

# Passenger Ferry Feasibility Study Update



# Hatteras Congestion

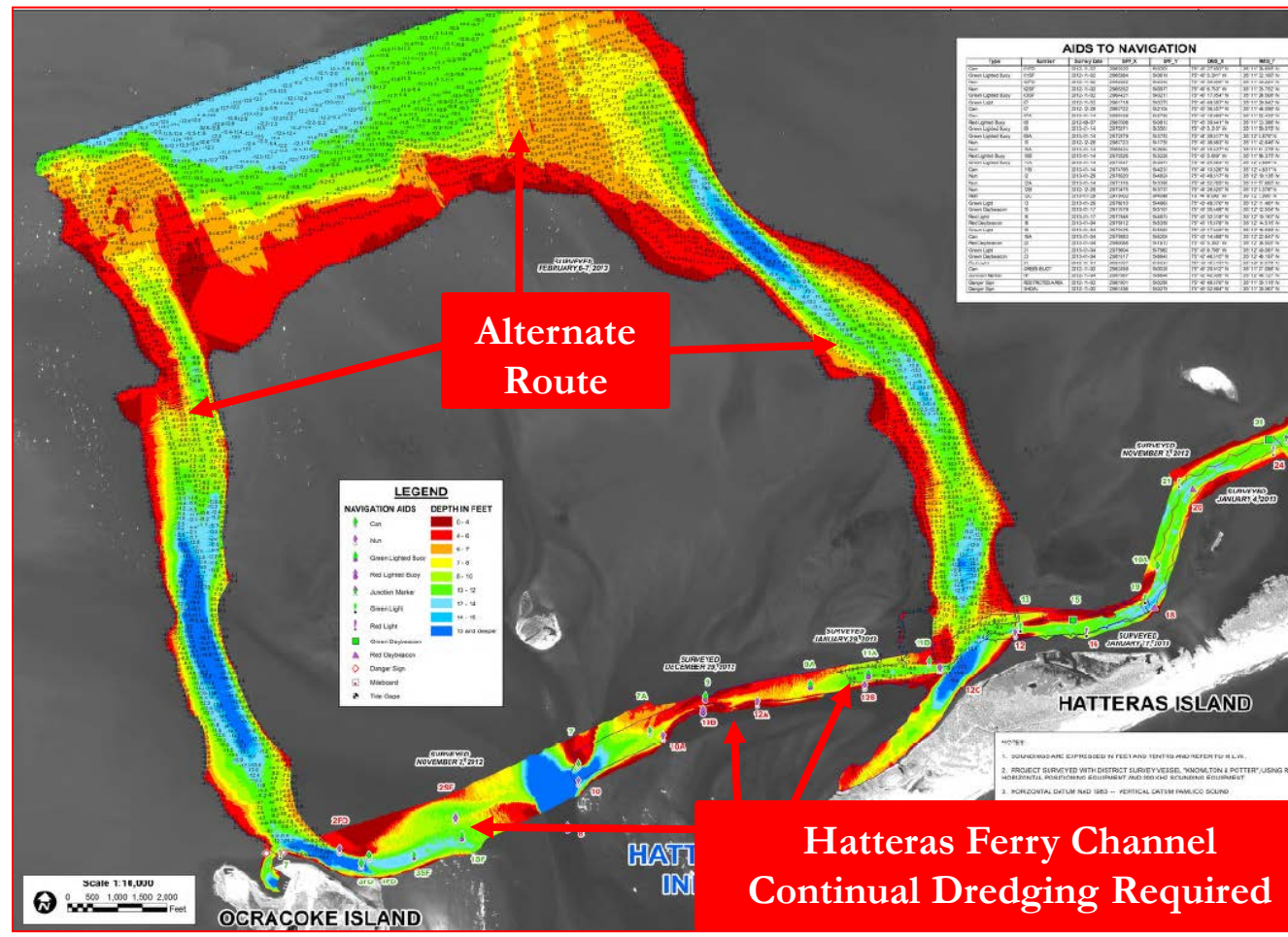
Hatteras Inlet North Dock 2014-06-12 13:26:23



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- Emergency Area Federally Maintained
- Constant Dredging
- Up to 52  
departures/day

- Natural Deep Water Channel
- Cost Up to \$250,000 more per month in labor/fuel
- Up to 42  
departures/day



# Hatteras to Ocracoke Traffic Impact

## Passengers

June 2013 (Short Route) 111,038

June 2014 (Long Route) 106,962

July 2013 (Short Route) 147,981

July 2014 (Long Route) 112,204

August 2013 (Short Route) 134, 291

August 2014 (Long Route) 119,260

September 2013 (Short Route) 90,948

September 2014 (Long Route) 79,143

# Economic Impacts

Year	Ferry Route	Vehicle Counts	Passenger Counts	% Visitors	Tourism Expenditures
2008	Hatteras/Ocracoke	353,192	951,491	85%	\$168,719,818
2014	Hatteras/Ocracoke	275,789	718,253	82%	\$131,827,142 (Projection)

➤ 2008 Data from BENCHMARKING AND OPTIMIZATION OF THE NORTH CAROLINA FERRY SYSTEM Conducted by Institute for Transportation Research and Education North Carolina State University



# Passenger Ferry Route (1 Hour Transit Time)



# Passenger Ferry Public Meeting



# Preliminary Findings

- Surveys of ferry riders, estimates predict 20% of total ridership (**61,600**) would use the passenger only ferry.
  - Based off of these numbers, a single 150 passenger vessel making 4 round trips daily is recommended.
  - A \$15 round trip fare would generate **\$924,000** in annual revenues.
- \* (Study to be complete November 1, 2015)



# Potential Benefits

- ✓ Shorter Wait Times for Car Ferries
- ✓ Direct Passenger Route to Ocracoke Village
- ✓ Reservations for Scheduled Departure Times
- ✓ Relieve Vehicle Traffic in Ocracoke
- ✓ Increased capacity/visitation for Ocracoke



### Vessel Information:

Length – 91 feet

Width – 30 feet

Draft – 2.5 feet forward, 5 feet aft

Speed – 28 knots

Capacity – 149 passenger

Crew – 1 Captain, 2 Deckhands

# Questions

