

Schoodic Shuttle Meeting 03/04/03

Attending:

Len Bobinchock, John Kelly, Steve Pagels, Brad Vassey, Pete Drinkwater, Bill Stone, Jim Fisher, Tom Crikelair, Bob Mayor, Paul Murphy

Housing: there is a list of about 150 people, 50 people replied.

Navy has not transferred the property.

John Kelly convened the meeting

Jim provided background on the proposal taken to the selectboards

Steve Pagels -

- Interested in a full seasonal service with one or two buses
- Two week trial no longer productive
- Volpe study and other studies have been completed
- Built a new ferry to operate this years
- Need to have bus transportation on the Schoodic end
- Rent-a-ranger program - was very popular, and showed that ridership will go up with a ferry-land connection
- Commuter runs had low ridership
- Jackson lab only provided a van during the first week, then pulled it.
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Paul

There are no extra buses to provide service in the Schoodic area

Jim

There are other kinds of bus service being considered

- connecting service to Ellworth, Bangor and Bar Harbor

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Len - park resources are going to be tight this year. Staffing may be less than last year.

Brad - what will it take to put a shuttle in the Schoodic area

Paul - all resources are currently occupied

Would rather run clean buses in the park. A lease bus could be used on MDI on no-park roads.

Tom Mayer - look at running the bus primarily to provide ferry riders with the opportunity to have a park experience

Bill Stone - how much do we want to increase traffic and use of the park?

John Kelly - Don't want to encourage traffic. The shuttle gets people out of their cars.

Pete - there is also the option of a private operator

Len - a private operator in the short run might complicate ever establishing a bus service.

Tom Crikelair - the greater Gouldsboro tour would not be a good fit for a fixed route operation. The wider loop could be a private tour.

It is critical to find equipment - ideally a trans-shuttle bus

Deadline - April 1 for funding.

Meet again April 3rd at 9:00 AM in the park HQ

72 operation costs between \$20k and \$26k

Paul - costs may go higher with fuel price increases

Decisions

private v. non-profit

small loop v. large loop

short v. long trial period - possibly a 30 day period

peak v. non peak - both

visitor v. commuter - both, but most riders

fee v. free

Partners

Towns

Local Businesses

Windjammer Cruises

Friends of Acadia

Marketing - best information source would be having the schedule in the Island Explorer Schedule

HCPC and the byway group can provide some additional informational support.

Next Steps

Jim, Paul and Tom work on revising the proposal

Friends of Schoodic - Peter - look for business supporters

If Park puts in 50%

Local contributions would need to total \$7,000, preferably \$8,000