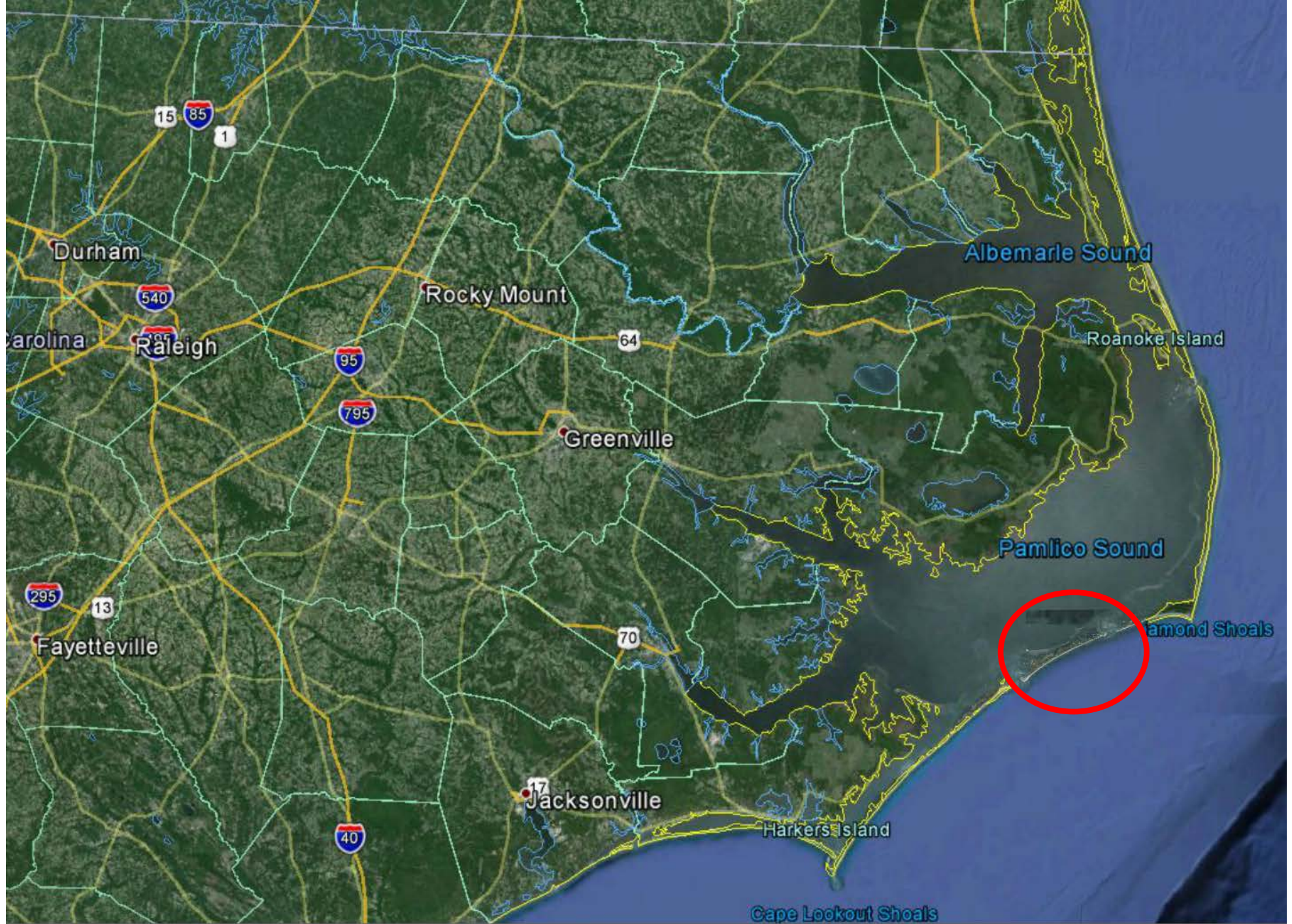




ATKINS VOLKERT  **ITRE**





Hatteras

Outer Green Island
Green Island

Cockrel Creek Island

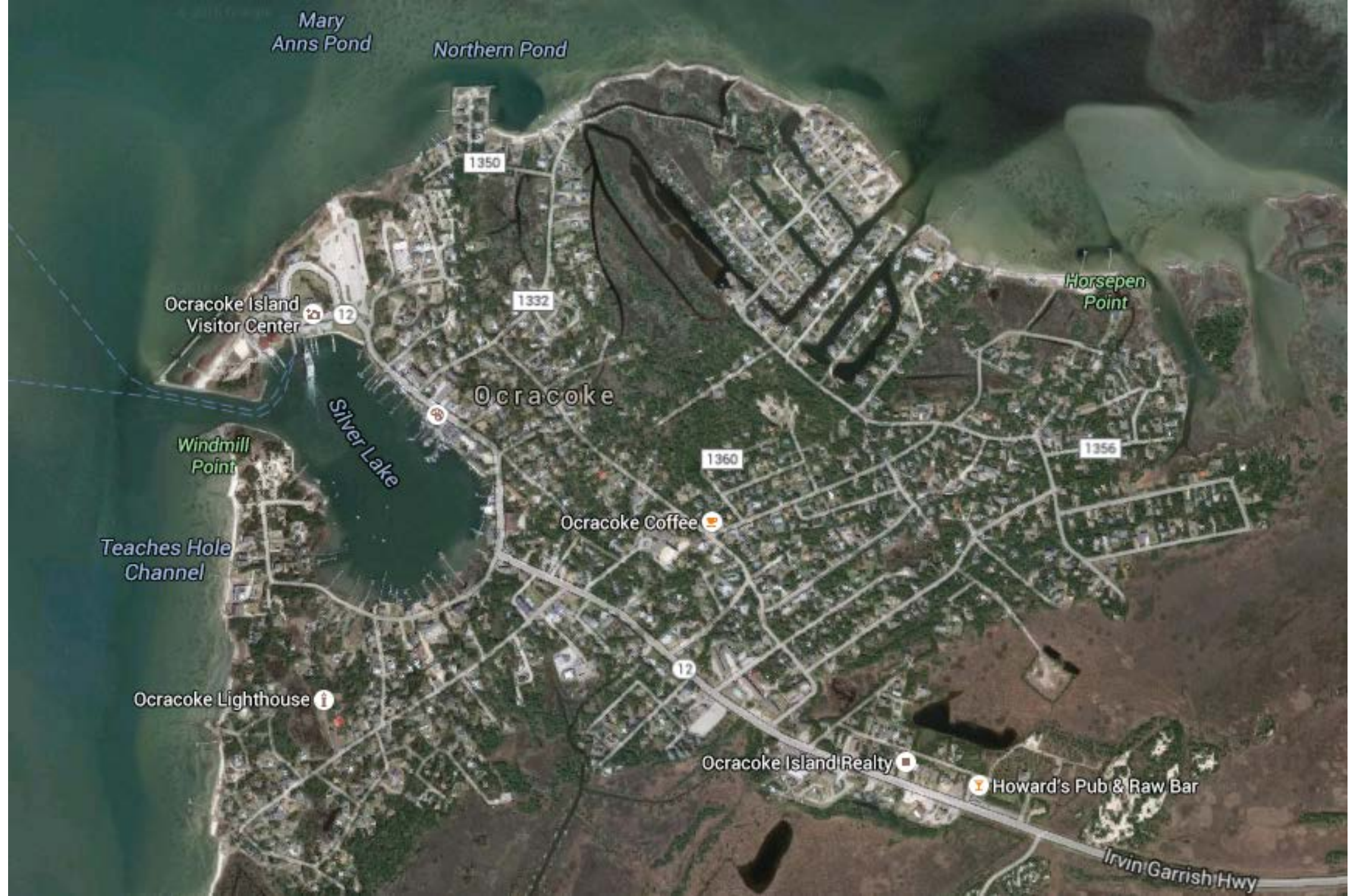
Quork Hammock

Knoll Island

Ocracoke Island

Ocracoke

Irvin-Garrish Hwy



Mary
Anns Pond

Northern Pond

Ocracoke Island
Visitor Center

1350

1332

Horsepen
Point

Ocracoke

1360

1356

Windmill
Point

Teaches Hole
Channel

Ocracoke Coffee

Ocracoke Lighthouse

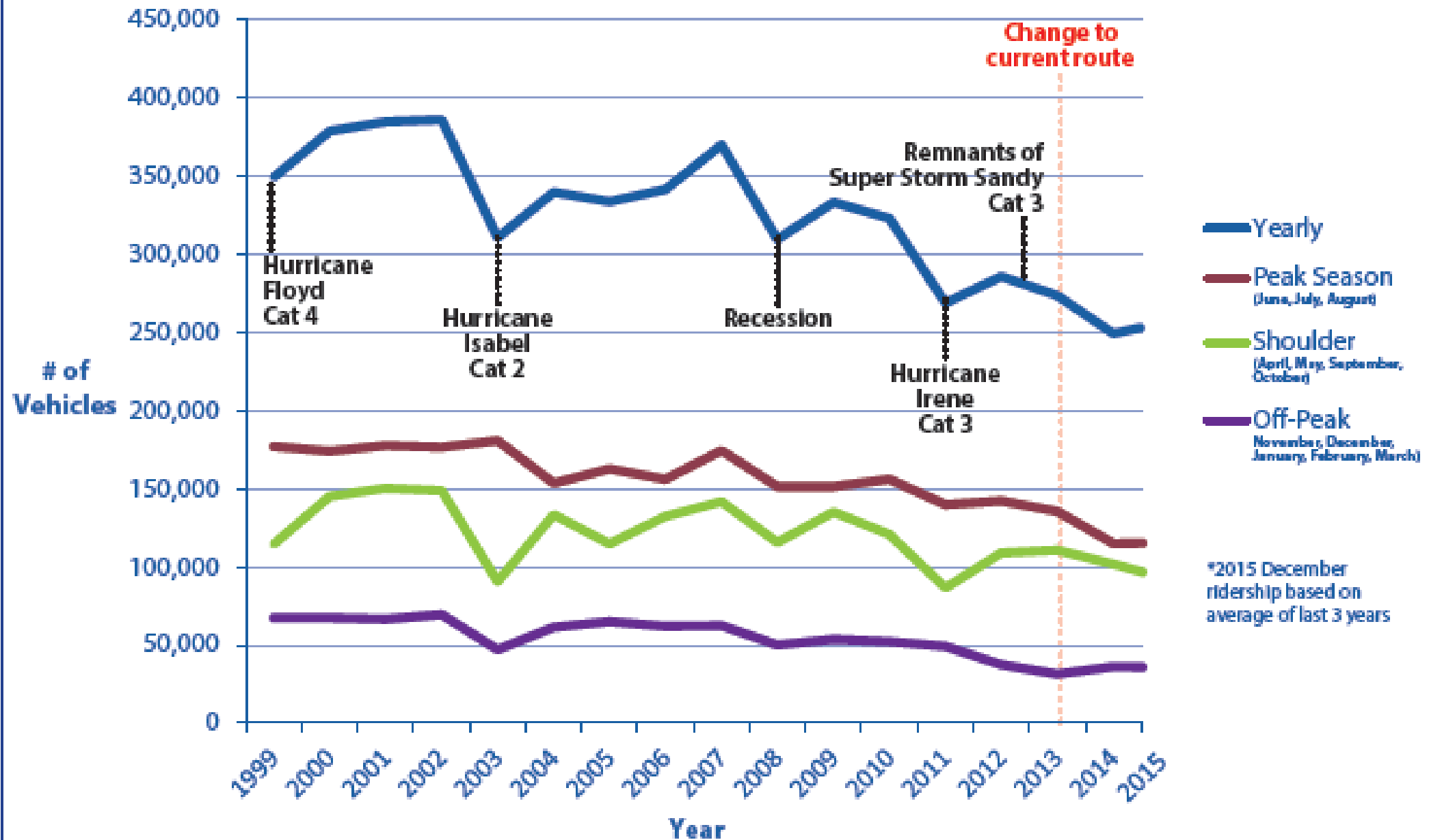
12

Ocracoke Island Realty

Howard's Pub & Raw Bar

Irvin Garrish Hwy

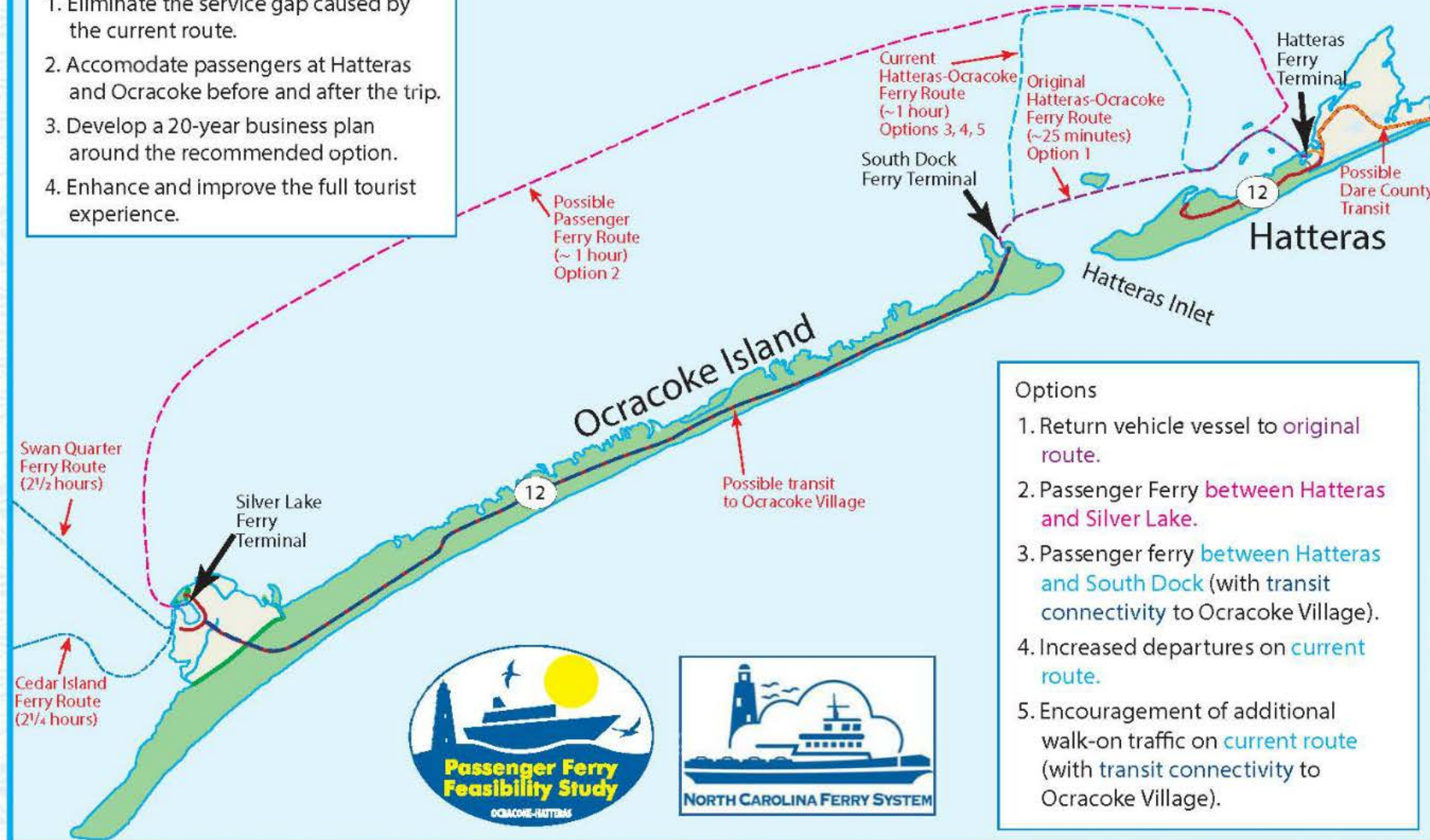
Hatteras-Ocracoke Historical Ridership



Possible Ferry Service Options

Study Objectives

1. Eliminate the service gap caused by the current route.
2. Accommodate passengers at Hatteras and Ocracoke before and after the trip.
3. Develop a 20-year business plan around the recommended option.
4. Enhance and improve the full tourist experience.



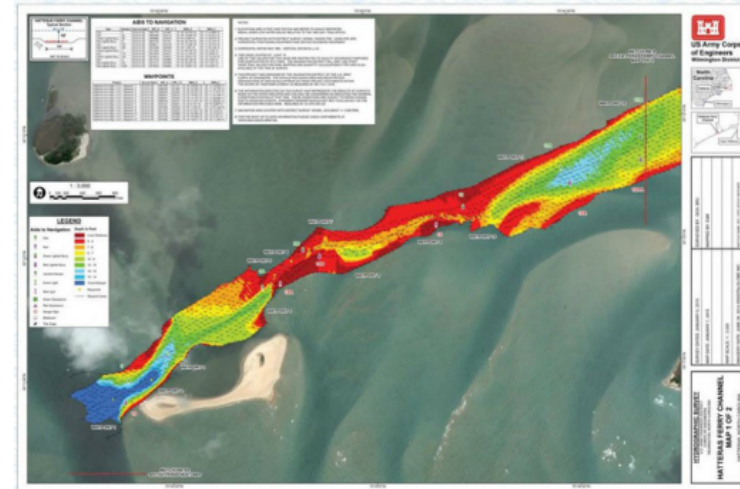
Options

1. Return vehicle vessel to original route.
2. Passenger Ferry **between Hatteras and Silver Lake**.
3. Passenger ferry **between Hatteras and South Dock** (with transit connectivity to Ocracoke Village).
4. Increased departures on **current route**.
5. Encouragement of additional walk-on traffic on **current route** (with transit connectivity to Ocracoke Village).



Return to Original Route

Unstable channel
Limited dredge funds
Ongoing study of channel



\$440k spent by NC in 2014 to dredge

Monitor channel and pursue returning to original route if environmental conditions change

Increased Departures on Current Route

Need 17 departures to get to
2012 levels

\$36mm capital cost
\$8.4mm / year operating cost
\$28 per passenger currently



Not financially feasible, safety concerns,
does not match community vision

Encouragement of Walk on Traffic

Need 50,000 passengers/year one way to get back to 2012 levels

Limited passenger amenities on current vessels

Lower demand

Bus option - \$0.5mm per bus

Need 3 buses



Bus option is feasible but not as attractive a service

Passenger Ferry to South Dock

Does not take advantage of vessel speed

Channel congestion concerns

Need transit service to Ocracoke

Similar travel time as current route, more hassle
than ferry to South Dock

Passenger Ferry to Silver Lake

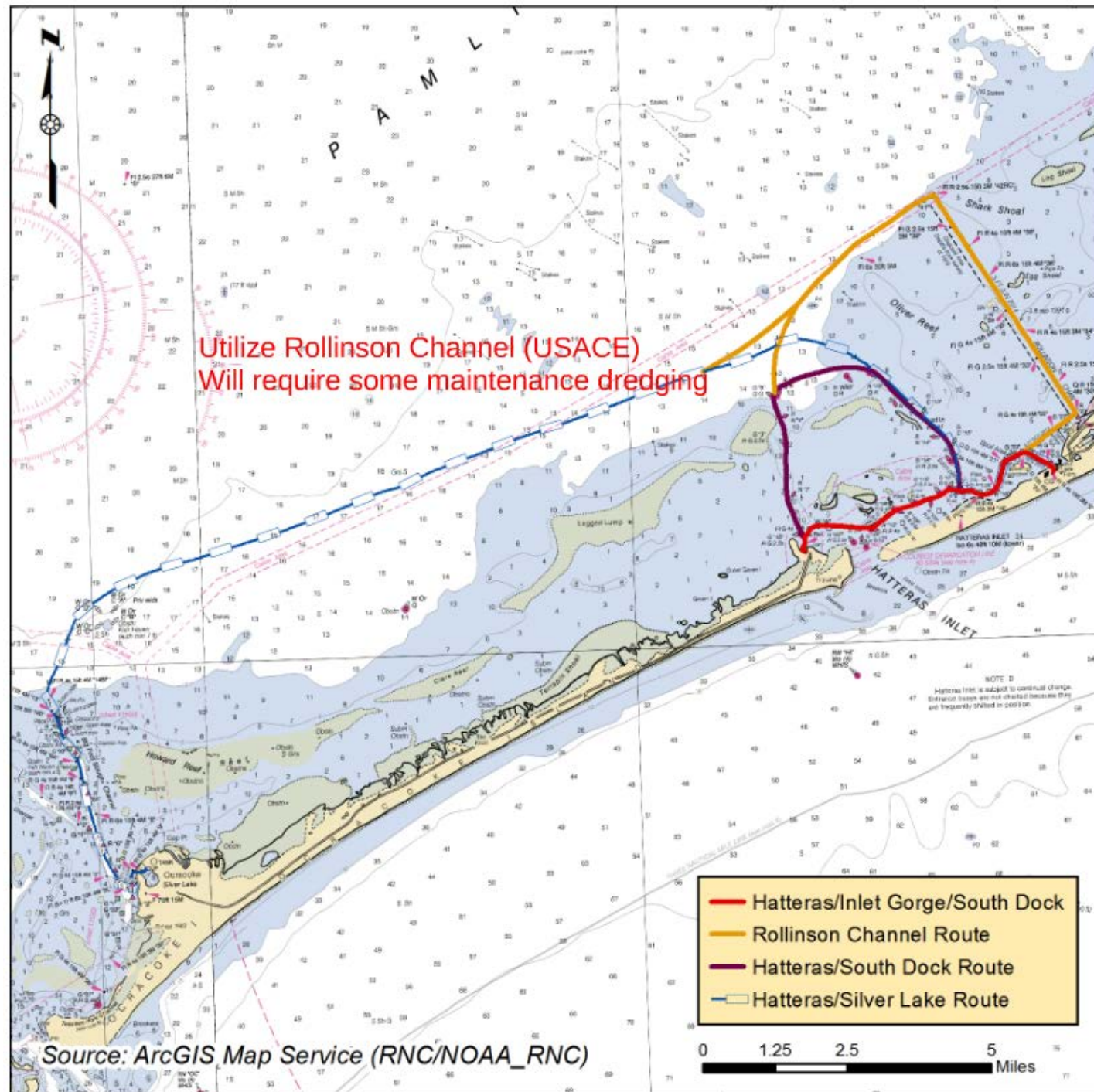
Survey showed approximately 20% demand
Approximately 9% of people turned around during the peak
Demand estimates based on 25% of current ridership

\$13 per passenger

Begin service with 2-80 passenger vessels
8 round trips per day April through October



\$5.5mm vessel



Hatteras

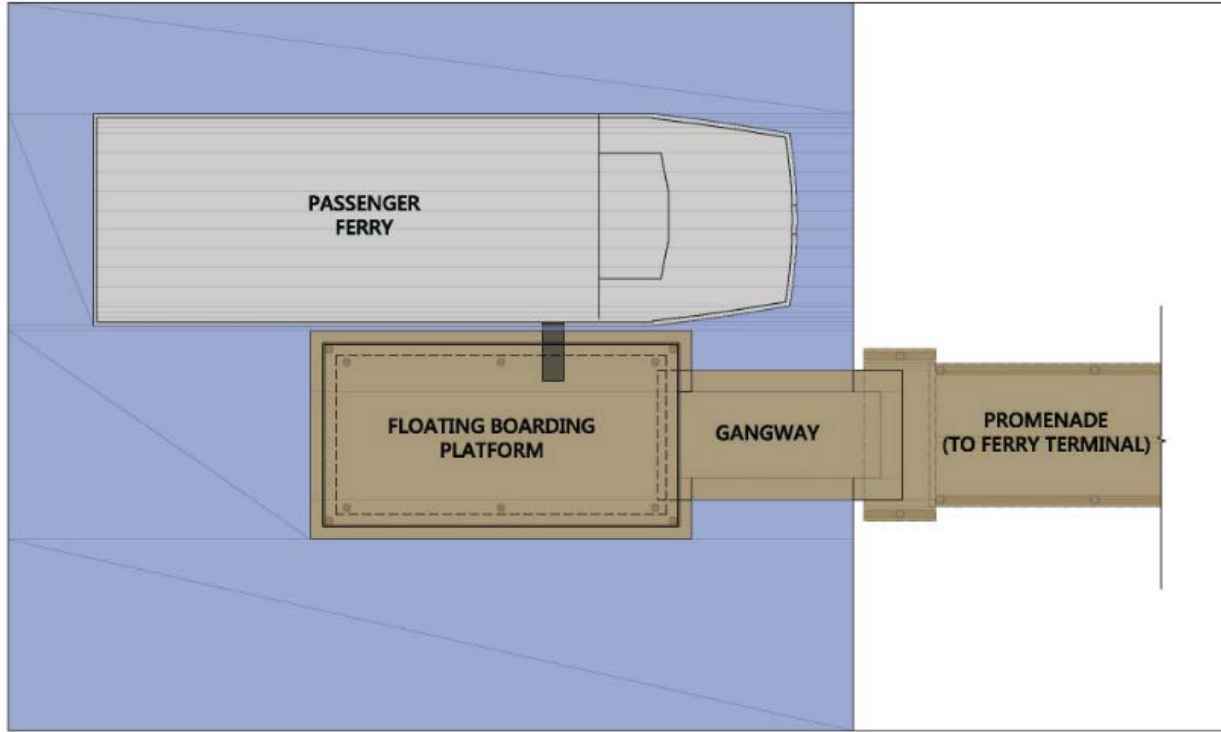
Ocracoke

8:00	9:30
10:00	11:30
11:00	12:30
1:00	2:30
2:00	3:30
4:00	5:30
5:00	6:30
7:00	8:30

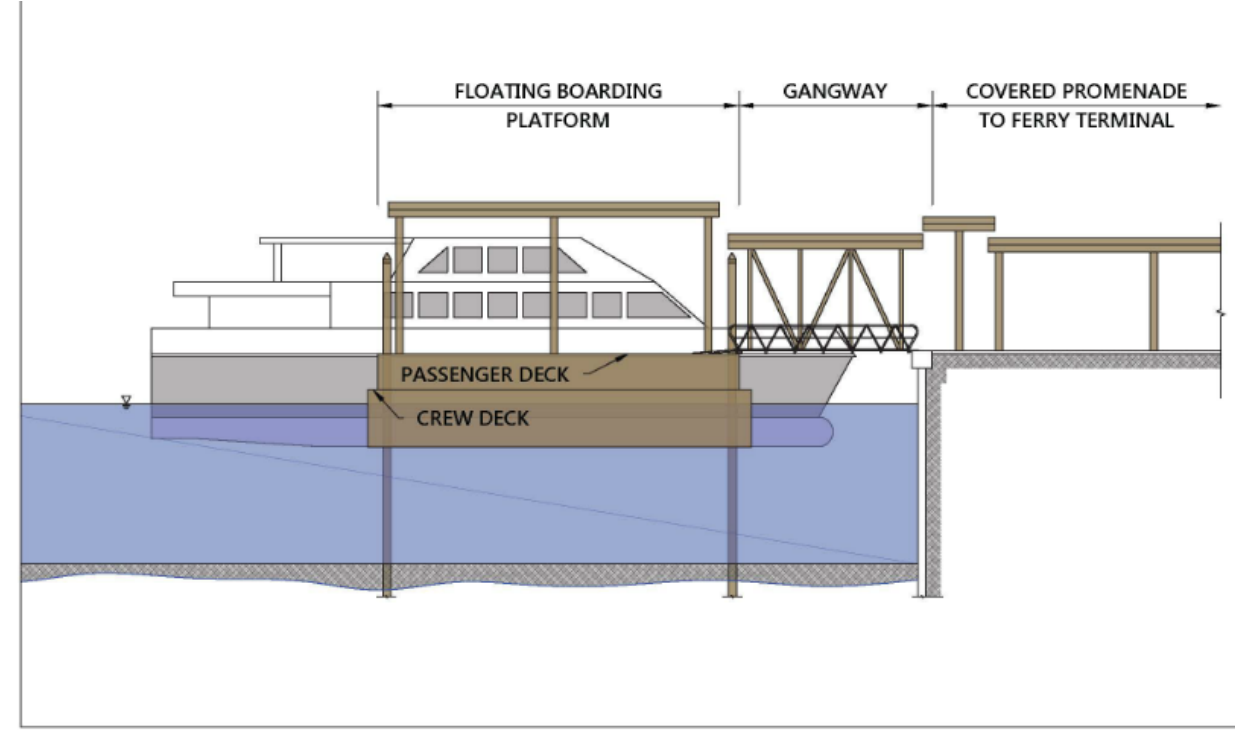
In peak 890 passengers/day
125,000 passengers / year (2010 levels)

\$15 r/t fare = \$937,500 in revenue
\$3.125mm in visitor spending

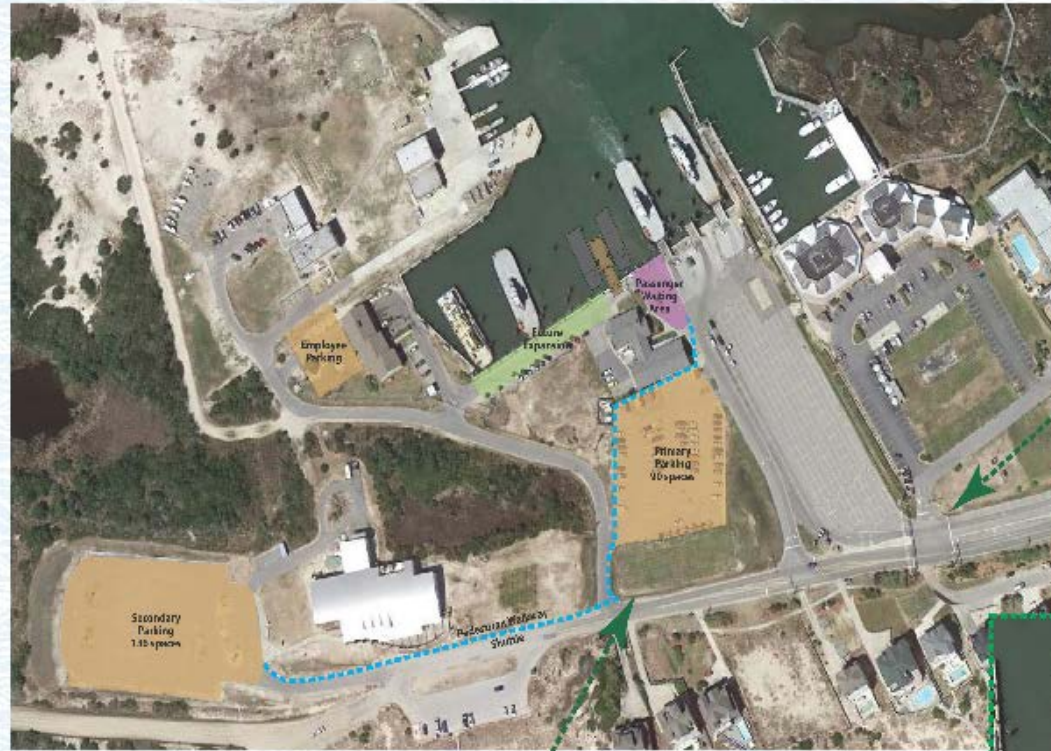
Conservatively \$500k in new visitor spending



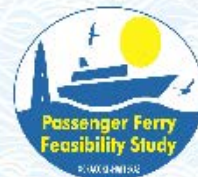
PASSENGER LOADING PLAN

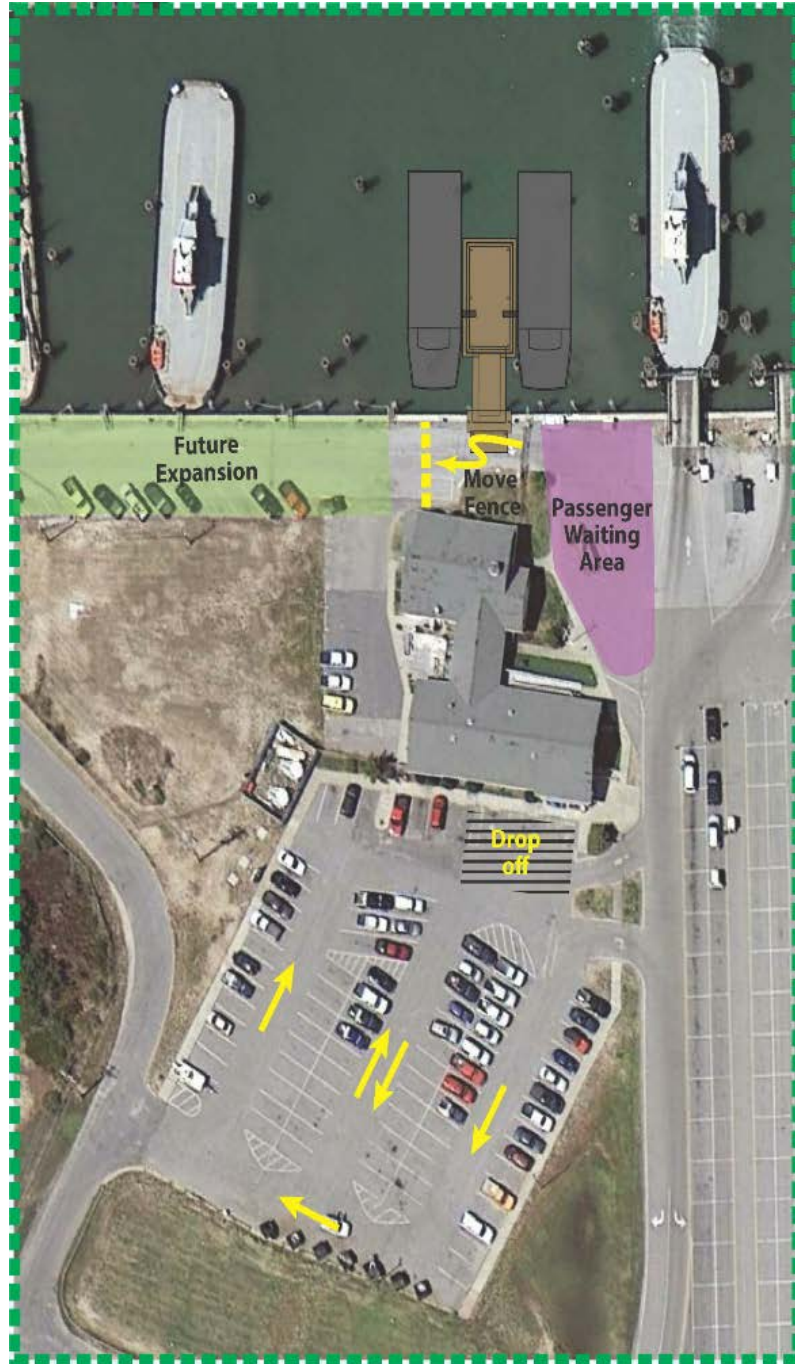


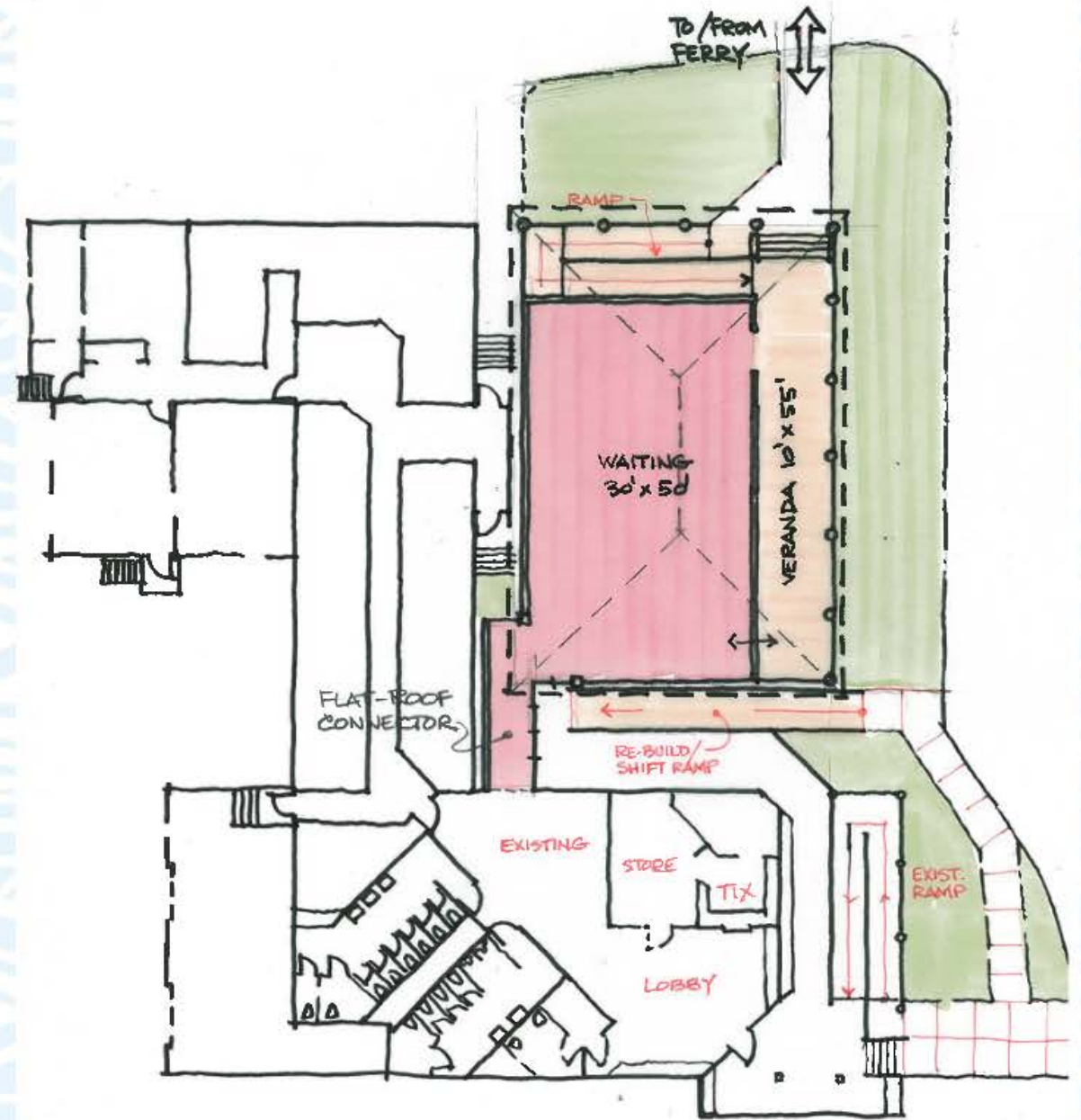
PASSENGER LOADING ELEVATION



Variable message sign to notify visitors of available space on passenger ferry













Key

Potential transit route ---

Potential transit stop ★



Ocracoke Village Transit Circulator



Nature Trail 3 miles
NPS Campground 3 miles
Pony Pen 7 miles
South Dock Ferry Terminal 12 miles
Beach Access Varies

LTV - Light Transit Vehicle
RAMP 70, AIRPORT RD
4WD ONLY (BEACH ACCESS)

Public Parking
(Beach Access)

Wayfinding and Signage

Immediately disperse the crowd
Rim landing area with historic placards
Brochure stands for local attractions
Wayfinding signs tie to theme maps



**Groups of people debarking from the Passenger Ferry
(n=150)**

