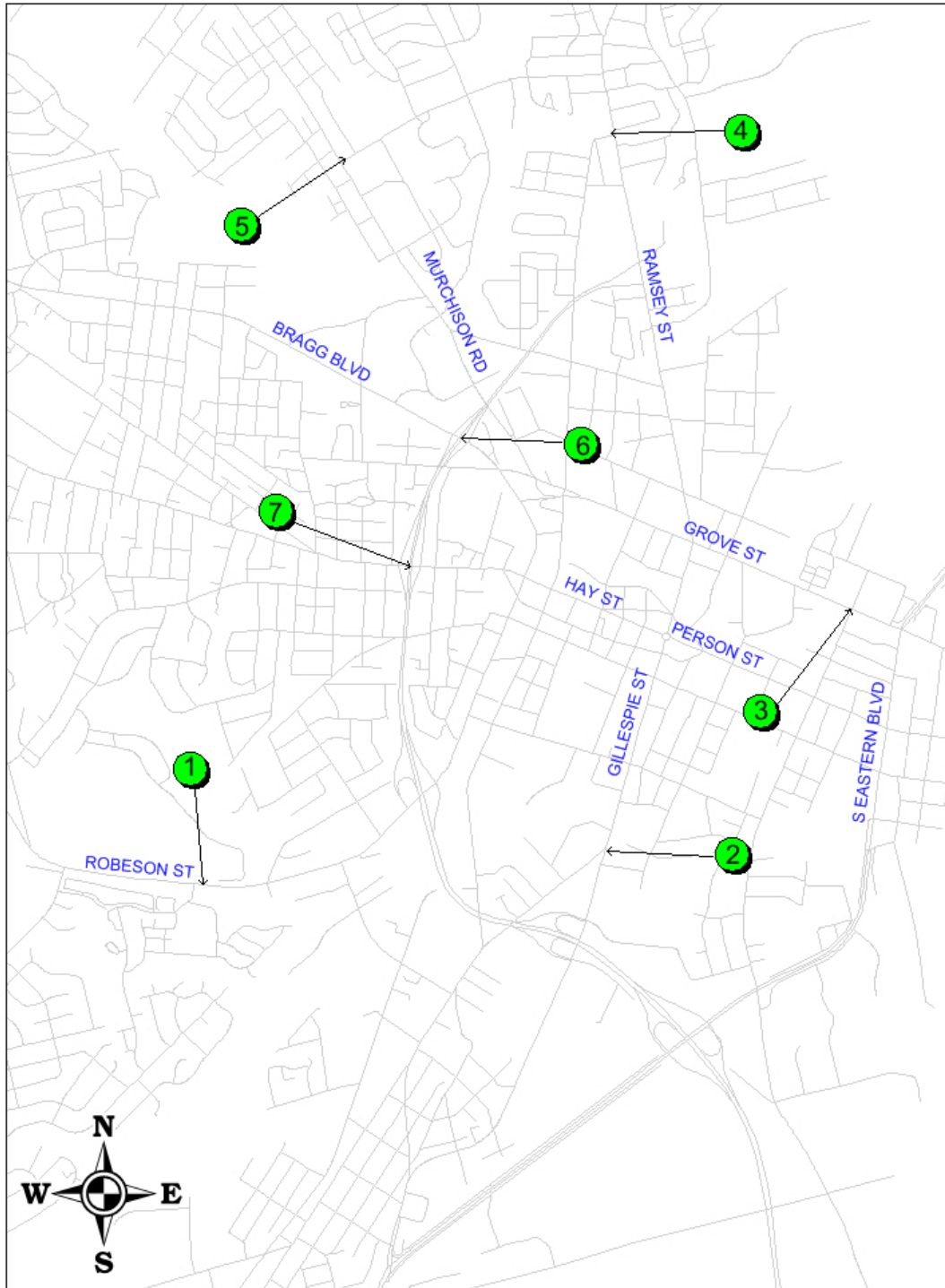


FIGURE 3.

SURVEY LOCATIONS CENTRAL BUSINESS DISTRICT



STATISTICAL DATA

Daily and average rates for the week were computed for vehicle occupancy, vehicle loading and people loading. Tables 1 and 10 respectively represent the data from the Fort Bragg/Pope Army Air Field and the Central Business District surveys.

The Vehicle Occupancy Rate (VOR) was calculated by dividing the total number of people transported by the total number of vehicles that were counted at each of the designated locations at the times specified in Schedule 1 and 2.

The Vehicle Loading Rate (VLR) was calculated as the percentage of vehicles counted having a VOR greater than one (vehicles with two or more occupants). The number of vehicles with two or more occupants was divided by the total number of vehicles counted and multiplied by 100. This figure represents how ride sharing reduces the number of vehicles on the road at peak travel times.

The People Loading Rate (PLR) was calculated as the percentage of people who were traveling in vehicles with two or more occupants. The number of people riding in vehicles having more than one occupant was divided by the total number of occupants in all vehicles and multiplied by 100. This figure is an indication of the willingness of the general population to participate in ride sharing programs.

For Tables 1 and 10, the “Average Per Day per Site” figures for Columns A,B,D and F were calculated by adding the daily counts at each site and dividing the sum by 5 (days). The VOR (Column C) was calculated by adding the daily counts for each site and dividing that sum by the sum of the daily occupant counts for the respective site. The VLR(Column E) was calculated for each site by dividing the sum of daily counts for vehicles having two or more occupants by the sum of daily vehicle counts and multiplying the quotient by 100. The PLR was derived in the same manner using the occupant counts for each site.

Tables 2 through 4 summarize the vehicle occupancy, vehicle loading rates and people loading rates for each location surveyed in the Fort Bragg and Pope Army Air Field area. Tables 11 through 13 summarize those rates for each location surveyed in the Central Business District. The “Average Per Day” in those tables is the daily average for the week for each site.

Tables 5 through 7 compares average vehicle occupancy counts, vehicle loading rates and people loading rates for survey years from 1995 to 2014 for the Fort Bragg and Pope Army Air Field area. Tables 14 through 16 compares that data for the Central Business District.

Traffic volumes and occupant counts are given by time period in Tables 8 and 9 for the Fort Bragg and Pope Army Air Field area and in Tables 17 and 18 for the Central Business District. “Total Per Hr. (Avg.)” represents the number of vehicles passing each site in a one-hour period during the a.m. traffic peak.

SURVEY RESULTS

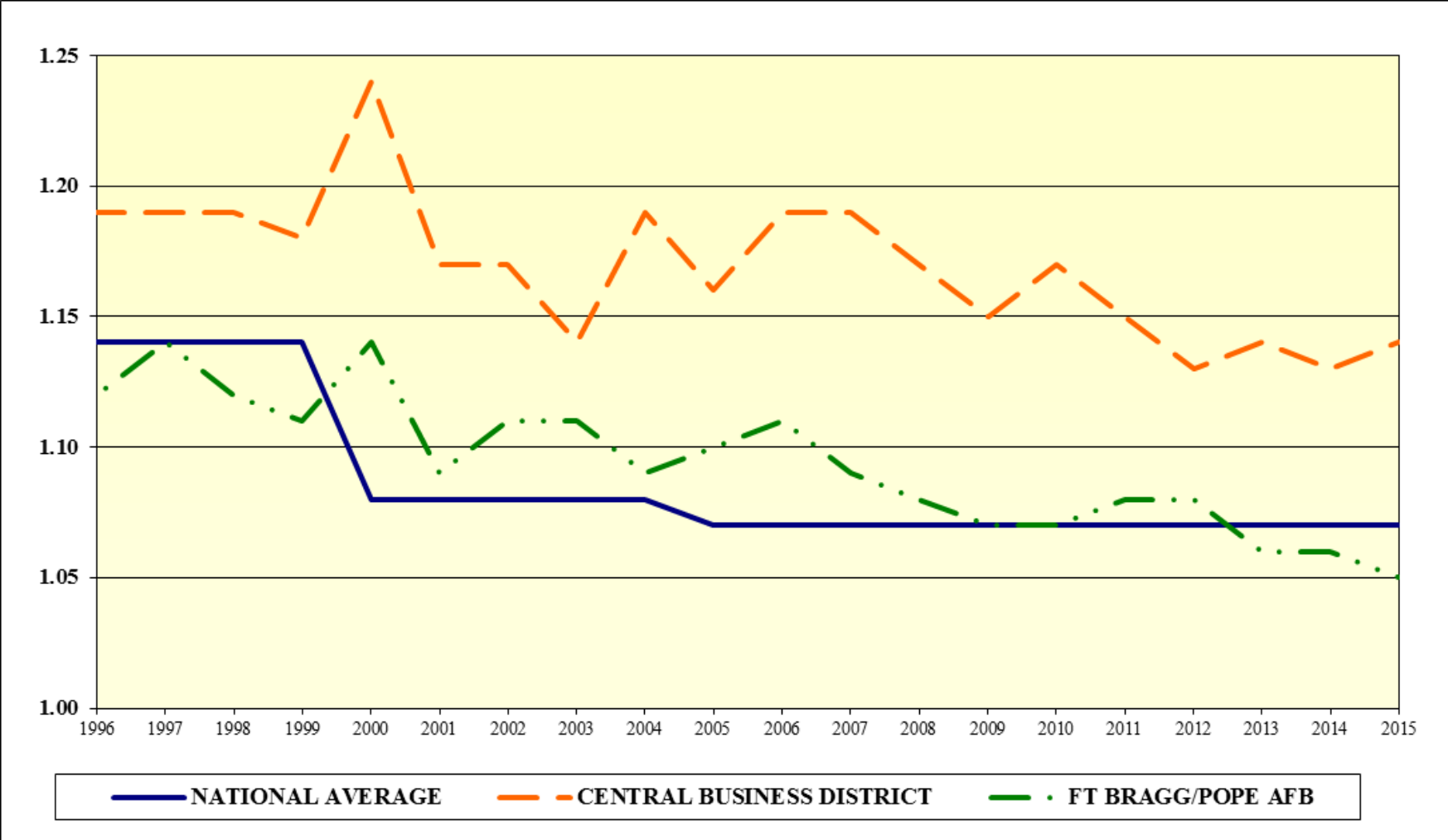
Nationally, vehicle occupancy rates for trips to work have decreased steadily since 1980. According to the U.S. Department of Transportation, Federal Highway Administration publication Travel Behavior Issued in the 90's, the national average VOR in 1995 was 1.14, down from 1.3 in 1983. The trend in average VOR for the Fort Bragg and Pope Army Air Field area has been consistent with the national trend decreasing from 1.24 in 1983 to 1.05 in 2015. (Figures for local areas are not available for 1990 since the VOR survey was not conducted that year.) The vehicle occupancy rate for vehicles traveling into the Central Business District declined from 1.26 in 1980 to 1.19 in 1988, increased to 1.24 in 2000, but decreased to 1.19 in 2004. In 2015, it increased to 1.14, up from 1.13 in 2014. Figure 4 graphs the VOR for the Fort Bragg and Pope Army Air Field area and Fayetteville Central Business District against the national averages.

In the Fort Bragg and Pope Army Air Field area, the largest volume of traffic occurred on Wednesday with 2,655 vehicles carrying 2,805 people surveyed (Table 1). The high counts for Wednesday are partially affected by the time of the counts since the period between 7:00 and 7:15 a.m. rendered the highest counts for the week.

Vehicle occupancy rates around Fort Bragg showed slight variation over the week ranging from 1.04 to 1.08. The average vehicle occupancy rate for the Fort Bragg survey area (1.05) was the same as last year's (Table 19). The PLR percent change from the 2014 survey indicated that the number of people who share rides were the same (Table 21) and the number of vehicles carrying more than one person was unchanged (Table 20).

In the Central Business District, the largest volume of traffic occurred on Tuesday (1,993 vehicles, 2,267 people) (Table 10). The average vehicle occupancy rate for the CBD area is 1.14, up from 1.13 in 2014. From 2014 to 2015 there was a 1% increase in the People Loading Rate (Table 21) and no change in the number of vehicles rides sharing into the CBD (Table 20).

VOR GRAPH FOR THE FAYETTEVILLE URBAN AREA



APPENDICES

VOR OCCUPANCY RATES (VOR) SURVEY – FAYETTEVILLE URBAN AREA
 FORT BRAGG AND POPE ARMY AIR FIELD COUNTS
 MAY 2015, A.M. SURVEY SCHEDULE – DAYS AND TIMES

SCHEDULE 1.

SITE	MONDAY MAY 4	TUESDAY MAY 5	WEDNESDAY MAY 6	THURSDAY MAY 7	FRIDAY MAY 8	SURVEY TEAM
1	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	A
2	7:00-7:15	7:15-7:30	7:30-7:45	6:45-7:00	6:30-6:45	A
3	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	B
4	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	D
5	7:00-7:15	7:15-7:30	7:30-7:45	6:45-7:00	6:30-6:45	B
6	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	C
7	7:00-7:15	7:15-7:30	7:30-7:45	6:45-7:00	6:30-6:45	D
8	7:00-7:15	7:15-7:30	7:30-7:45	6:45-7:00	6:30-6:45	C

NOTES:

- Each site is to be surveyed daily at times indicated above.
- Please arrange to arrive at the site at least five (5) minutes prior to the scheduled survey time.
- Rain dates will be the same day of the week of the following week.

SITES

- 1 Reilly Rd. (Post limits)
- 2 Yadkin Rd. (Post limits)
- 3 All American Fwy. (Post limits)
- 4 Bragg Blvd. (Post limits)
- 5 Murchison Rd. (Post limits)
- 6 Honeycutt Rd. (Texas Pond)
- 7 Butner Rd. Ext./Bragg Blvd.
- 8 Manchester Rd. (Base limits)

SURVEY TEAMS

- A Will Denning
- B Aaron & Michael Mandeville
- C Shaun
- D Denise & Michael Rutan

VEHICLE OCCUPANCY RATES (VOR) SURVEY – FAYETTEVILLE URBAN AREA
 CENTRAL BUSINESS DISTRICT COUNTS
 MAY 2015, A.M. SURVEY SCHEDULE – DAYS AND TIMES

SCHEDULE 2.

SITE	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SURVEY TEAM
	MAY 11	MAY 12	MAY 13	MAY 14	MAY 15	
1	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	7:30-7:45	A
2	8:00-8:15	8:15-8:30	7:30-7:45	7:45-8:00	8:00-8:15	A
3	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	7:30-7:45	B
4	8:00-8:15	8:15-8:30	7:30-7:45	7:45-8:00	8:00-8:15	C
5	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	7:30-7:45	C
6	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30	7:30-7:45	D
7	8:00-8:15	8:15-8:30	7:30-7:45	7:45-8:00	8:00-8:15	D

NOTES:

- Each site is to be surveyed daily at times indicated above.
- Please arrange to arrive at the site at least five (5) minutes prior to the scheduled survey time.
- Rain dates will be the same day of the week of the following week.

SITES

- 1 Robeson St. @ Village Dr.
- 2 Gillespie St. @ Southern Ave.
- 3 Grove St. @ B St.
- 4 Ramsey St @ Hillsboro St.
- 5 Murchison St. @ Langdon St.
- 6 Bragg Blvd. @ CBD Loop
- 7 Hay St. @ CBD Loop

SURVEY TEAMS

- A Shaun & Aaron
- B Michael Mandeville & Will Linville
- C Denise & Michael Rutan
- D Will Denning

FORT BRAGG/POPE AIRFIELD DATA

TABLE 1					(D)	(E)	(F)	(G)
		(A)	(B)	(C)	VEHICLES	(D/A) X 100	NO. OF	(F/B) X 100
DAY OF		TOTAL	TOTAL	(B/A)	WITH	VLR	VEHICLES	(F/B) X 100
WEEK	SITE	VEHICLES	OCCUPANTS	VOR	2 OR MORE	%	V/2 OR MOR	PLR
					OCCUPANTS		OCCUPANTS	%
Monday	1	322	335	1.04	13	4.04	26	7.76
5/4	2	141	152	1.08	11	7.80	22	14.47
	3	385	415	1.08	31	8.05	65	15.66
	4	262	278	1.06	24	9.16	50	17.99
	5	112	106	0.95	8	7.14	16	15.09
	6	235	245	1.04	11	4.68	23	9.39
	7	310	327	1.05	17	5.48	34	10.40
	8	245	253	1.03	8	3.27	16	6.32
	TOTAL	2012	2111	1.05	123	6.11	252	11.94
Tuesday	1	265	276	1.04	12	4.53	24	8.70
5/5	2	184	200	1.09	16	8.70	32	16.00
	3	487	510	1.05	21	4.31	43	8.43
	4	372	395	1.06	45	12.10	92	23.29
	5	164	160	0.98	18	10.98	38	23.75
	6	255	270	1.06	14	5.49	29	10.74
	7	351	370	1.05	17	4.84	36	9.73
	8	247	249	1.01	3	1.21	6	2.41
	TOTAL	2325	2430	1.05	146	6.28	300	12.35
Wednesday	1	391	412	1.05	18	4.60	39	9.47
5/6	2	191	211	1.10	21	10.99	43	20.38
	3	599	636	1.06	35	5.84	73	11.48
	4	466	483	1.04	45	9.66	97	20.08
	5	143	154	1.08	12	8.39	27	17.53
	6	273	286	1.05	11	4.03	22	7.69
	7	351	370	1.05	17	4.84	35	9.46
	8	241	253	1.05	12	4.98	25	9.88
	TOTAL	2655	2805	1.06	171	6.44	361	12.87
Thursday	1	355	365	1.03	10	2.82	20	5.48
5/7	2	153	166	1.08	13	8.50	26	15.66
	3	612	648	1.06	36	5.88	73	11.27
	4	411	426	1.04	30	7.30	64	15.02
	5	121	132	1.09	21	17.36	43	32.58
	6	305	317	1.04	19	6.23	38	11.99
	7	334	349	1.04	13	3.89	28	8.02
	8	255	256	1.00	1	0.39	2	0.78
	TOTAL	2546	2659	1.04	143	5.62	294	11.06
Friday	1	252	267	1.06	16	6.35	38	14.23
5/8	2	108	111	1.03	5	4.63	13	11.71
	3	513	556	1.08	38	7.41	82	14.75
	4	378	430	1.14	61	16.14	136	31.63
	5	76	88	1.16	10	13.16	24	27.27
	6	301	332	1.10	33	10.96	68	20.48
	7	195	208	1.07	12	6.15	25	12.02
	8	192	196	1.02	3	1.56	7	3.57
	TOTAL	2015	2188	1.09	178	8.83	393	17.96
TOTAL FOR WK		11553	12193		761		1600	
AREA AVG DAY		2311	2439	1.06	152	6.59	320	13.12

**VOR STATISTICS - MAY 2015
FAYETTEVILLE URBAN AREA
FORT BRAGG AND POPE AIRFIELD**

**A.M. PEAK HOUR
VEHICLE OCCUPANCY RATE (VOR)
(OCCUPANTS PER VEHICLE)**

TABLE 2.

ARTERIAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	AVERAGE PER DAY
Reilly Road (Post Limits)	1.04	1.04	1.05	1.03	1.06	1.04
Yadkin Road (Post Limits)	1.08	1.09	1.10	1.08	1.03	1.08
All American Exp. (Post Limits)	1.08	1.05	1.06	1.06	1.08	1.07
Bragg Boulevard (Post Limits)	1.06	1.06	1.04	1.04	1.14	1.07
Murchison Road (Post Limits)	0.95	0.98	1.08	1.09	1.16	1.05
Honeycutt Road (Texas Pond)	1.04	1.06	1.05	1.04	1.10	1.06
Butner Road Ext. (Bragg Blvd.)	1.05	1.05	1.05	1.04	1.07	1.05
Manchester Road (Base Limits)	1.03	1.01	1.05	1.00	1.02	1.02
AVERAGE	1.04	1.04	1.06	1.05	1.08	1.05

**A.M. PEAK HOUR
VEHICLE LOADING RATE (VLR)
(% OF VEHICLES WITH TWO OR MORE OCCUPANTS)**

TABLE 3.

ARTERIAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	AVERAGE PER DAY
Reilly Road (Post Limits)	4.04	4.53	4.60	2.82	6.35	4.47
Yadkin Road (Post Limits)	7.80	8.70	10.99	8.50	4.63	8.12
All American Exp. (Post Limits)	8.05	4.31	5.84	5.88	7.41	6.30
Bragg Boulevard (Post Limits)	9.16	12.10	9.66	7.30	16.14	10.87
Murchison Road (Post Limits)	7.14	10.98	8.39	17.36	13.16	11.40
Honeycutt Road (Texas Pond)	4.68	5.49	4.03	6.23	10.96	6.28
Butner Road Ext. (Bragg Blvd.)	5.48	4.84	4.84	3.89	6.15	5.04
Manchester Road (Base Limits)	3.27	1.21	4.98	0.39	1.56	2.28
AVERAGE	6.20	6.52	6.67	6.55	8.30	6.85

**A.M. PEAK HOUR
PEOPLE LOADING RATE (PLR)
(% OF PEOPLE IN VEHICLES HAVING TWO OR MORE OCCUPANTS)**

TABLE 4.

ARTERIAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	AVERAGE PER DAY
Reilly Road (Post Limits)	7.76	8.70	9.47	5.48	14.23	9.13
Yadkin Road (Post Limits)	14.47	16.00	20.38	15.66	11.71	15.65
All American Exp. (Post Limits)	15.66	8.43	11.48	11.27	14.75	12.32
Bragg Boulevard (Post Limits)	17.99	23.29	20.08	15.02	31.63	21.60
Murchison Road (Post Limits)	15.09	23.75	17.53	32.58	27.27	23.25
Honeycutt Road (Texas Pond)	9.39	10.74	7.69	11.99	20.48	12.06
Butner Road Ext. (Bragg Blvd.)	10.40	9.73	9.46	8.02	12.02	9.93
Manchester Road (Base Limits)	6.32	2.41	9.88	0.78	3.57	4.59
AVERAGE	12.14	12.88	13.25	12.60	16.96	13.56

VOR STATISTICS 2015
FAYETTEVILLE URBAN AREA - FORT BRAGG AND POPE AIRFIELD
A.M. WEEKLY AVERAGE VEHICLE OCCUPANCY RATE BY YEAR AND SITE

TABLE 5.

YEAR	SITE 1 RELLY RD	SITE 2 YADKIN RD	SITE 3 ALL-AMERICAN EXP.	SITE 4 BRAGG BLVD	SITE 5 MURCHISON RD	SITE 6 HONEYCUTT RD	SITE 7 BUTNER RD	SITE 8 MANCHESTER RD	AVERAGE OVERALL LOCATION
1995	1.12	1.11	1.11	1.12	1.11	1.10	1.15	1.15	1.12
1996	1.13	1.10	1.11	1.14	1.15	1.09	1.14	1.11	1.12
1997	1.08	1.09	1.16	1.20	1.08	1.12	1.21	1.10	1.14
1998	1.10	1.06	1.11	1.18	1.17	1.05	1.15	1.14	1.12
1999	1.09	1.06	1.06	1.16	1.12	1.04	1.17	1.04	1.10
2000	1.23	1.16	1.16	1.31	1.13	1.11	1.17	1.09	1.14
2001	1.10	1.11	1.11	1.08	1.05	1.09	1.06	1.07	1.09
2002	1.03	1.20	1.17	1.23	1.33	1.08	1.39	1.07	1.19
2003	1.06	1.12	1.07	1.20	1.15	1.09	1.09	1.09	1.11
2004	1.05	1.12	1.09	1.16	1.13	1.09	1.05	1.04	1.09
2005	1.05	1.11	1.10	1.13	1.19	1.07	1.13	1.06	1.10
2006	1.06	1.13	1.09	1.21	1.17	1.12	1.10	1.05	1.11
2007	1.05	1.09	1.07	1.21	1.14	1.10	1.07	1.04	1.10
2008	1.06	1.06	1.05	1.12	1.22	1.06	1.07	1.06	1.08
2009	1.06	1.08	1.08	1.14	1.09	1.06	1.06	1.04	1.07
2010	1.06	1.09	1.05	1.25	1.08	1.06	1.10	1.06	1.09
2011	1.10	1.08	1.06	1.15	1.08	1.06	1.06	1.04	1.08
2012	1.06	1.08	1.07	1.17	1.09	1.06	1.08	1.04	1.08
2013	1.04	1.06	1.04	1.10	1.13	1.06	1.06	1.03	1.06
2014	1.04	1.07	1.08	1.04	1.12	1.06	1.06	1.03	1.06
2015	1.04	1.08	1.07	1.07	1.05	1.06	1.05	1.02	1.06

VOR STATISTICS 2015
FAYETTEVILLE URBAN AREA - FORT BRAGG AND POPE AIRFIELD
A.M. WEEKLY AVERAGE VEHICLE LOADING RATE (%) BY YEAR AND SITE

TABLE 6.

YEAR	SITE 1 REILLY RD	SITE 2 YADKIN RD	SITE 3 ALL-AMERICAN EXP.	SITE 4 BRAGG BLVD	SITE 5 MURCHISON RD	SITE 6 HONEYCUTT RD	SITE 7 BUTNER RD	SITE 8 MANCHESTER RD	AVERAGE OVERALL LOCATION
1995	10%	9%	10%	14%	9%	10%	12%	13%	10%
1996	11%	9%	10%	12%	14%	8%	13%	10%	11%
1997	11%	7%	12%	16%	9%	10%	15%	9%	12%
1998	8%	9%	12%	13%	15%	11%	12%	12%	12%
1999	6%	5%	7%	12%	10%	9%	13%	7%	9%
2000	16%	16%	11%	25%	11%	9%	12%	9%	13%
2001	10%	10%	11%	11%	12%	8%	6%	7%	9%
2002	8%	15%	9%	18%	11%	7%	12%	4%	11%
2003	9%	16%	7%	18%	10%	7%	8%	3%	10%
2004	6%	11%	9%	14%	11%	9%	7%	5%	9%
2005	11%	11%	11%	14%	13%	9%	6%	5%	9%
2006	6%	11%	9%	14%	11%	9%	6%	6%	7%
2007	6%	11%	10%	14%	14%	9%	7%	5%	9%
2008	6%	11%	9%	15%	13%	9%	6%	4%	9%
2009	6%	11%	9%	13%	14%	9%	6%	4%	8%
2010	5%	11%	10%	20%	8%	6%	5%	2%	8%
2011	6%	12%	10%	14%	11%	8%	6%	4%	7%
2012	5%	11%	9%	16%	12%	9%	6%	3%	7%
2013	5%	12%	9%	15%	12%	8%	6%	3%	7%
2014	5%	6%	7%	10%	13%	7%	6%	4%	7%
2015	5%	8%	6%	11%	11%	6%	5%	2%	7%

VOR STATISTICS 2015

FAYETTEVILLE URBAN AREA - FORT BRAGG AND POPE AIRFIELD

A.M. WEEKLY AVERAGE PEOPLE LOADING RATE (%) BY YEAR AND SITE

TABLE 7.

YEAR	SITE 1 REILLY RD	SITE 2 YADKIN RD	SITE 3 ALL-AMERICAN EXP.	SITE 4 BRAGG BLVD	SITE 5 MURCHISON RD	SITE 6 HONEYCUTT RD	SITE 7 BUTNER RD	SITE 8 MANCHESTER RD	AVERAGE OVERALL LOCATION
1995	19%	23%	15%	24%	22%	13%	22%	21%	19%
1996	20%	18%	19%	20%	18%	18%	23%	24%	20%
1997	22%	17%	19%	23%	25%	15%	22%	18%	21%
1998	22%	15%	24%	30%	19%	22%	30%	17%	23%
1999	16%	17%	21%	26%	27%	25%	23%	23%	22%
2000	11%	10%	14%	23%	17%	20%	26%	14%	17%
2001	25%	27%	22%	27%	19%	18%	23%	15%	23%
2002	18%	19%	20%	17%	16%	16%	11%	13%	16%
2003	18%	27%	16%	32%	17%	15%	16%	9%	19%
2004	16%	30%	14%	34%	17%	14%	15%	8%	19%
2005	11%	20%	16%	26%	20%	17%	14%	9%	17%
2006	11%	20%	19%	27%	24%	16%	11%	10%	17%
2007	11%	21%	16%	25%	21%	19%	11%	11%	16%
2008	11%	21%	16%	25%	27%	19%	13%	10%	18%
2009	12%	20%	16%	28%	23%	16%	11%	9%	16%
2010	11%	17%	15%	24%	27%	17%	11%	8%	15%
2011	10%	18%	21%	35%	17%	11%	9%	4%	16%
2012	10%	21%	16%	26%	21%	15%	12%	8%	16%
2013	9%	20%	15%	29%	23%	17%	11%	7%	16%
2014	10%	13%	14%	20%	24%	13%	11%	9%	14%
2015	9%	16%	12%	22%	23%	12%	10%	5%	14%

**FORT BRAGG AND POPE AIRFIELD
TRAFFIC VOLUMES DURING A.M. PEAK HOUR***

TABLE 8.

SITE	ARTERIAL	6:30 TO 6:45	6:45 TO 7:00	7:00 TO 7:15	7:15 TO 7:30	7:30 TO 7:45	TOTAL PER HR (AVG)
1	REILLY ROAD (Post Limits)	322	265	391	355	252	1268
2	YADKIN ROAD (Post Limits)	141	184	191	153	108	622
3	ALL AMERICAN EXP (Post Limits)	385	487	599	612	513	2077
4	BRAGG BOULEVARD (Post Limits)	262	372	466	411	378	1511
5	MURCHISON ROAD (Post Limits)	112	164	143	121	76	493
6	HONEYCUTT ROAD (at Texas Pond)	235	255	273	305	301	1095
7	BUTNER EXT (at Bragg Boulevard)	310	351	351	334	195	1233
8	MANCHESTER ROAD (Post Limits)	245	247	241	255	192	944
	TOTAL	2012	2325	2655	2546	2015	9242

**FORT BRAGG AND POPE AIRFIELD
VEHICLE OCCUPANT VOLUMES DURING A.M. PEAK HOUR***

TABLE 9.

SITE	ARTERIAL	6:30 TO 6:45	6:45 TO 7:00	7:00 TO 7:15	7:15 TO 7:30	7:30 TO 7:45	TOTAL PER HR (AVG)
1	REILLY ROAD (Post Limits)	335	276	412	365	267	1324
2	YADKIN ROAD (Post Limits)	152	200	211	166	111	672
3	ALL AMERICAN EXP (Post Limits)	415	510	636	648	556	2212
4	BRAGG BOULEVARD (Post Limits)	278	395	483	426	430	1610
5	MURCHISON ROAD (Post Limits)	106	160	154	132	88	512
6	HONEYCUTT ROAD (at Texas Pond)	245	270	286	317	332	1160
7	BUTNER EXT (at Bragg Boulevard)	327	370	370	349	208	1299
8	MANCHESTER ROAD (Post Limits)	253	249	253	256	196	966
	TOTAL	2111	2430	2805	2659	2188	9754

FAYETTEVILLE CENTRAL BUSINESS DISTRICT DATA

TABLE 10.

DAY OF WEEK	SITE	(A) TOTAL VEHICLES	(B) TOTAL OCCUPANTS	(C) (B/A) VOR	(D) VEHICLES WITH 2 OR MORE OCCUPANTS	(E) (D/A) X 100 VLR %	(F) NO. OF PEOPLE IN VEHICLES W/2 OR MORE OCCUPANTS	(G) (F/B) X 100 PLR %
Monday 5/11	1	362	422	1.17	56	15.47	116	27.49
	2	133	159	1.20	26	19.55	56	35.22
	3	382	416	1.09	37	9.69	77	18.51
	4	457	499	1.09	47	10.28	100	20.04
	5	102	122	1.20	15	14.71	31	25.41
	6	156	168	1.08	16	10.26	34	20.24
	7	110	123	1.12	13	11.82	27	21.95
	TOTAL	1702	1909	1.12	210	12.34	441	23.10
Tuesday 5/12	1	400	464	1.16	68	17.00	145	31.25
	2	118	141	1.19	23	19.49	51	36.17
	3	356	391	1.10	36	10.11	81	20.72
	4	510	557	1.09	52	10.20	111	19.93
	5	136	169	1.24	27	19.85	61	36.09
	6	291	338	1.16	51	17.53	103	30.47
	7	182	207	1.14	23	12.64	48	23.19
	TOTAL	1993	2267	1.14	280	14.05	600	26.47
Wednesday 5/13	1	266	312	1.17	49	18.42	100	32.05
	2	160	189	1.18	28	17.50	61	32.28
	3	380	428	1.13	47	12.37	101	23.60
	4	503	544	1.08	69	13.72	143	26.29
	5	121	152	1.26	31	25.62	64	42.11
	6	209	241	1.15	38	18.18	76	31.54
	7	188	212	1.13	24	12.77	50	23.58
	TOTAL	1827	2078	1.14	286	15.65	595	28.63
Thursday 5/14	1	257	291	1.13	35	13.62	71	24.40
	2	182	208	1.14	24	13.19	55	26.44
	3	310	336	1.08	36	11.61	75	22.32
	4	641	709	1.11	65	10.14	137	19.32
	5	108	129	1.19	20	18.52	43	33.33
	6	205	232	1.13	35	17.07	75	32.33
	7	218	233	1.07	15	6.88	30	12.88
	TOTAL	1921	2138	1.11	230	11.97	486	22.73
Friday 5/15	1	364	421	1.16	49	13.46	107	25.42
	2	123	133	1.08	15	12.20	32	24.06
	3	376	420	1.12	50	13.30	107	25.48
	4	358	410	1.15	45	12.57	105	25.61
	5	105	130	1.24	18	17.14	44	33.85
	6	218	251	1.15	33	15.14	70	27.89
	7	185	206	1.11	20	10.81	43	20.87
	TOTAL	1729	1971	1.14	230	13.30	508	25.77
TOTAL FOR WK		9172	10363		1236		2630	
AREA AVG DAY		1834	2073	1.13	247	13.46	526	25.34

AVERAGE PER DAY PER SITE								
	1	329.8	382	1.16	51	15.59	108	28.12
	2	143.2	166	1.16	23	16.38	51	30.83
	3	360.8	398	1.10	41	11.42	88	22.12
	4	493.8	544	1.10	56	11.38	119	22.24
	5	114.4	140	1.23	22	19.17	49	34.16
	6	215.8	246	1.13	35	15.63	72	28.49
	7	176.6	196	1.11	19	10.98	40	20.49

**VOR STATISTICS - MAY 2015
FAYETTEVILLE URBAN AREA
CENTRAL BUSINESS DISTRICT**

**A.M. PEAK HOUR
VEHICLE OCCUPANCY RATE (VOR)
(OCCUPANTS PER VEHICLE)**

TABLE 11.

ARTERIAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	AVERAGE PER DAY
Robeson St. @ Village Drive	1.17	1.16	1.17	1.13	1.16	1.16
Gillespie St. @ Southern Ave.	1.20	1.19	1.18	1.14	1.08	1.16
Grove St. @ B Street	1.09	1.10	1.13	1.08	1.12	1.10
Ramsey St. @ Hillsboro St.	1.09	1.09	1.08	1.11	1.15	1.10
Murchison St. @ Langdon St.	1.20	1.24	1.26	1.19	1.24	1.23
Bragg Blvd. @ CBD Loop	1.08	1.16	1.15	1.13	1.15	1.13
Hay St. @ CBD Loop	1.12	1.14	1.13	1.07	1.11	1.11
AVERAGE	1.13	1.16	1.16	1.12	1.14	1.14

**A.M. PEAK HOUR
VEHICLE LOADING RATE (VLR)
(% OF VEHICLES WITH TWO OR MORE OCCUPANTS)**

TABLE 12.

ARTERIAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	AVERAGE PER DAY
Robeson St. @ Village Drive	15.47	17.00	18.42	13.62	13.46	15.59
Gillespie St. @ Southern Ave.	19.55	19.49	17.50	13.19	12.20	16.38
Grove St. @ B Street	9.69	10.11	12.37	11.61	13.30	11.42
Ramsey St. @ Hillsboro St.	10.28	10.20	13.72	10.14	12.57	11.38
Murchison St. @ Langdon St.	14.71	19.85	25.62	18.52	17.14	19.17
Bragg Blvd. @ CBD Loop	10.26	17.53	18.18	17.07	15.14	15.63
Hay St. @ CBD Loop	11.82	12.64	12.77	6.88	10.81	10.98
AVERAGE	13.11	15.26	16.94	13.00	13.52	14.37

**A.M. PEAK HOUR
PEOPLE LOADING RATE (PLR)
(% OF PEOPLE IN VEHICLES HAVING TWO OR MORE OCCUPANTS)**

TABLE 13.

ARTERIAL	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	AVERAGE PER DAY
Robeson St. @ Village Drive	27.49	31.25	32.05	24.40	25.42	28.12
Gillespie St. @ Southern Ave.	35.22	36.17	32.28	26.44	24.06	30.83
Grove St. @ B Street	18.51	20.72	23.60	22.32	25.48	22.12
Ramsey St. @ Hillsboro St.	20.04	19.93	26.29	19.32	25.61	22.24
Murchison St. @ Langdon St.	25.41	36.09	42.11	33.33	33.85	34.16
Bragg Blvd. @ CBD Loop	20.24	30.47	31.54	32.33	27.89	28.49
Hay St. @ CBD Loop	21.95	23.19	23.58	12.88	20.87	20.49
AVERAGE	24.12	28.26	30.21	24.43	26.17	26.64

**FAYETTEVILLE URBAN AREA - CENTRAL BUSINESS DISTRICT
A.M. WEEKLY AVERAGE VEHICLE OCCUPANCY RATE BY YEAR AND SITE
TABLE 14.**

YEAR	SITE 1 ROBESON ST @ VILLAGE DR	SITE 2 GILLESPIE ST @ SOUTHERN AVE.	SITE 3 GROVE ST @ BST	SITE 4 RAMSEY ST @ HILLSBORO ST	SITE 5 MURCHISON RD @ LANGDON ST	SITE 6 BRAGG BLVD @ CBD LOOP	SITE 7 HAY ST @ CBD LOOP	AVERAGE OVERALL LOCATION
1995	1.17	1.16	1.17	1.20	1.37	1.16	1.13	1.19
1996	1.17	1.22	1.16	1.18	1.38	1.19	1.15	1.19
1997	1.19	1.23	1.12	1.17	1.37	1.18	1.21	1.19
1998	1.23	1.24	1.19	1.23	1.23	1.15	1.15	1.19
1999	1.14	1.32	1.15	1.20	1.29	1.22	1.15	1.18
2000	1.24	1.32	1.14	1.22	1.39	1.23	1.17	1.24
2001	1.19	1.17	1.09	1.18	1.29	1.19	1.15	1.18
2002	1.17	1.21	1.10	1.19	1.28	1.17	1.16	1.18
2003	1.13	1.09	1.12	1.13	1.27	1.15	1.11	1.14
2004	1.17	1.16	1.16	1.17	1.39	1.18	1.17	1.19
2005	1.1	1.16	1.18	1.15	1.30	1.12	1.13	1.16
2006	1.17	1.26	1.19	1.20	1.31	1.17	1.12	1.19
2007	1.18	1.25	1.18	1.19	1.25	1.20	1.13	1.2
2008	1.19	1.14	1.15	1.17	1.21	1.18	1.13	1.17
2009	1.11	1.16	1.12	1.17	1.24	1.15	1.14	1.15
2010	1.14	1.13	1.11	1.22	1.25	1.16	1.14	1.17
2011	1.13	1.19	1.18	1.13	1.23	1.18	1.12	1.15
2012	1.14	1.16	1.11	1.09	1.19	1.19	1.12	1.13
2013	1.13	1.19	1.13	1.12	1.20	1.19	1.12	1.14
2014	1.17	1.16	1.06	1.11	1.20	1.10	1.13	1.13
2015	1.16	1.16	1.10	1.10	1.23	1.13	1.11	1.14

**FAYETTEVILLE URBAN AREA - CENTRAL BUSINESS DISTRICT
A.M. WEEKLY AVERAGE VEHICLE LOADING RATE (%) BY YEAR AND SITE**

TABLE 15.

YEAR	SITE 1 ROBESON ST @ VILLAGE DR	SITE 2 GILLESPIE ST @ SOUTHERN AVE.	SITE 3 GROVE ST @ B ST	SITE 4 RAMSEY ST @ HILLSBORO ST	SITE 5 MURCHISON RD @ LANGDON ST	SITE 6 BRAGG BLVD @ CBD LOOP	SITE 7 HAY ST @ CBD LOOP	AVERAGE OVERALL LOCATION
1995	16%	14%	15%	15%	26%	14%	12%	16%
1996	14%	17%	13%	15%	27%	16%	14%	16%
1997	15%	18%	13%	14%	27%	15%	11%	15%
1998	19%	19%	14%	19%	26%	13%	13%	17%
1999	16%	20%	13%	19%	20%	13%	15%	15%
2000	21%	20%	15%	19%	26%	18%	17%	18%
2001	15%	18%	12%	20%	23%	17%	13%	17%
2002	15%	20%	12%	16%	23%	19%	14%	17%
2003	17%	22%	10%	17%	26%	21%	14%	18%
2004	16%	15%	15%	15%	26%	14%	14%	16%
2005	17%	15%	17%	15%	29%	17%	14%	17%
2006	16%	15%	15%	15%	26%	14%	14%	16%
2007	15%	13%	19%	15%	32%	10%	12%	17%
2008	24%	13%	20%	16%	34%	9%	12%	17%
2009	14%	13%	18%	15%	31%	10%	14%	16%
2010	14%	13%	17%	15%	30%	10%	13%	17%
2011	14%	15%	18%	16%	33%	9%	14%	16%
2012	15%	13%	22%	16%	34%	10%	14%	17%
2013	15%	13%	20%	16%	32%	10%	14%	17%
2014	17%	15%	11%	13%	17%	14%	14%	14%
2015	16%	16%	11%	11%	19%	16%	11%	14%

VOR STATISTICS 2015
FAYETTEVILLE URBAN AREA - CENTRAL BUSINESS DISTRICT
A.M. WEEKLY AVERAGE PEOPLE LOADING RATE (%) BY YEAR AND SITE

TABLE 16.

YEAR	SITE 1 ROBESON ST @ VILLAGE DR	SITE 2 GILLESPIE ST @ SOUTHERN AVE.	SITE 3 GROVE ST @ BST	SITE 4 RAMSEY ST @ HILLSBORO ST	SITE 5 MURCHISON RD @ LANGDON ST	SITE 6 BRAGG BLVD @ CBD LOOP	SITE 7 HAY ST @ CBD LOOP	AVERAGE OVERALL LOCATION
1995	28%	26%	27%	30%	46%	26%	22%	29%
1996	26%	31%	25%	28%	47%	29%	25%	29%
1997	28%	32%	25%	28%	47%	25%	19%	28%
1998	34%	35%	27%	34%	49%	24%	24%	32%
1999	29%	32%	23%	32%	39%	39%	23%	26%
2000	39%	38%	28%	33%	46%	33%	31%	34%
2001	29%	30%	20%	32%	40%	30%	24%	29%
2002	28%	35%	23%	31%	46%	36%	25%	32%
2003	33%	44%	18%	32%	54%	41%	26%	36%
2004	28%	28%	28%	32%	48%	28%	26%	30%
2005	32%	28%	31%	28%	58%	35%	28%	32%
2006	28%	28%	28%	28%	48%	28%	26%	30%
2007	26%	23%	34%	28%	66%	20%	24%	31%
2008	42%	26%	37%	28%	72%	19%	24%	33%
2009	26%	25%	33%	28%	65%	20%	28%	30%
2010	26%	27%	34%	26%	61%	20%	26%	31%
2011	26%	28%	33%	30%	70%	18%	28%	31%
2012	27%	26%	41%	31%	73%	20%	28%	33%
2013	27%	24%	37%	31%	70%	20%	27%	32%
2014	30%	27%	21%	24%	30%	28%	25%	26%
2015	28%	31%	22%	22%	34%	29%	21%	27%

**VOR STATISTICS 2015
FAYETTEVILLE CENTRAL BUSINESS DISTRICT
TRAFFIC VOLUMES DURING A.M. PEAK HOUR***

TABLE 17.

SITE	ARTERIAL	7:30 TO 7:45	7:45 TO 8:00	8:00 TO 8:15	8:15 TO 8:30	TOTAL TO (AVG)
1	ROBESON STREET (at Village Drive)	363	400	266	257	1286
2	GILLESPIE STREET (at Southern Avenue)	160	182	128	118	588
3	GROVE STREET (at B Street)	379	356	380	310	1425
4	RAMSEY STREET (at Hillsboro Street)	503	641	408	510	2062
5	MURCHISON ROAD (at Langdon Street)	104	136	121	108	469
6	BRAGG BOULEVARD (at CBD Loop)	187	291	209	205	892
7	HAY STREET (at CBD Loop)	188	218	148	182	736
	TOTAL	1884	2224	1659	1690	7457

**FAYETTEVILLE CENTRAL BUSINESS DISTRICT
VEHICLE OCCUPANT VOLUMES DURING A.M. PEAK HOUR***

TABLE 18.

SITE	ARTERIAL	7:30 TO 7:45	7:45 TO 8:00	8:00 TO 8:15	8:15 TO 8:30	TOTAL TO (AVG)
1	ROBESON STREET (at Village Drive)	422	464	312	291	1489
2	GILLESPIE STREET (at Southern Avenue)	189	208	146	141	684
3	GROVE STREET (at B Street)	418	391	428	336	1573
4	RAMSEY STREET (at Hillsboro Street)	544	709	455	557	2265
5	MURCHISON ROAD (at Langdon Street)	126	169	152	129	576
6	BRAGG BOULEVARD (at CBD Loop)	210	338	241	232	1021
7	HAY STREET (at CBD Loop)	212	233	165	207	817
	TOTAL	2120	2512	1898	1893	8423

* CARS, VANS AND PICKUPS. NO MILITARY, COMMERCIAL NOR GOVERNMENT VEHICLES COUNTED.

THE SHADED BLOCKS SHOW THE AVERAGE OF TWO DAYS' COUNTS FOR THE SAME TIME PERIOD.

VOR STATISTICS 2015

CHANGE IN AVERAGE VEHICLE OCCUPANCY RATE OVER TIME

**TABLE
19.**

YEAR	FT BRAGG/POPE AFB		CENTRAL BUSINESS DISTRICT	
	AVERAGE VOR	% CHANGE FROM PREVIOUS COUNT	AVERAGE VOR	% CHANGE FROM PREVIOUS COUNT
1995	1.12	1%	1.19	-1%
1996	1.12	0%	1.19	0%
1997	1.14	2%	1.19	0%
1998	1.12	-2%	1.19	0%
1999	1.10	-2%	1.18	-1%
2000	1.14	4%	1.24	5%
2001	1.09	-4%	1.17	-6%
2002	1.11	2%	1.17	0%
2003	1.10	-1%	1.13	-3%
2004	1.09	-1%	1.19	5%
2005	1.10	1%	1.16	-3%
2006	1.11	2%	1.19	0%
2007	1.09	-2%	1.19	0%
2008	1.08	-1%	1.17	-2%
2009	1.07	-1%	1.15	-2%
2010	1.07	0%	1.17	2%
2011	1.08	1%	1.15	1%
2012	1.08	0%	1.13	2%
2013	1.06	-2%	1.14	1%
2014	1.06	0%	1.13	-1%
2015	1.06	0%	1.14	1%

VOR STATISTICS 2015
CHANGE IN AVERAGE LOADING RATE OVER TIME

TABLE 20.				
YEAR	FT BRAGG/POPE AIRFIELD		CENTRAL BUSINESS DISTRICT	
	AVERAGE VLR	% CHANGE FROM PREVIOUS COUNT	AVERAGE VLR	% CHANGE FROM PREVIOUS COUNT
1995	10%	0%	15%	-6%
1996	11%	10%	16%	7%
1997	12%	9%	15%	-6%
1998	11%	-1%	17%	13%
1999	9%	-18%	15%	-12%
2000	12%	32%	19%	28%
2001	10%	-16%	16%	-17%
2002	10%	0%	16%	0%
2003	10%	0%	18%	13%
2004	9%	-10%	17%	-6%
2005	9%	0%	17%	0
2006	8%	-13%	17%	2%
2007	7%	-6%	17%	-2%
2008	9%	23%	18%	6%
2009	8%	-9%	16%	-12%
2010	8%	-3%	16%	2%
2011	7%	1%	16%	1%
2012	7%	0%	17%	6%
2013	7%	0%	17%	0%
2014	7%	0%	14%	-3%
2015	7%	0%	14%	0%

PLR STATISTICS 2015
CHANGE IN AVERAGE PEOPLE LOADING RATE OVER TIME

TABLE
21.

YEAR	FT BRAGG/POPE AFB		CENTRAL BUSINESS DISTRICT	
	AVERAGE PLR	% CHANGE FROM PREVIOUS COUNT	AVERAGE PLR	% CHANGE FROM PREVIOUS COUNT
1980	36%		38%	
1981	36%	0%	39%	3%
1982	N/A		36%	-8%
1983	31%	-14%	N/A	
1984	N/A		34%	-6%
1985	37%	19%	N/A	
1986	N/A		33%	-3%
1987	27%	-33%	N/A	
1988	N/A		30%	-9%
1993	20%	-26%	30%	0%
1994	19%	-5%	30%	0%
1995	20%	5%	29%	0%
1996	21%	5%	29%	0%
1997	23%	10%	28%	-3%
1998	22%	-4%	32%	14%
1999	17%	-23%	27%	-16%
2000	22%	29%	35%	30%
2001	17%	-21%	28%	-19%
2002	19%	10%	30%	6%
2003	19%	0%	32%	7%
2004	17%	-11%	30%	-6%
2005	17%	0%	32%	7%
2006	16%	-4%	32%	0%
2007	17%	2%	30%	-7%
2008	16%	-5%	33%	11%
2009	15%	-6%	30%	-8%
2010	16%	7%	31%	2%
2011	16%	0%	31%	0%
2012	16%	0%	33%	6%
2013	16%	0%	32%	-3%
2014	14%	-2%	26%	-6%
2015	14%	0%	27%	1%

FAYETTEVILLE URBAN AREA
VOR TREND FOR A.M. PEAK HOUR

NATIONAL AVERAGE	YEAR	CENTRAL BUSINESS DISTRICT			FT. BRAGG/POPE AFB		
		VOR AVERAGE	VLR AVERAGE	PLR AVERAGE	VOR AVERAGE	VLR AVERAGE	PLR AVERAGE
1.208	1987	1.22	17%	32%	1.18	15%	28%
1.185	1988	1.19	16%	30%	1.17	14%	27%
1.162	1989	1.19	16%	30%	1.16	14%	26%
1.139	1990	1.19	16%	30%	1.15	13%	24%
1.140	1991	1.19	16%	31%	1.14	13%	23%
1.140	1992	1.20	16%	31%	1.13	12%	21%
1.140	1993	1.20	16%	31%	1.12	11%	20%
1.140	1994	1.20	16%	30%	1.11	10%	19%
1.140	1995	1.19	15%	29%	1.12	10%	20%
1.140	1996	1.19	16%	29%	1.12	11%	21%
1.140	1997	1.19	15%	28%	1.14	12%	23%
1.140	1998	1.19	17%	35%	1.12	11%	22%
1.140	1999	1.18	15%	27%	1.11	8%	17%
1.080	2000	1.24	19%	35%	1.14	12%	22%
1.080	2001	1.17	16%	28%	1.09	10%	17%
1.080	2002	1.17	18%	30%	1.11	10%	20%
1.080	2003	1.14	18%	36%	1.11	10%	19%
1.080	2004	1.19	16%	30%	1.09	9%	17%
1.070	2005	1.16	17%	32%	1.10	9%	17%
1.070	2006	1.19	17%	32%	1.11	7%	16%
1.070	2007	1.19	16%	30%	1.09	7%	17%
1.070	2008	1.17	18%	36%	1.08	9%	17%
1.070	2009	1.15	16%	30%	1.07	16%	30%
1.070	2010	1.17	16%	31%	1.07	8%	16%
1.070	2011	1.15	16%	31%	1.08	7%	16%
1.070	2012	1.13	17%	33%	1.08	7%	16%
1.070	2013	1.14	17%	32%	1.06	7%	16%
1.070	2014	1.13	14%	26%	1.06	7%	14%
1.070	2015	1.14	14%	27%	1.05	7%	14%

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