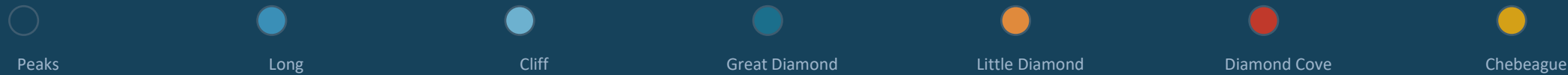


CASCO BAY ISLAND TRANSIT DISTRICT

Island Seasonality

Passengers & freight by island — scheduled service

Trip-level analysis · Calendar years 2023–2025 · Excursions & charters excluded



June 18, 2026, Operations Committee

What's in this analysis

● Data

Trip-level passenger counts (boardings to + from each island) and island-coded freight transactions, from CBITD operating data.

● Period

Three full calendar years, 2023–2025. The seasonal pattern repeats closely across all three, so it's a reliable planning basis.

● Routes included

Peaks plus the six Down Bay stops: Little Diamond, Great Diamond, Diamond Cove, Long, Chebeague, Cliff.

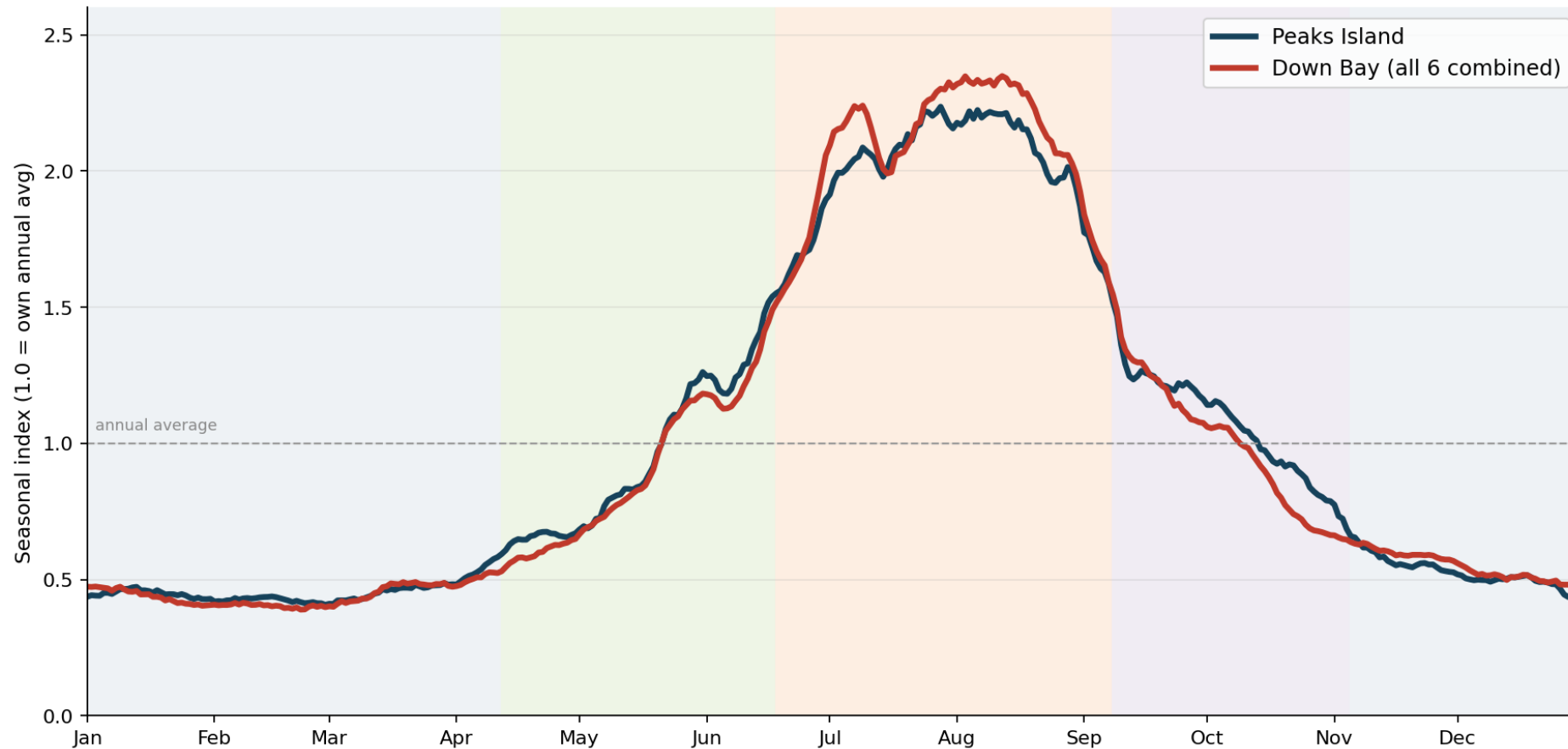
● Excluded

Excursions (Mailboat, Sunset, Diamond Pass, Moonlight) and charters. Freight excludes dogs, bicycles and gift-shop merchandise — not island cargo.

Seasonal index = a month's average ÷ that island's own annual average. 1.0 = a typical month. It compares the *shape* of demand across islands of very different size.

Peaks and Down Bay share the same summer-peaked curve

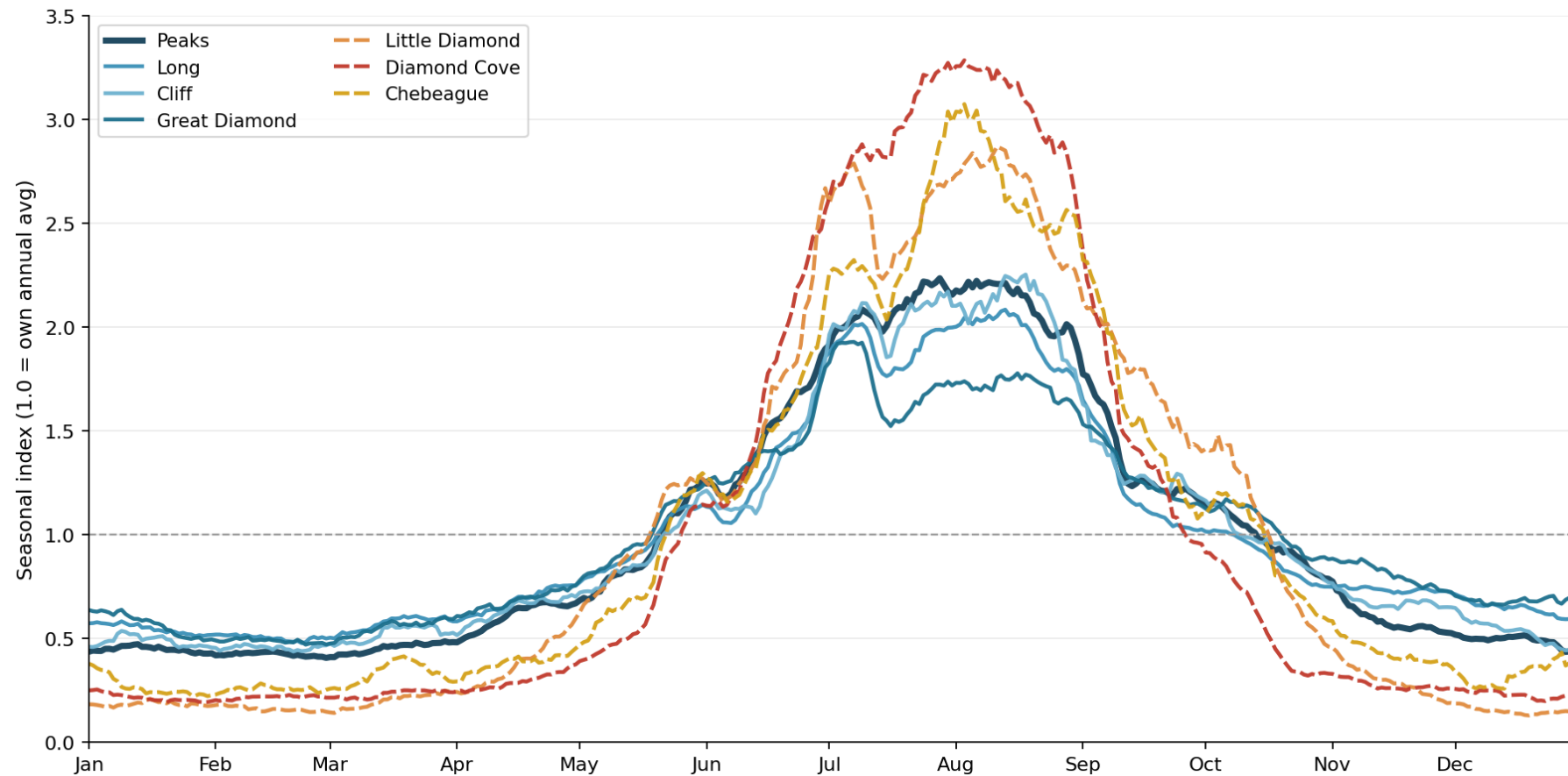
Both bottom out in Jan–Feb and peak in Jul–Aug. In aggregate the two look almost interchangeable — which is exactly what's misleading.



Each line normalized to its own annual average, so this compares timing, not size. Peaks $\approx 5.5\times$ summer-to-winter swing; Down Bay combined $\approx 5\times$.

But 'Down Bay' is not one market

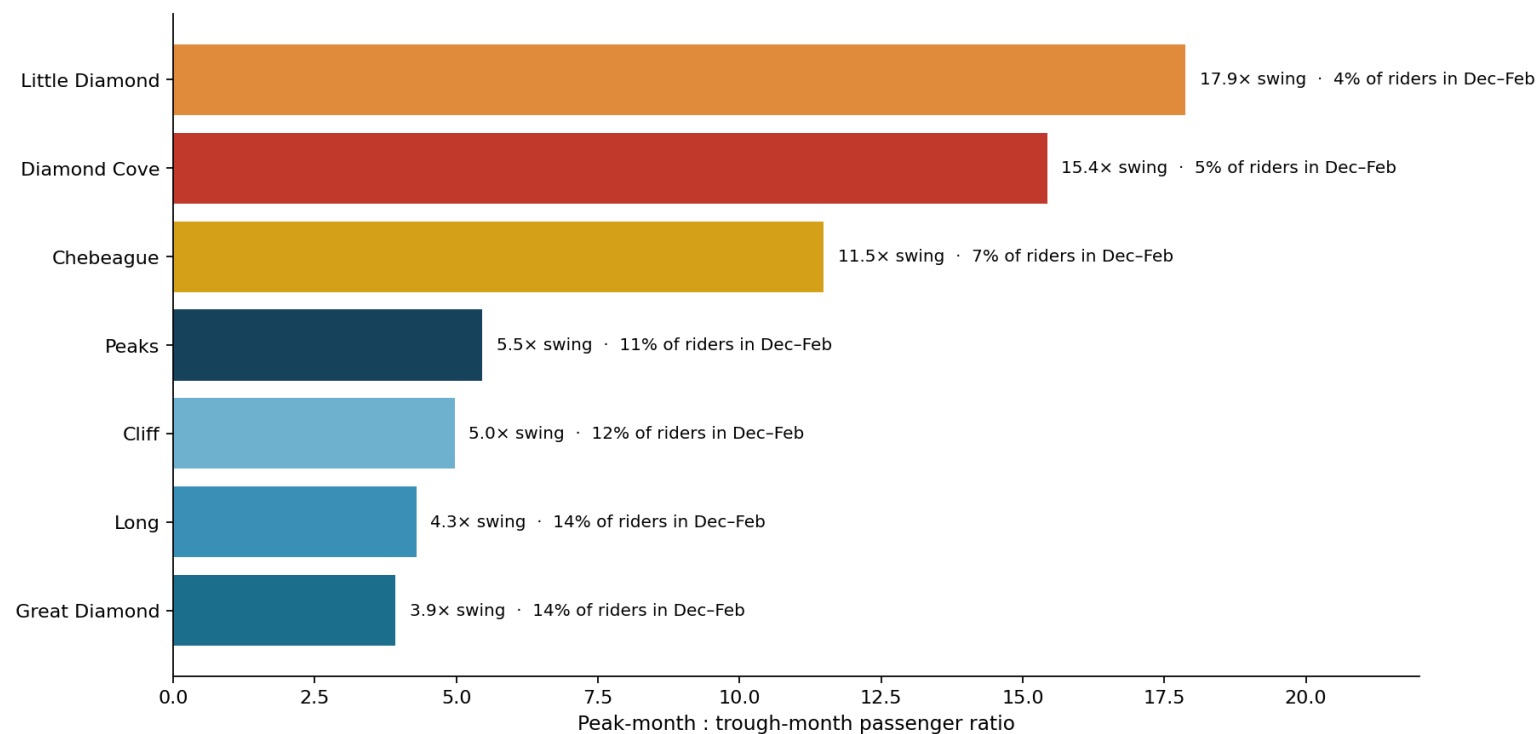
Split into individual islands, two bands appear: solid lines track Peaks; dashed lines spike far higher in summer and fall far lower in winter.



Solid = year-round commuter islands (and Peaks). Dashed = seasonal islands. Same normalization as prior slide.

Two behaviors hide inside 'Down Bay'

Ranked by summer-to-winter swing, the islands fall into a steady group (under ~6×) and a highly seasonal group (over ~11×), with a clear gap between.



ANCHOR

Peaks

Largest route; moderate 5.5× swing

YEAR-ROUND

Great Diamond • Long • Cliff

3.9–5.0× • 11–14% of riders travel Dec–Feb

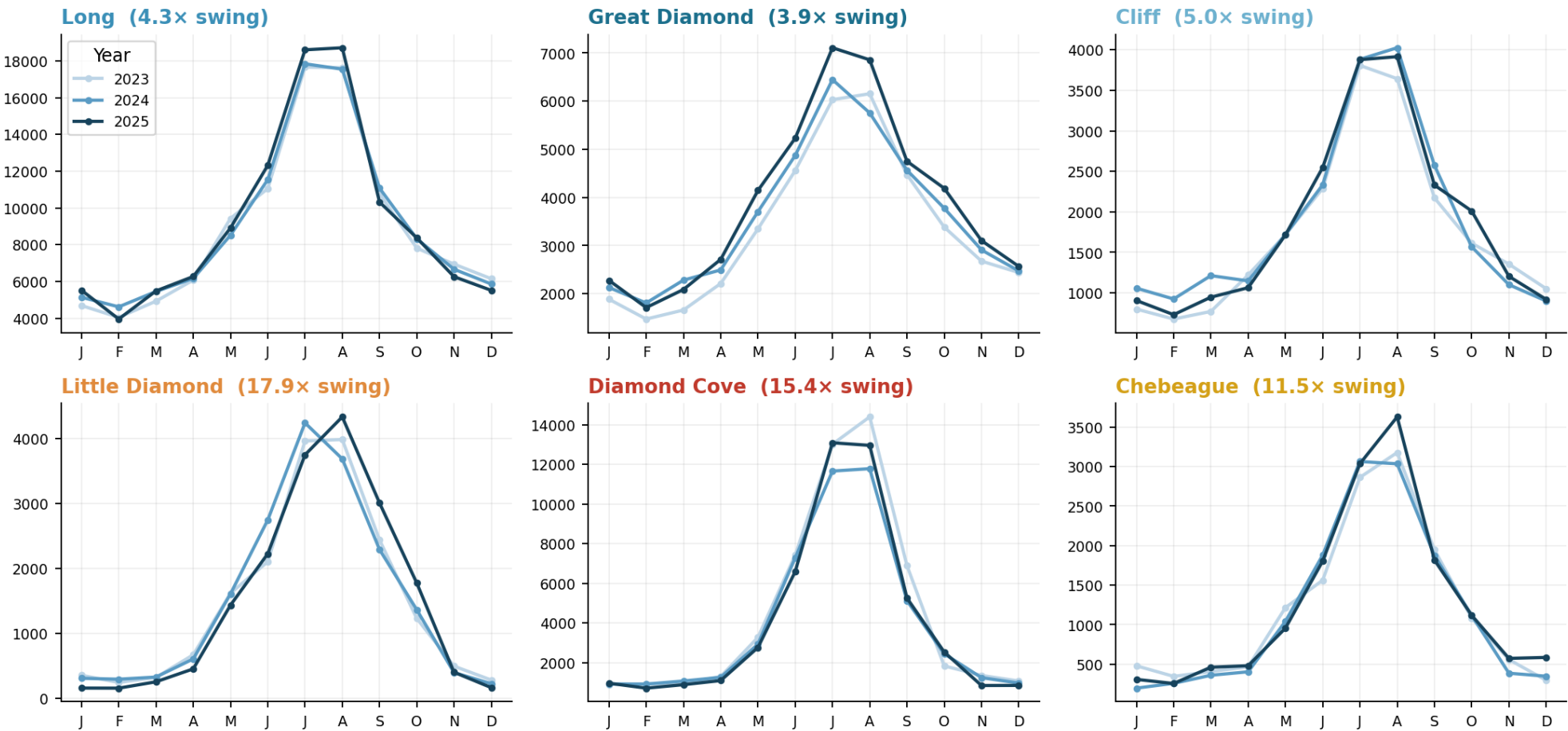
SEASONAL

Chebeague • Diamond Cove • Little Diamond

11.5–17.9× • only 4–7% of riders in Dec–Feb

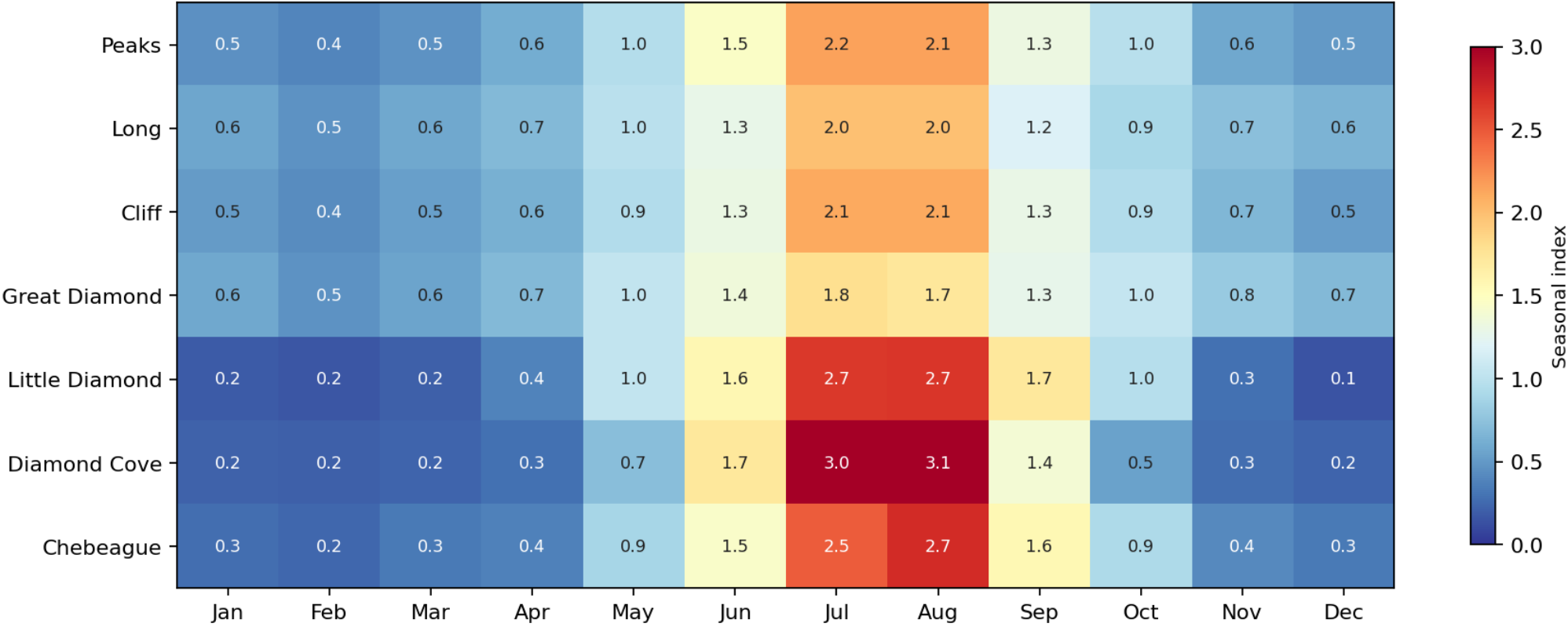
Each Down Bay island, three years running

The shape repeats almost exactly year to year — the pattern is stable enough to schedule against. Only the magnitudes differ.



Monthly intensity, every route on one grid

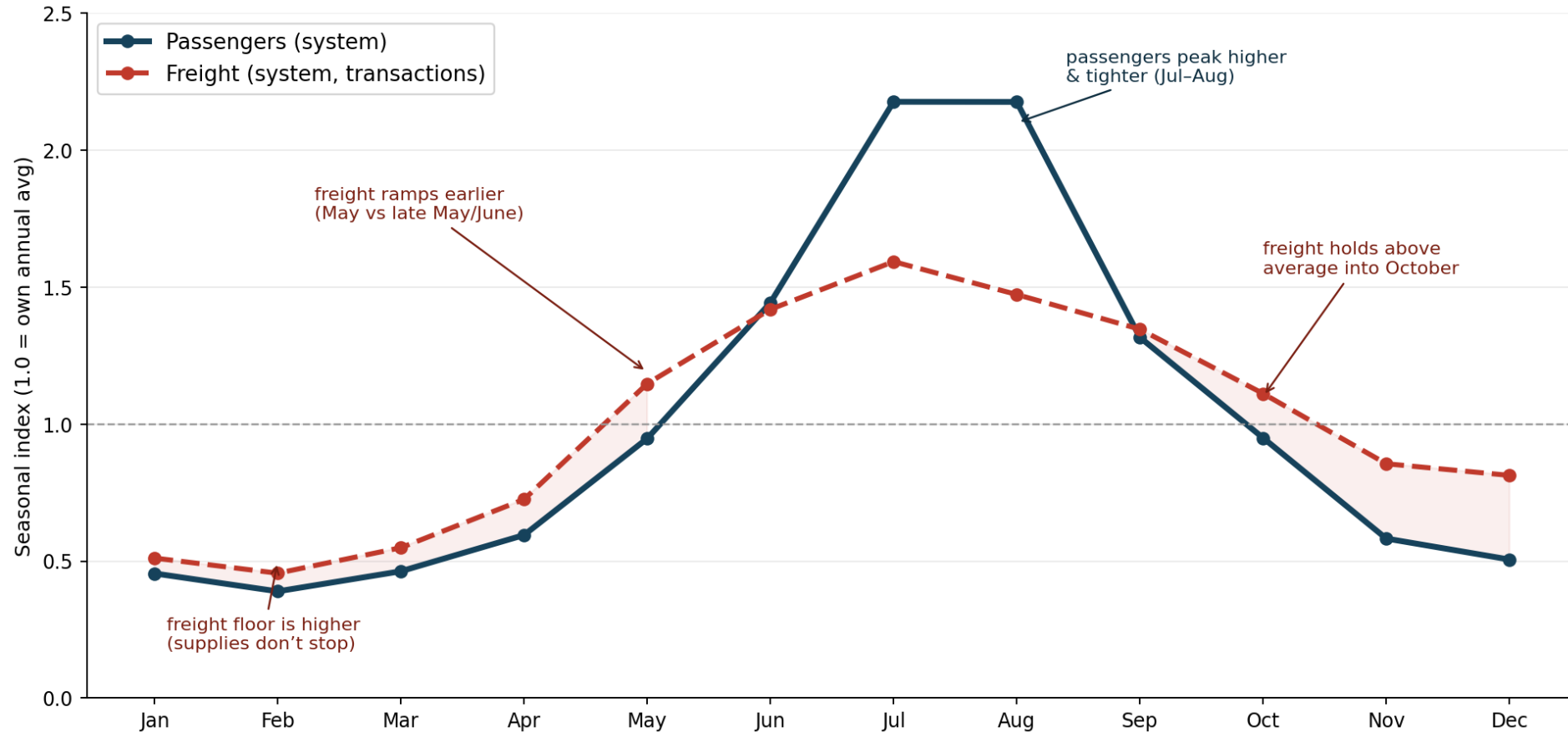
The bottom three rows go deep-blue in winter and deep-red in summer; the top four stay closer to their own average.



Value = seasonal index (month avg ÷ island's annual avg). 1.0 = typical month for that island.

Freight runs on a different calendar

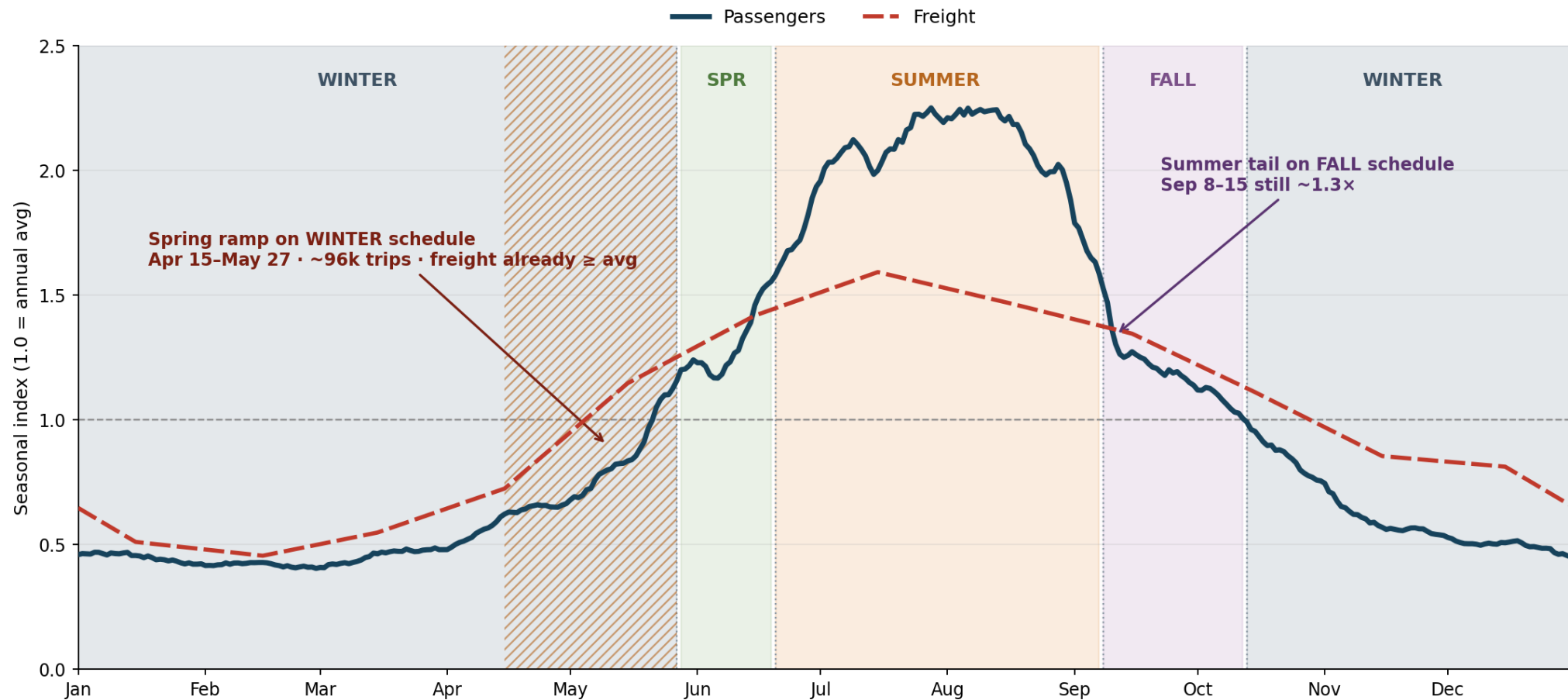
Flatter peak, higher winter floor, an earlier spring ramp and a longer fall tail — a construction-and-supply rhythm, not a tourist one.



System-level seasonal index. Freight peak:trough $\approx 2.7\text{--}4.7\times$ by island; passengers $\approx 3.9\text{--}17.9\times$.

The current calendar against actual demand

The schedule's summer sits on the demand peak. In the shoulders, the reduced spring, fall and winter schedules cover stretches where demand is still rising or still elevated.



Shaded bands = current schedule seasons (Summer Jun 20–Sep 7 · Fall Sep 8–Oct 12 · Winter Oct 13–May 27 · Spring May 28–Jun 18). Curves = system seasonal index, 2023–2025.

What each schedule period actually carries

● Summer schedule · Jun 20–Sep 7

Demand averages 2.0× the annual mean. 453,000 trips/year — 45% of all ridership in 80 days. The elevated schedule sits on the peak.

● Deep winter · Dec–Mar

Demand averages 0.44× — roughly 11% of riders across 90 days. The one sustained low-demand stretch the year contains.

● Spring ramp · Apr 15–May 27 (on winter schedule)

96,000 trips/year (9.0–9.9% across 2023–25) move on the minimum winter schedule; freight is already at or above its annual average by early May.

● Post-Labor Day · Sep 8–15 (on fall schedule)

Demand is still ~1.3× the annual mean — about 29,000 trips/year — once the schedule has already stepped down to fall service.

Figures are direct sums of daily boardings (all scheduled islands), averaged across 2023–2025.