

OUTER BANKS TRANSPORTATION TASK FORCE

June 19, 2006

Kenneth F. Hosen
KFH Group
4920 Elm Street, Suite 350
Bethesda, MD 20814

Dear Ken:

The Trolley Bus and Transportation Demand Committees of the Outer Banks Transportation Task Force (OBTTF) met on June 15, 2006 and continued their discussion of your Technical Memoranda #1 and #2 and the recent Addenda that you forwarded to us early last week. This letter documents the decisions we reached at that meeting.

1. The assumption of "regionalization" may not be realistic. ICPTA has turned down our request to consider merging the Dare County Transportation System into ICPTA, and this leaves us with few options for regionalization. We will continue our conversations with Charles Glover on this subject, but our inclination is to form a TMA that could cross county boundaries, but would be different from the usual transportation organizations with which NCDOT usually works.
2. Full service to both Roanoke Island and the Bodie Island Light House (in order to adequately serve commuters from the Dare County mainland, Tyrrell County and South Nags Head residents and visitors) is the preferred alternative.
3. 20 minute headway at all times during the day is the best option; members believe that this will simplify understanding of the service and provide frequent enough service to attract riders.
4. Service should not be provided on Saturday or Sunday. The arrival of 60% or more of our visitors on Saturday introduces significant bottlenecks on our roads, making the reliable scheduling of trolley service nearly impossible. Sunday is a slow day for all of our destinations, except the beaches, and these are readily accessible from the homes and hotels/motels where our visitors stay. We recognize that this will require our employees to fend for themselves on these days.
5. Trolleys should not exceed the 30-passenger size, and vans carrying only 15-18 passengers are too small and will not attract riders.
6. Leasing does not appear to be a viable alternative, as trolley service would only operate for three months of the year. If NCDOT knows of trolleys in use somewhere else during only the winter months, this could yield a different conclusion. Our goal is to ensure that the service is initiated when, and only when, we have a funding stream to support the system for the foreseeable future.

7. "Flag stop" service is desirable on portions of the NC 12 (beach road) where there is not a high density of businesses or residences.

Please contact OBTFF Chairman – Jody Crosswhite or Ralph Buxton or me if you have any questions about the attached information or if there are questions we haven't answered.

Sincerely,

Cheryl L. Byrd, Vice Chair, OBTFF