

**Acadia National Park Draft Transportation Plan
and Draft Environmental Impact Statement**

Public Comment Report

Personally Identifiable Information Pertaining to Individuals, Redacted
August 13, 2018

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 1

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Southwest Harbor, ME 04679
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I hope there can be an exemption so the locals who live and work here on the Island do not have to reserve and pay for a spot to go see what is right in their backyard, that would be a very unfortunate and hard hit for the locals of MDI. Please make revisions to this draft, thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 2

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Southwest Harbor, ME 04679
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Locals should not have to make reservations to get onto the park loop roads.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 3

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am a year-round resident of Bar Harbor and gladly paid for my Park Pass each year. I really object to being limited to use the Ocean Drive, Sand Beach access, etc. or any other restriction of my access to Acadia National Park during the 'pleasant weather season'.
There should be some provision for people who live here year round to be able to access without the need for reservations and additional fees.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 4

Author Information

Keep Private: No
Name: Sheryl Gilmore
Organization: Acadia Institute of Oceanography
Organization Type: I-Unaffiliated Individual
Address: 9 Lower Dunbar Rd.
Seal Harbor, ME 04675
USA
E-mail: explore@acadaiinstitute.com

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I'm have some concern about the proposed reservation system for certain areas of the park. I run an oceanographic summer program in Seal Harbor that runs for 9 weeks in the summer. While I'm aware of the congestion concerns, I'm worried that the reservation system would limit our ability to make a last minute decision (due to weather or other changes to our schedule) to visit some areas of the park. Typically we set our schedule two weeks in advance so we would want the ability to make the reservations within that time frame and not several weeks or even months in advance.

I'm also concerned about being charged for the reservation since we already pay for a CUA and entrance to the park. I would hope it was a per vehicle charge and reasonable or maybe have no charge at all. The park already charges everyone an entrance fee and it is going up. It seems like a double charge.

While our program is enhanced by having access to Acadia and our program teaches students about it's importance and protection, it is also a National park. All US citizens fund it through taxes so it needs to be accessible to all citizens at a reasonable cost.

Thank you.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 5

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
BRADLEY, ME 04411
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While I am not a fan of having to make a reservation to visit my favorite national park, I understand the need for some type of control of the parking and driving during the busiest season. My concerns/questions/comments are these:

1. How does this affect residents of MDI? Some need to use park roads to get to work or to get home. Can MDI residents get a waiver for reservations as long as they purchase a park pass?
2. I object to having to pay for a reservation after already having to pay for a pass. Park passes have already been increased \$5 (at least it wasn't the initial \$70 increase). It seems punitive. You are restricting my access to parts of the park and I have to pay more. I think this will have a negative impact on visitation.
3. Could Maine residents get first preference to reservation times?
4. Could the Island Explorer service be expanded? More trips along the reservation restricted areas of the park? Adding Explorer service to Cadillac Summit to bring tourists and hikers?
5. How are you going to publicize this? If I were a visitor from "away" and made my vacation plans to visit Acadia and didn't make reservations to visit the park, I would be pretty upset if I found out after I got here that I had to get reservations in advance and pay extra. I would be extremely upset if I got here and found out all the time slots were already filled and I couldn't go to those sections of the park. Getting this information out to visitors is going to be critical.
6. How are you going to take these reservations? How far in advance? If as a local resident I decided to go to Acadia on a nice day, would I be able to get a reservation that day or would I run the chance of all

Correspondences - Transportation Plan - PEPC ID: 58482

the available time slots being already taken? Will you hold some reservation time slots for same day calls/online reservations?

7. How are you going to police this activity at the parking lots? Do you have enough park rangers? I think not.

As I said, I understand the need for some type of control but reservations may not be the best way. I would prefer some type of capacity type control. If you only allow a certain number of vehicles per hour into the park and restrict parking, this would be a better solution. It would not cost extra. You could increase Island Explorer buses along the more popular routes and add routes to include the Cadillac Summit? This makes entry a first come first served basis. I think this is a fairer system. It also would prevent the vacationer scenario I discussed in #5.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 6

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Poland, ME 04274
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As a long time visitor and former Island Explorer employee I think the idea for reservations is a bad idea that will affect visit numbers. As a former transportation Supervisor for a Maine agency I have worked on projects such as this, increasing the buses and providing ample park and ride that is convenient to town then limiting the vehicle traffic makes much more sense. I feel your idea is putting the cart before the horse. I have a lifetime pass for the NPS. I would hate to have to make reservations to drive into the most beautiful place in the country.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 7

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
WINTER HARBOR, ME 04693
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Two summers ago, circa August 1st, my wife and I had a 1230 reservation for 4 at the Jordan Pond House. I dropped off my wife and our two guests and embarked on an unsuccessful search for a parking space. There being none, I had lunch in Northeast Harbor!

Somehow, you need to ensure that there is reserved parking for all persons who have reservations at Jordan Pond House. Otherwise, the Jordan Pond House will continue to lose business.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 8

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Gouldsboro, ME 04607
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

ARE YOU CRAZY?!?!?!?

Fees for RESERVATIONS, besides entry fees? Reservations to allow out of staters to flood the park and not allow Mainers to enjoy it? You have already limited access. Why should 'we the people' pay taxes for the NPS if we do not have free access to it?

Perhaps, you need to limit the people from out of state. Make THEM PAY for reservations. Local and Mainers should not be penalized because of the "congestion" associated with the out of state visitors.

Perhaps, the NPS needs to provide MORE PARKING on the top of Cadillac? There certainly is room! What's next? Limited visitation? Perhaps a lottery for people to be allowed to visit?

This plan stinks! EXPECT pushback!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 9

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Mr.
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Brooklyn, NY 11229
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: Apr 26, 2018	Date Received: Apr 26, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

My family has been coming up to acadia, for over 30 years. When I come it's 2x a year. The end of august, and the end of September. Each visit last 10 days each. What I have read of your plan stinks. My plans change day to day sometimes hour to hour based on the weather. You people what to make the trip into the park like making dinner reservations in NYC. Its time to go spend my money else where.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 10

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Herkimer, NY 13350
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 26, 2018 Date Received: Apr 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have visited Adirondack Park for the last 35 years. As crowded as it gets, I do not favor a plan with reservations. Please don't mess with a good thing. This plan sounds bad to me. Make bigger lots at Jordan Pond and be happy you have the crowds.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 11

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Blue Hill, ME 04614
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

If they do this, they probably won't get any more money from me. I purchase a season pass every year, so that I can go any time I want, which is usually when the urge hits - I almost never just "plan" to go. If I have to make reservations - compete with tourists who will be filling the quotas months in advance, I simply won't go. Deer Isle is just as beautiful and not nearly as many people. And it's FREE to go there. They're going to turn Acadia into a playground for people from away who have the time and money to do this - "Martha's Vineyard North" - essentially blocking out the locals who live and work here. Gone will be the days of packing up the kids for a spur of the moment trip to Sand Beach. Very unfortunate! Perhaps they should stop being so greedy and just let people find the place on their own, instead of marketing it so heavily - that's the way it used to be and it worked out just fine. Perhaps start with eliminating or reducing the cruise ships. Yes they are good for the local economy, but have a minimal impact on the statewide or even Natl economy. I truly almost feel sorry for the people who spend hard earned money and travel, sometimes, thousands of miles to go there to "get away from it all", only to find themselves surrounded by crowds of people and traffic...

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 12

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Naples, ME 04055
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Hello. I would like to comment because I have a unique perspective. I am a seasonal ranger at Baxter State Park where we strictly regulate the numbers of visitors using trails and points of interest passively by keeping our parking lots small and not allowing street parking. This limits the number of people on the summit which can still be quite crowded at peak times.

I did my first personal visit to Acadia National Park this past October and I hiked the Precipice Trail. I was somewhat off put by the numbers of people on the trail (cars were parked a half mile down the road past the parking lot), the damage to the resources in terms of folks missing switchback turns going off trail, and the amount of microtrash I found.

I know our park's missions are slightly different, but I'm definitely in favor of managing the number of folks in any given area. One way to perhaps make the change easier for the public to accept is to model the new regulations and policies after those already in place at other national parks, then time spent educating new visitors will be reduced since they've been "trained" beforehand by parks with similar regulations. It would be cool if The same system/s were in place at every national park you travelled too so visitors know what to expect ahead of time.

Whatever the case make sure all staff have a list ready of good alternatives for park visors to go check out instead. It's amazing how a majority of park visitors all end up in one or two spots and there are so many other cool things the park has to offer!

Thanks!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 13

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
London
London, UN W2 4PL
GBR
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Could you perhaps distinguish between vehicles visiting MDI for the day and those staying on MDI? (and therefore contributing significantly more to the local economy) For a modest additional sum, an MDI temporary residence permit or similar could give those visitors staying on MDI preferred access times or earlier entry, for example.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 14

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Winthrop, ME 04364
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for working on this. Keep promoting the buses and add to the fleet if you can - they get full. More pronounced markers where the bus stops would be really really helpful and could act as advertisements or encouragements to use the bus. Example - we like to park at Soeur de Monts, and hike up and over Cadillac to the entrance to Black Woods. There is nothing to assure us that the bus stops at the trail head or at Black Woods Road entrance- so the first time we worried. how about big obvious logo'd signs for anywhere the bus stops? (the signs can be aesthetic...not commercial, just obvious). make it really clear to all visitors just how easy it is to hop on and hop off the bus and that it stops all over the place?

Otherwise, the timed parking reservations make some sense at some locations.

I would love to see more of the roads closed to cars and only open to buses.. especially Cadillac Mt. Make people enjoy the view instead of driving. Maybe you could allow handicapped visitors car access, but otherwise, take the bus, bike or hike.

Consider closing the loop road to all but buses and bikes on Sundays.. that would be fantastic or designate some special days in the summer that are bus and bike only days.

Just some thoughts. Good luck!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 15

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hancock, ME 04640
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: Apr 27, 2018	Date Received: Apr 27, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

I think plan C seems to be the best offered option.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 16

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Westbrook, Maine 04092
Westbrook, ME 04092
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I would like to comment with my endorsement of Alternative Option C. As a long time visitor, my husband and I have noticed a significant up tick in traffic and congestion in the Park during the high season. I am supportive of the reservation system.

My feedback is the following:

-If this becomes a reality, proper and effective marketing of the reservation system MUST happen. Both physical signage but also digital and through social media platforms. I can imagine that with poor marketing and visibility of the new reservation system (especially at Jordan Pond House) is going to have angered visitors and berating of staff employees who manage this gates.

-The superintendent and other high ranking park officials should be present (and even take a shift at these proposed gates) to show support. Their mere visibility will help ease tensions.

-I love the idea of a bigger parking lot at Eagle Lake. Great idea!

-My husband and I frequently use the Explorer busses to get around the island. We actually rent only where we have easy access to the Explorer. Will there be more busses headed to those reservation only places on a daily basis? A

-Finally, if possible, I would love to see the busses equipped with a larger capacity to hold more bikes. We noticed that many other visitors have caught on to the awesome-ness that is the bus and found ourselves having to wait for another bus because the bike racks were too full. I wonder if with the

reservation areas (again, especially around Jordan Pond house) if the busses could hold more bikes or have bike trailers on certain hourly busses.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 17

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Everett, MA 02149
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I remember years ago driving into the Zion National Park canyon road and being overwhelmed with the traffic. Well that park now has a wonderful clean transportation bus service at peak visitor season. We loved the few times we went back.

Arcadia has to do the same or at least come up with some permit pass system ? Limited to so many vehicles per day ? No easy answer for Arcadia as some roads are also used by permit or summer residents. We visit ANP each Memorial Day and I have to say my favorite drive is at 6AM around park loop road. It is so peaceful and quite, I bet people would have a better experience year round by eliminating, if possible, vehicles.

I hope this plan is approved and it will be 100% for the better.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 18

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Huntersville, NC 28078
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My family owns a home in Bass Harbor. I have been visiting the park since I was born. Acadia means a lot to me and my family.

I have read through the reduced newsletter version of the plans. I agree that Plan C is the best alternative to the current system.

I support moving forward with Plan C. While a reservation system may put off some people and disappoint those who like to "wing it", I think it does a lot of good. It most definitely does more good than harm. I think it is gentle and effective.

Thank you to all those involved for listening to our concerns throughout this process. It has been a breath of fresh air knowing that our voices matter.

Thanks.
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 19

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Torrington, CT 06790
USA
E-mail: [REDACTED]

Correspondence Information

Status:Reviewed	Park Correspondence Log:
Date Sent: Apr 27, 2018	Date Received: Apr 27, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

After reading the plan I think option B makes the most sense to visitors. I've been going to Acadia for 20 years now, and one of the things I enjoy is driving the park loop road whenever I want, sometimes a few times in one day. I don't want to have to stop and think about when do I want to drive around the park. I do think the reservations for the "hot spots" is a great idea. Too many times over the last few years we have missed or at least not enjoyed some favorite spots due to no parking, or just too crowded. I realize the other options only call for a small portion of the road to be timed but still, when you're on vacation sometimes you just want to be carefree and fly by the seat of your pants, and option B has a better opportunity for that.

Thank you for all that you do for Acadia, and I'm glad to see this plan taking shape!

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 20

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Gardiner, ME 04345
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While it is convenient to drive along the park roads, the congestion warrants taking a look at a full park shuttle service during peak season using exterior parking lots. This works well at Zion. I can't imagine that timed lots will be effective. Shuttles (with bike racks) would be a great solution. Then the entry would be per person, not car.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 21

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
BRADLEY, ME 04411
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have an additional question to be considered.

In reading the proposal I see no accommodation for frequent visitors or local residents. I do not live on the island but I live only a short drive away. I go to the park frequently, sometimes as often as once per week. I watch my grandson in the summer and he loves to go to the beach. We go to Sand Beach almost every week. Under the proposed plan it appears I would have to pay an additional fee for a reservation to go to the beach in addition to the annual pass I already purchase. Depending on the cost of the reservation, this could increase my cost to take my grandson to the beach by up to \$100 over the course of the summer. This is affordable for and I would think for most people.

I understand I could take the bus but that would entail carrying everything I would need for the day, blanket, towels, toys, cooler with drinks and snacks etc from my car to the bus, from bus to beach and back, then from the bus to my car all while not losing track of my very active grandson. Not very practical.

Could there be a way of linking my annual pass to the reservation so that I and other "frequent flyers" could get a discount on the reservation fee? I don't mind making a reservation. I don't mind paying a small fee but those of us who use the park frequently should get some type of a break.

If some discount option is not going to be available or if the reservation fee is more than \$1-2 than I will not be able to go to the park with my grandson or at other times. I probably won't purchase an annual pass either since I won't be going to the park very much if at all. I love Acadia and I understand the need to deal with the congestion and parking issues but don't penalize the people who use it the most.

Another question, if I want to sightsee in the park and do the loop road, have a meal or tea at Jordan Pond, and summit Cadillac to watch the sunset I have to buy 3 reservations?

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 22

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harboring, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: Apr 27, 2018	Date Received: Apr 27, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

Didn't see much about bicycles which is how I interact with the Park. Hope they will be considered.
Like plan D. Hope Park Loop Road 25 mph throughout.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 23

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Conway, NH 03818
USA
E-mail:

Correspondence Information

Status:Reviewed	Park Correspondence Log:
Date Sent: Apr 27, 2018	Date Received: Apr 27, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

Sounds like the PS has contrived a complicated, orderly system for people on vacation to follow at a time when admission rates have risen. People on vacation expect simple and flexible and do not respond to rules, which, of course, entail an enforcement cost. People planning an outdoor vacation expect, for example to adjust activity scheduling to what the prevailing weather dictates. The proposal will likely result in widespread disorder, dissatisfaction and ultimately diminishing popularity, which may have been the goal of this social engineering experiment all along.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 24

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Fort Fairfield, ME 04742
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 27, 2018 Date Received: Apr 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Controlling traffic at Acadia is a start. But, controlling traffic is not going to stop the overcrowding. Restricting traffic and putting people on buses is not going to stop overcrowding. You need to limit the amount of people entering the park!!! All of the overcrowding is bad for the environment, and needs to be controlled.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 25

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
South Portland, ME 04106
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have been visiting The island and the park since my parents brought me there as a child. I'm 54 now and the beauty and solitude I can still find on mountain peaks and near a crashing shore is always near to my heart. I do find the traffic has gotten worse over the years. In fact I try to plan my visits at times of the year when there are fewer people on the island. Myself, I really don't like being bussed except in the evenings from the camp area. One idea I have sent in before is to open up more of the southern side of the island. The area near and around Bernard Mtn., Seal Cove Pond would be a great area to develop mountain bike/hiking trails. I understand the rules and all that but hiking mountain biking trails, if created properly, can become a huge asset to the region. Many bikers would park on the southern side of the island and ride to the other side leaving their cars off the roads. You would need to have larger parking areas. Anyway, I think buses are good but maybe electric and painted to reduce the visual impact.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 26

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Hi!

Thanks for the opportunity to comment.

I agree that changes need to be made.

In order to address the older adult population, I would like to see a number of entrance passes at the reserved sites for people 65+. I am imagining a couple coming for a ride on the Loop Road, unaware of the new system, and being extremely disheartened at being turned around and asked to find a kiosk and get a reservation for another day or to find an Island Explorer bus, which may be uncomfortable considering limited mobility.

The Schooner Head parking area and Fabbri picnic area will be full of overflow cars. It would be beneficial if the parking lots were doubled in size. Big large restrooms at these areas would also help accommodate the crowds.

In lieu of right lane parking, perhaps a new parking/ picnic/ restroom area could be constructed between Otter Creek and Seal Harbor.

For the purpose of unobstructed views, we could set a limit on the number of commercial busses.

A couple last thoughts...

If conditions are unfavorable (i.e. rain, cold) would the reserved areas be open to general pass holders?

Are bikers required to obtain a reservation?

Is there an option to wait at one of the reservation-only areas in order to gain access when the crowds have thinned?

I appreciate all the thought and effort that has gone into the new plan.

Thank You!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 27

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Portland, ME 04103
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I support plan c.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 28

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bass Harbor, ME 04653
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My feedback on the proposed plan to require reservations to use the park loop road and go up Cadillac are as follows.

If the purpose of the plan is to eliminate over crowding in those areas then how about putting a gate at the bottom of Cadillac that opens and closes automatically on both the up side and down side of the road. If it reaches it's capacity, you have to wait for someone to come off the mountain before the gate opens to allow you up. Similar to a parking garage. Also prohibit RV's from going up at all.

The park loop should be left alone. Yes, it is crowded but every park is crowded in July and August and it's okay. Let it be.

If you have to limit it, at least let locals have an access pass allowing them to get in without a reservation.

Locals are the caretakers of the park. We are the Friends of Acadia, we are the supporters of legislation that protects the park. Don't distance us from the park that we work to protect and that we love and know better than anyone.

Thank you
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 29

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
BAR HARBOR, ME 046091820
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: Apr 28, 2018	Date Received: Apr 28, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

Could you close the road to Cadillac when the Island Explorer runs and only have ticketed bus service to the summit? If not the Island Explorer than another bus service? Doing sunrise and sunset would be a must. Other buses go up there. And people could still hike if they wanted. Just thinking about other national parks that don't let you drive to certain places inside the park. Especially once the parking lot at the visitor center is enlarged this might work. Maybe the wonderful Island Explorer needs to become part of the NPS.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 30

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Worthington, OH 43085
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for the opportunity to comment. We have been visiting ANP and MDI for 45 years. As your report indicates, the park is now over used and over populated. We have never been there in the summer, just May and October. And even October is now extremely over crowded. The cruise ships and their numbers of passengers have increased to the point where they need to be managed for the benefit of the entire island, and Schoodic. We appreciate your intent to have every visit be meaningful. Indeed the wonder of the park and its majesty is simply breathtaking. We support your recommended plan and will do everything to respect new rules, reservations, guidelines and ecological considerations. The park is a treasure, and the island is home to a lot of good citizens. Hopefully meaningful compromises can be reached that will allow the park and the surrounding neighborhoods to exist in peaceful, respectful, harmony. Thank you for undertaking this effort.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 31

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Kennedyville, MD 21645
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Although I live in Maryland, I have a small camp in Maine that we spend time in every summer. I cannot imagine a summer visit that did not include at least one trip to Acadia. Having visited annually over more than 40 years, I have been aware of the large increase in the number of visitors and the inevitable traffic and parking problems that result. Obviously, something must be done so that everyone who visits can enjoy the trip rather than spending the day frustrated because favorite spots are or seem inaccessible.

I prefer a major expansion of park and ride areas. Many other parks have simply decided that the only way to manage the number of people is to have people park remotely and bus in. All of us love our cars and the freedom to just hop in and go wherever we want to. However when you multiply each of us by millions of visitors, what people are seeing is traffic, not nature. Last summer I visited Bandelier National Monument in New Mexico. When I went to Bandelier 25 years ago, you could drive right in. Last summer, we parked outside the park and took the bus like everyone else. It was fine. (I am 71, my husband is 76 but even as older people, we found the bus convenient, easy to use, and able to drop us close to places we wanted to see.)

My second choice would be timed entry that many museums have been using for years. I recall back in the 1970's waiting in line for nearly 5 hours to see the King Tut exhibit at the National Gallery of Art. When I finally got in, it was still so crowded that it was hard to see anything. Shortly thereafter, the National Gallery went to timed entry for major exhibits. That system did what it was supposed to; it controlled the number of people at any one time and everyone's experience was better. Bar Harbor and Mount Desert have a lot of other things to do if people need to wait an hour or two before the time they are assigned to enter Acadia. It might even bring in more business for shops and restaurants.

The only idea I think won't work is specifying a time people have to leave. How would you enforce

that? What a nightmare! Good luck with this project. Making change is always hard, but once you get a new system in place, people will get used to it. I think everyone will benefit.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 32

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Yarmouth, ME 04096
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 28, 2018 Date Received: Apr 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am SO desperately disappointed that it's come to this. I've been going to Acadia for over 25 years and it was NEVER this outrageously crowded. I think it's been excessively advertised and I think you're seeing the results of it. I very much miss the days when you could simply pull into a quiet parking area and enjoy a peaceful walk in the woods....as it was meant to be. I, for one, do NOT want to have to reserve a time to enter this park nor do I want to take a bus to see it. We were meant to FREELY enjoy coming and going through it. I've said it before and I'll say it again: STOP THE ADVERTISING. It may be more money in the hands of the greedy store owners (and whoever pockets the taxes) but it's killing the very nature of Acadia. ...and Maine in general for that matter.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 33

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hackettstown, NJ 07840
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 29, 2018 Date Received: Apr 29, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While Im still reviewing the Acadia National Park transportation proposal I would like to submit a couple of ideas while they're fresh in my mind.

Eliminate all free entry onto park loop road. Limit the number of entry points to 3 and put a gate at each. All other entrances get converted to exits only. I really believe this will cut back on the traffic in general as well as overcrowding on Cadillac Mt and at Jordan Pond.

Separately, or in conjunction with any plan, a preferred (higher fee) park pass for those who want to maintain the current level of access and parking. Locals would pay a substantially lower rate.

As someone who visits Acadia several times a year, I would be more than happy to pay a premium (\$100-\$150) for a pass that provides me open access to the park.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 34

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pepperell, MA 01463
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: Apr 29, 2018	Date Received: Apr 29, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

Due to the amount of money tourists have to pay to reserve lodging months in advance to be able to stay on the Island and the unpredictability of the Acadia weather even in summer, it would be a great disservice to the public to require reservations to travel on Park Loop Road.

Alternatively, tourists should get an earlier start in the morning and plan to do multiple activities while inside the park, which is feasible if they start out earlier in the day.

The ONLY - and I mean ONLY - tourist-friendly solution for the long-term is to spend money on improving roads and parking to accommodate demand. If this weren't a national park, but an amusement park, private resort, or other commercially-run enterprise, they would do the following: (1) expand both the number of access roads and the number of traffic lanes in each road, (2) double or triple the size of parking lots, (3) create additional trails for hikers to navigate the areas that are most heavily visited, (4) create brand new parking areas next to some of the equally pretty undiscovered areas such as coves, cliffs, and overlook hiking trails, (5) create a designated paved bikeway, more or less following the coast and other internal park roads, but making such bikeways separated by at least 15 feet from the road for both safety and aesthetics/enjoyment, and (6) change the funding mechanism so that each particular national park's budget for infrastructure improvement is automatically expanded based on total number of visitors per year.

I am not saying we should ignore safety for somewhat dangerous trails that need restricted volume of hikers. Perhaps during peak season, the Behive and Precipice should have "pick a number" rules so less than XXX hundred people are allowed to go up every 2 hours. Other trails do not have such safety concerns.

Also, I am not saying we should destroy the beauty of nature. However, without allowing McDonalds, Correspondences - Transportation Plan - PEPC ID: 58482

6-Flags, and speedboat rentals inside the park, we can still take steps to accommodate the expanding volume of tourism in a responsible and satisfactory way. Overall, our national parks are managed to allow the public to enjoy them; Acadia is not a wildlife sanctuary per se (although there are certainly developmental restrictions on expansion and permissible visitor conduct important to protecting ecologically-sensitive areas/species).

Thank you for your consideration.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 35

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Taxpayer
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Falmouth, ME 04105
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Apr 29, 2018 Date Received: Apr 29, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Free bikes at all bus stops
Electric and Three wheel electric for elderly and reduce cost
Bus service only to the top of Cadillac Mount provide bike racks so some could ride down the mountain.
More bus service very difficult to get from Northeast harbor to Southwest perhaps a ferry service would help.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 36

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Hampden, ME 04444
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 1, 2018 Date Received: May 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Even though my family and I have driven the roads of ANP many times and know about less popular sites, we are often frustrated at the lack of parking spots or the audacity of some drivers to make their own parking place. I suggest closing the parking lots at Cadillac Mountain and Sand Beach to all cars during peak season, using the parking lots for busses only. Cars might be allowed to drive to the summit but must immediately descend without stopping. Signage and expanded parking at the main entrances would be required.


P.S.

As "locals" and regular visitors to ANP, my family and I have learned to avoid the park during peak season. The benefits are less congestion and a restful visit when we do go; the drawbacks are closed roads and rest facilities. I'd like to see maps and updates on the website indicating which roads and rest facilities are open/closed throughout the year with maps highlighting the open roads and facilities (for comfort and environmental reasons).

We heard about the open comment period on WABI-5 TV.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 37

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
south kingstown, RI 02879
USA
E-mail: 

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 1, 2018 Date Received: May 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for the opportunity to comment on the 2018 Acadia Draft Transportation Plan.

Please accept these suggestions in a spirit of respect and cooperation.

My opinion is more generally aligned with Option "D". System management seems less complicated for everyone. But perhaps some hybrid of "C" and "D" makes sense, at least to start. I support further evaluation/revision as things play out.

Perhaps I've missed something in the narrative, but it's not completely clear why a counterclockwise flow of Park Loop traffic would be necessary under Option "D". It would be helpful to understand why a clockwise direction was dismissed from consideration under that option.

It would be helpful to include a preliminary breakdown of estimated costs and sources of funds to implement each of these options.

It would be helpful to include preliminary estimates of expected implementation timelines for each option.

Creating incentives to encourage alternative transportation/smaller vehicles is a crucial element going forward.

Consider an accelerated phase-in schedule for vehicle size restrictions, which is important under any option. There will be ample time between approval and implementation to communicate such changes.

And please retain a focus on enhanced pedestrian and bicycling access as a high priority.

Correspondences - Transportation Plan - PEPC ID: 58482

Regarding other elements of the plan as outlined:

1. Reservation System:

Option "D" would be better. Option "C" is too fragmented/unwieldy/confusing. Also, consider "classes" of reservations based on size/capacity of vehicles.

2. Right Lane Parking:

Option "C" is the more reasonable approach, but it's not clear what "social trails" are, and how they would be negatively impacted under Options "C" or "D". If these trails are indeed a right lane parking issue, you might be able to keep some of these spaces open under Option "D" by virtue of systemic management of visitor volume. A better alternative would be small, strategically placed parking lots nearer (but not necessarily immediately adjacent to) these trails.

3. Eagle Lake/Acadia Mtn/Satterlie parking:

All are great ideas, but is Liscomb Pit and Old Rt 233 one and the same? (i.e., are Option "C" and Option "D" identical in this regard?). If not, even better.

4. Hull's Cove:

Increased parking for a transportation hub is a good idea, but limit the size/scope of a visitor facility there (which would be redundant with 5. below).

5. Gateway Center:

Option "D" preferred. Definitely make it the primary visitor center. If the first orientation to Acadia is comprehensive, how many other centers are necessary?

6. Thompson Island:

Option "C" preferred.

I appreciate the myriad challenges involved in a project of this scope. You've conducted a thoughtful process. It's difficult to be all things to all people.

Thanks again.

 RI

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 38

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Blue Hill, ME 04614
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 1, 2018 Date Received: May 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Create a "grand central station" for the Island Explorer, and build it right near the end of the causeway so visitors can't miss it (there could be subordinate hubs in Bar Harbor and at Jordan Pond).

Large "departures" board should list all popular destinations along with time to get there and a countdown to Next Bus (or call it a Tram so it sounds more attractive). Buses on each route should be scheduled with only five to ten minutes between buses, so there is a perception (and reality) of continuous motion and always-on accessibility.

Parking prices at the Grand Station should be very low- to encourage as much use as possible for the transit system, parking fees could be linked to EasyPass to avoid long lines getting in.

Parking footprint could be minimized in a solar-roofed, multi-level garage - you could also offer reserved parking for a premium fee. Individual-auto entry fees should then be raised and parking within the Park should be fee-based. Tickets for the Island Explorer should be free to super-affordable to encourage ridership and offer a very real alternative to individual autos. Tickets could be sold digitally after a year or two if need be.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 39

Author Information

Keep Private: No
Name: Eli Simon
Organization:
Organization Type: I-Unaffiliated Individual
Address: 67 Main Street
Bar Harbor, ME 04609
USA
E-mail: eli@climbacadia.com

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 2, 2018 Date Received: May 2, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

December 6, 2016 (date I originally submitted this letter)

To Whom It May Concern:

My name is Eli Simon and I am the owner of the Atlantic Climbing School (ACS) in Bar Harbor, Maine. For those who may not be familiar with ACS, we are a small, year-round guide service offering rock and ice climbing instruction in Acadia National Park since 1994 under a Commercial Use Authorization permit.

I am writing in the hope of opening a dialog about how the Acadia National Park Transportation Plan might affect the daily operations of ACS (as well as my competitor, Acadia Mountain Guides [AMG]) and to explore what accommodations may be considered so that our businesses may continue to offer our services to park users without any adverse impacts from the plan. I would like to highlight a few concerns I have with some elements of the Preliminary Concepts.

ACS and AMG together service a very active and unique user group in Acadia. We both offer private and customized full-day and half-day climbing courses, seven days a week, at many different locations in the park. Access to several of these climbing sites requires right lane parking on the Park Loop Road.

At ACS, we meet our clients at our office in downtown Bar Harbor before each course; here we outfit them with gear and discuss the options for the day. We explain the differences between the various climbing sites and together we decide what will be the best fit, taking into account the client's fitness, experience level and attitude (as one might expect, the prospect of rock climbing can be intimidating to many novice clients,

Correspondences - Transportation Plan - PEPC ID: 58482

hence our careful approach). It isn't until we have this face-to-face with our clients that we determine which area we will be climbing. Additionally, there are often times when we will visit multiple areas during a single course. After departing the office, an ACS climbing guide typically rides in their client's vehicle to the climbing site. Historically, this system has worked extremely well and provides us with the efficiency, mobility, and freedom to customize each course, and the ability to maintain the level of flexibility we need to modify plans quickly.

The most popular course length at ACS is a half-day course. One of my concerns is that if we could no longer access the park's climbing sites by client vehicle and instead had to rely on a park shuttle bus to transport our clients and guides into the park, we would lose a significant amount of time and jeopardize the viability of half-day courses. The loss of right lane parking and having to rely on bus transportation would also reduce our ability to switch locations seamlessly.

We have also viewed the use of a private vehicle on each course as another layer of safety: the ability to quickly exit the park in the case of an emergency (such as if a client has an anaphylactic reaction to a bee sting and must be rushed to the ER).

If a reservation system is implemented I would suggest that ACS and AMG have a set amount of parking spots available each day at specific climbing sites. During peak season I estimate that, between the two climbing schools, we average less than forty vehicle trips into the park each day.

I hope you will take the potential adverse impacts the Plan may have on ACS and AMG into consideration as the planning process unfolds. Please know that I am supportive of the Goals and Desired Conditions outlined in the Preliminary Concepts Newsletter and stand ready to assist the park in any way I can going forward.


Thank you for your time and consideration.

Sincerely,

Eli Simon
Atlantic Climbing School

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 40

Author Information

Keep Private: No
Name: 
Organization:
Organization Type: I-Unaffiliated Individual
Address: Wayne, PA 19087
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 2, 2018 Date Received: May 2, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have been coming to Acadia each summer for approximately 40 years. During the past 15 years I have been coming during July and August.

Comment 1: Buses should have a safe place to stop at trailheads in the park so they can pickup/drop off visitors at trailheads within the park especially on the loop road

Comment 2: There needs to be a better parking arrangement at Echo Lake. Currently when the lot is full, people hover in their cars all over the lot waiting for a space to open near them and then they go all out to get there before another car. I have seen numerous arguments and a couple of fights in the parking lot. Perhaps a system where at the entrance to the lake there is a sign that shows how many spaces are available and/or when the lot is full. Cars wait in a line and enter only when a space becomes available.

Comment 3: There should be more buses so that the wait time is shorter. That will encourage more people to give up their cars and use the buses.

Comment 4: Buses should be able to accommodate more bikes. Other than the bus from Bar Harbor to Eagle Lake buses normally have space for just a few bikes.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 41

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 3, 2018 Date Received: May 3, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I think the best part of proposal is the construction of additional parking at the Visitors Center, and Eagle Lake (Liscomb Pit). Another area where additional parking is needed is on Rt 198 in the vicinity of the Parkman and Brown Mt parking area,

I realize that there is a reluctance to add additional parking, but most people coming to the park, and especially day use visitors, come by car. With limited parking, these visitors are spending a lot of time driving around looking for parking or parking in non-designated areas and this adds to the congestion. My thinking is that A CAR IN A PARKING LOT IS A CAR THAT'S NOT ON THE ROAD. Additional, strategically located parking areas should help to alleviate road congestion.

Whatever system is put in place there will always be a need for an improved and expanded shuttle system. With the present system, a lot of time can be spent getting from one location to another. This discourages people, especially day use visitors or locals wishing to spend a few hours in the park, from using the shuttle.

It seems like the timed-entry reservation system would be complicated and difficult to manage, but it's worth a trial run. Additional cell phone coverage would be required in all areas of the park to make the on-line reservation system work.

My long-range view would be the elimination of all vehicle traffic on the Loop Road and a "people mover" transportation system - for example, electric, trolley type, hop-on, hop-off vehicles traveling in both directions with no schedule, but in sufficient number that there would never be more than a 10 min or so wait. This would free up the Loop Road for biking AND WALKING.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 42

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Trenton, ME 04605
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 4, 2018 Date Received: May 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

For many of us that live in the area the park is an integral part of our every day life. A good portion of us have jobs or own businesses that are tourist related. We support the park, we volunteer, we pick up trash, rake leaves....all because we respect the opportunity that we have to live here. With the preferred option given by the park, a good portion of us will lose our ability to visit. Our time is governed by our guests/customers. We will not be able to make a reservation to drive park loop road to our favorite hike when we manage to wrangle a free hour in our day. Adding the additional cost of making a reservation on top of our annual pass....along with a good probability of not being able to honor the reservation due to circumstances that arise in business. I think Cadillac should be monitored from sunrise to sunset. Install gates....it won't be the end of the world to have gates. More entrances need to be monitored to check for passes, you are losing more money than you know. I don't think any of the options presented are the best choice, however a mixture of them all sounds more logical. Offer a "resident" annual pass that does not require additional reservations.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 43

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Member Friends of Acadia
Organization Type: I-Unaffiliated Individual
Address: Candia, NH 03034
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 4, 2018 Date Received: May 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I would like to eliminate large(to be defined) campers on the loop road during the high season. Providing more bus alternative seems like a very good idea. Better cell phone coverage on MDI would not only help dissemination of needed congestion information to visitors but would help visitor safety as well.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 44

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cleveland Heights, OH 44106
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 4, 2018 Date Received: May 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We are frequent visitors to Acadia for annual stays averaging 2 weeks, during which we hike an average of 12 mountains. Alternative C makes sense to us to help resolve congestion, but only if the reservation windows for entry are at least one hour in length, and ideally two hours, for entry slots prior to 9 am, to accommodate morning travel times. For example, driving over from Southwest Harbor to drop hiker 1 at Precipice Trailhead and then taking the car to Sand Beach to climb Champlain Mountain to meet hiker 1 and return to Sand Beach, we normally are at Sand Beach somewhere between 7:30 and 9:00 am. But if we only have a 15 or 30 minute window, this requires much more coordination (and no unexpected traffic delays) on getting to the Sand Beach entrance station. We'd have similar concerns for Jordan Pond House North parking; we usually arrive there for climbing Penobscot, Sergeant or Pemetic somewhere between 7:30 and 9. It would be very difficult to conform to a short window period.

We have never found parking or loop road traffic to be congested at those early hours, so longer windows seem justified then even if shorter windows might work later in the day.

One hiking option the plan would make difficult is splitting our party on a Dorr Mountain hike, with hikers 1 and 2 continuing over to Cadillac while hiker 3 returns to Sieur du Mont, getting the car and driving up Cadillac to retrieve hikers 1 and 2. It of course would be fantastic if there were a minibus or van that brought people back down from Cadillac summit to a point on the loop road, perhaps the North Cadillac trailhead or the Visitor Center. I can see people interested in a hike up, ride back option.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 45

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 4, 2018 Date Received: May 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The focus of the plan should be on reducing overuse. Providing more access by bus tours, Island Explorer, bicycle tours and other mass tourism modes only worsens the problem of overuse in the Park. Furthermore, these mass access modes discriminate against the elderly, the handicapped and those with small children.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 46

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Nottingham, NH 03290
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 4, 2018 Date Received: May 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The trend in the park for the last few years seems to have been to force people onto the buses by reducing parking. Two examples come to mind. One, Bubble pond parking was negated with an expensive revision that only resulted in reduced parking. Two, the parking on Park Loop near Jordan Pond house could have been expanded with some careful grooming of the shoulder between the road and the fence.

These are only two examples. One has to wonder the motivation behind these type of decisions.

The point that seems to have been missed is that parked cars reduce congestion as well as pollution. Many people continue to just drive around looking for parking that no longer exists.

Many of the existing lots could be expanded a bit with minimal environmental impact.

There are many Park users that will be unable to comfortably use the park if the increased parking restrictions continue: old folks, disabled people, families that require multiple strollers, runners that need extra clothing, bicyclists when bus racks are full.

Someone has suggested using a system such as that used in Denali. Great, a drone and a large video screen would do the job just as well. That is not enjoying the park!

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 47

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cincinnati, OH 45213
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 4, 2018 Date Received: May 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for being open to comment. We appreciated Friends of Acadia's notification and NPS's feedback opportunity. We have made annual pilgrimages to Acadia for 30 years. It's a spiritual experience for us. We've seen the dramatic increase in cruise ships, cars and busses. We have witnessed firsthand the detriment to the park's solitude, ecological resources, nature and safety, as your plan describes. We have changed our vacation time to come after the summer peak. We've also experienced the challenges of aging, yet we still fully enjoyed the park. For us to take the Islander to get to our favorite idyllic places is unrealistic, e.g., Duck Brook bridge, quiet alcoves of Schoodic, Hawk Watch, Fabri and Sieur de Mont birding, College of the Atlantic evening lectures, Beech Mountain views, etc. After three back-fusion surgeries, foot surgery, three joint replacements, reaching our 70s, etc., we need supplies (e.g., walking sticks, canes, water, birding scope, binoculars) to be handy in our car. They are more than we can pack and carry on the bus from stop to stop. We also need restrooms when we need them, not when the bus is scheduled. I totally agree with the plan's suggestions to limit tour busses, reduce cars, retain bicycles, keep Park Look Road 1-way, create more bus routes with more frequent stops, expand park/ride lots, etc. But please allow us to drive independently. We would be inconsolable if we couldn't directly and feasibly access the beauty and spirituality of the park. Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 48

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Lenexa, KS 66215
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 5, 2018 Date Received: May 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Acadia National Park is a much beloved park which I have been enjoying for many, many years, first as day trips with my grandfather when we would drive up from his house in Blue Hill until now as part-time, off-island seasonal residents. Over the last decade or so we have been as concerned as the Park Service over the increasing surge of usage of the park. Many areas are so crowded that our own usage of the park has been pushed to off hours, either very early or late in the day. The free Island Explorer has become a welcome part of our experience of the park, which we usually access from the Acadia Gateway. Of the alternatives provided by the Park Service, Plan C would seem to provide the best cost vs. benefit to us as off-island, seasonal residents. I do have some concerns regarding accessibility. We are more than happy to park and ride the Island Explorer. The buses are clean, the air conditioning is welcoming after hiking and best of all they are free. I would hope the plan stresses an increase in this free transportation option, with commercial buses being limited to more tour and learn capacity. If L.L.Bean is unable to donate the buses and service to accommodate the needed increase, perhaps buses could be provided by other companies as well, providing an opportunity for advertising on the buses for those companies. As a member of a family coming into the park with four kids for frequent visits over the summer, having to pay for transportation on a per visit, per person basis would definitely decrease our enjoyment and usage of the park. I think the expansion of the Acadia Gateway will be a good thing, especially if the Island Explorer routes can be reconfigured so that not every route seems to end at Bar Harbor. We love the bus, but when traveling with small kids having to wait and take a second bus to get back to our car at the Acadia Gateway can be onerous. As the park has become more crowded over recent years I have become increasingly concerned with bicyclists using the park roads. I love the ambition of those that summit Cadillac by bike but as someone trying to get around these visitors in a car, they definitely are a hazard. Decreasing off-shoulder parking and the number of vehicles on those roads would allow bicyclists to more safely use the roads as well. I love that the park offers car-free days and regret that we have not been able to take part in the off season. Perhaps these could be increased to once a month, mornings only during the high season? I love the planned expansion of

Hulls Visitor Center with a new building. My elderly mother hasn't visited the Hulls Cover Visitor Center in years because of the limited handicap parking in the small upper lot and all the stairs to reach the building. I miss the 3-D park "map" and hope that will be part of the new facility. We love bicycling the carriage roads and have found the parking at Eagle Lake to be a bit of a nightmare, especially with young children, so opening a large lot to allow off-road parking will be welcome. I support Plan C as the best option for Acadia National Park.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 49

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
bar harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 5, 2018 Date Received: May 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We believe that any reservation system would be unworkable for a variety of reasons. The majority of visitors drive to the park and often make last minute plans based upon the weather. In addition, setting up and managing the system would be extremely difficult. Would people with a reservation be turned away if they arrived an hour or two late for example? Another option would be to have a few very large parking lots which offered continuous bus service (propane fueled?) to the loop road (the entrance fee per person could be collected before boarding the buses). Visitors could get on and off of the buses as often as they wished. Mobility carts could be available for people who have limited walking ability at some places on the loop road. With this approach, no cars would be allowed on certain areas of the park loop road during the busiest time of the year.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 50

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Boston, MA 02118
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 5, 2018 Date Received: May 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As a vacation homeowner on MDI, and frequent year-round visitor for the past 16 years, we have noted with mixed feelings the increase in visitors to ANP and the congestion it has created. I applaud the NPS for being pro-active to address this issue, and having read the draft transportation plan, I generally endorse option C, but I have two concerns:

1. I do not think right hand lane parking should be eliminated. This option greatly expands the accessibility of trail heads throughout the park. In fact, it was disappointing to see the roadside parking south of the Jordan Pond House blocked on both sides over the last few years. This greatly contributes to the congestion and difficulty accessing the area.
2. If access is limited by reservations, it is essential that provisions be made for people that live on MDI. I would go as far as to suggest that residents or property owners be exempt from the requirement for reservations. This would have a minimal impact on overall congestion and be the right thing to do.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 51

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 5, 2018 Date Received: May 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

You have done a great job listening and balancing interests with your preferred alternative. I particularly like the expansion of Hull's Cove for park and ride and the new parking at Eagle Lake. And I am very glad you are not proposing a restricted entrance to the entire park- -that "in and out" character is part of Acadia's charm. Only one suggestion:

I may have missed the definition of "peak times" but would urge that, at least at the beginning, the peak be limited especially at Jordan Pond House where there are so many hiking and carriage trails to access. Would suggest peak time not begin until 11 a.m. when folks are arriving for lunch. Similarly, would suggest that at least the first half of June be considered non-Peak for all three locations. I know from experience that these times are not that crowded in the Jordan Pond lot.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 52

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Ithaca, NY 14850
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 5, 2018 Date Received: May 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My first thought after reading the proposal is: I don't know if I want to go to Acadia under these conditions. First, the timed entry from mid-may to mid-October. We have frequented the park in Early June and there has never been a problem with parking or traffic. I can understand Memorial Day weekend, Labor Day weekend, and busy parts of the summer but not times with the traffic isn't there. Second, we go to Acadia for vacation. I don't want to have to worry about being at a certain place at a certain time that is just stressful!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 53

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 5, 2018 Date Received: May 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We think that you have come up with a lot of good ideas, especially the new parking lot on Liscomb Pit Road. One idea that we brought up at previous open houses that we don't see anywhere in the plan is to make the section from Jordan Pond North Lot to the start of the Cadillac Summit Road be one way - heading Northbound. This stretch has so many blind curves that when there is traffic flowing in both directions and there are bikes on the road, it becomes impossible to pass them for long stretches, whether driving a car or a bus. Many park visitor bike riders are also infrequent riders so this presents even more safety hazards to both the riders and the drivers. Vehicles wishing to head to Jordan Pond, Bubble Rock, etc from Bar Harbor or the ANP Visitor Center could be directed to use Eagle Lake Rd or Route 3 as an alternative route if the Ocean Drive section is being limited by the proposed new reservation system.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 54

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lafayette, NY 13084
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 6, 2018 Date Received: May 6, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have no issues with any plan that seeks to eliminate congestion and impact on this incredible resource. I do however travel with a pet so would ask that the buses allow well behaved pets to travel with their owners. It is the single most limiting thing that keeps me from utilizing public transportation within the park. I would personally LOVE to allow someone else to do the driving but I love to hike with my dog so I am forced to drive.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 55

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Greenville, SC 29610
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 6, 2018 Date Received: May 6, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My husband and I have been coming to the park for thirty years. We have been extending our time from one week to two and are hoping to make it three. We are coming at peak season mid-July to Mid-August. We time our hiking times in these congested areas to early morning and late afternoon. We hike Gorham and the carriage trails leading out of Jordan Pond during these times. What has created issues for us is the closing of what few parking areas there are outside the Jordan Pond area. While we can appreciate the congestion concerns and have experienced these, I do not see a reservation system working nor do I see the expansion of the Explorer buses being able to absorb the number of visitors into the park. We do hike out of the parking lot at the main Hulls Cove Visitors Center to gain access to park of the carriage roads. The park loop road near Sand Beach is always an issue, but eliminating parking on the right side of the road? In my observation the parking on the right hand side of the road has lessened the dangers. I KNOW that people/kids/bikes are going to step out in front of me, but they will do that crossing the road from a parking lot. If I am going to be in Acadia for two or three weeks, I am going to have a car and would want access to those reservation areas several times while I am there. The carriage roads are most accessible from Jordan Pond. The parking at the far ends of those roads is less accessible, more restricted and dangerous. I'm not sure what the answer is, but as a long time visitor, I'm hoping that there may be a workable plan B to reservations. Thank you

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 56

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Northeast Harbor
Northeast Harbor, FL 46082
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 7, 2018 Date Received: May 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I think Plan C is best, because it creates immediate relief on the most critical congestion spots while leaving open options for more action later. The other lots for hiking and biking are largely unchanged for now.

I do think that both rider experience and reservation experience would be greatly enhance by creating an APP to the Islander routes and timetables. This should be an active APP that allows visitors to type where you want to go, when, your current location (GPS), and if you prefer to go by car. The APP can then give the nearest Islander stop and time. If the visitor wants to go by car, the APP can make the reservation (if required). Further the APP can show how congested sites/lots are in real time as well as least crowded time to visit. Think of the APP WAZE. A good APP should encourage more bus use and less congested visitor times.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 57

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Augusta, ME 04330
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 7, 2018 Date Received: May 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My wife and I took a trip to the Grand Canyon recently. The 'no personal vehicles/free and frequent buses' was a great approach! We could get on and off where we wished, stay as long as we wanted, and did not have to deal with traffic or parking.

I strongly advocate for this approach to be implemented at Acadia, especially on the loop road. It would really enhance everyone's experience of the park, and save wear and tear on the roads (maybe collectively decrease our carbon footprint, too!)

Thank you for considering this option.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 58

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Mount Desert, ME 04660
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 7, 2018 Date Received: May 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Please take the needs of locals into account in the plan. Residents (including summer residents) and homeowners of the four MDI towns contribute to the success of the park in numerous ways. We deserve access to the park with a minimum of additional cost (on top of our annual Acadia pass) and with a minimum of friction.

One way to minimize the friction for locals is to allocate a portion of entry slots each day to local residents for same-day reservations. Even 10% (20% would be better) would allow someone to enjoy spots along Ocean Drive that they may have visited for 5, 10, or 20 years. Forcing us to plan our daily lives the way visitors plan their vacations is unrealistic and punitive.

Any thinking that locals don't use the park during mid-day hours is overly simplistic. Many people work different shifts, are retired, or have flexibility in their schedules. If I wake up on a Tuesday and find that my work projects are under control, the weather is good and want to hike up Jordan Cliffs (using the Jordan Pond House parking lot), I should not be precluded from doing so because I failed to reserve a space two weeks earlier. Requiring that kind of planning essentially places a priority on visitors over local residents, discounting the community's role in sustaining the park.

If this plan is implemented as proposed, I will likely sell my home in Mount Desert and go somewhere more welcoming. That won't help the park. No locals means no workers, no businesses, no services and ultimately no economy. Please don't drive us away.

Thanks you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 59

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Mount Desert, ME 04660
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 7, 2018 Date Received: May 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I like Alternative C or D. If you feel like C is preferred than I will trust that this works best for everyone involved. This needs to be put in place as quickly as possible.

With all of these changes (which I agree with the need/should be made) there will probably be an uptick in large buses to those popular areas, and also perhaps an uptick in bicycles. This could cause some more possible bicycle/road traffic issues. Is there a way if we are getting rid of right-hand parking to create a dedicated bike lane? Is this already in there, can't find it? I am an avid bicyclist and would love to see this be put into place.

If we are going to limit cars (yeah!!) could you also subcontract with the bike shops in town to have them set up a rental spot at the new Visitors Center? That way people can rent right at the VC, and then get on the Island Explorer. We need to make the bus (already great!!) and biking easier to integrate and swap back and forth without needing cars. There must be efficient and interesting bike rental systems we could look to like in the Netherlands, cities, etc.

Also, could there be more bike lock-up stations installed at more of the trailheads and at the carriage road parking lots? This makes it a bit easier to go from bike to trail and back as well.

As part of the new signage can you provide info on how bicyclists (and hikers) show they have paid their entrance fee? And then check!

The other section of the park that I think needs to be considered as part of the reservation system is Echo Lake. You mention "incremental management actions" on Pg 26 but what are those? And it says that Echo Lake would be considered for VAOT, but I'm not sure if that means you can determine before driving there what parking is like/available, or if this is part of the reservation system (sorry if

this is clarified somewhere). I would encourage Echo Lake to at a minimum be able to figure out on some app what parking is available, and even better to be on an entry reservation system for 10 am - 4 pm.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 60

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Potomac, MD 20854
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 7, 2018 Date Received: May 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The Island Explorer buses should be used more and perhaps restrict personal vehicles to the most visited areas such as Sand Beach, otter rocks, Jordan Pond and Cadillac Mountain during specific times of the day and specific seasons. The Island Explorer Buses need to be better coordinated so visitors aren't stranded during daylight hours because the last bus left at 4:30 or so in the afternoon from Jordan Pond. I am open to timed pre-paid parking. I read about this in the Friends of Acadia Journal.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 61

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Augusta, ME 04330
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 7, 2018 Date Received: May 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The traffic in Acadia could be mitigated by closing Park Loop road to cars during the busy part of the year and using a bus system. The system at Grand Canyon is amazingly well run: convenient and easy to use. Until I went there I would not have believed that it would be way better than driving.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 62

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Doylestown, PA 18901
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: May 8, 2018	Date Received: May 8, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

We are Friends of Acadia members and long time annual visitors. While none of these plans are perfect we generally agree with the recommended option with 2 refinements.

1) We are not in favor of increasing commercial traffic outside the Island Explorer busses if additional capacity is needed Island Explorer should be the tool to serve that need. Adding third party busses will not reduce traffic, noise, pollution, view blocking or otherwise meet the needs set out in the plan and may in fact exacerbate the existing situation.

2) We are not in favor of expanding cellular communications within the park. This would obviously require the addition of antennas throughout Acadia. These antennas will spoil the natural beauty of the park and the historical landscape. Yes, antennas can be camouflaged however they rarely blend with the environment. There are arguments for safety which have merit though we have lived hundreds of years without cellular communications in the wilderness. Acadia is one of the last natural bastions of the disconnected experience which is part of the charm and also the relaxation that comes from the park. As evidence of this plan alone, clearly we do not need to create reasons for more visitors to experience Acadia as we are approaching capacity today. If the disconnected experience is too much for some visitors to handle for a few hours or a day maybe a museum would be a better experience for them. Cellular communications will forever change the natural, serene experience Acadia has to offer and replace it with all of the distractions we see in the modern world including distracted driving/walking/biking, loud telephone conversations and the like.

In short we support option C but would respectfully ask you reconsider additional commercial traffic and cellular communications within the park boundaries.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 63

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bath, ME 04530
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 8, 2018 Date Received: May 8, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Visitors can always access the Park on foot or by bicycle. Add more to the fleet of park buses and have them run more frequently so that the Park buses are the only vehicles allowed on the loop road.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 64

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 9, 2018 Date Received: May 9, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Hello, I would like to submit the following comments to the NPS transportation plan for Acadia National Park.

Plan statement of moving Eagle Lake parking to Liscombs Pit - good idea - however I would keep the current parking area as is and for off season use. Once it's full, park in the pit.

Tearing down the Thompson Island visitors center and moving it to the Trenton facility - good idea.

Any plan that involves reservations? Bad idea.

What is going to stop bus tours and other concessionaires from buying up all the reservation slots?
What about those that buy a reservation and then never use it? It will be a logistical nightmare for Park staff and visitors alike.

If I were Park Manager for a day, here is how I would fix your congestion problem(s).

1. Make the mountain road one way so the entire looped system is now one direction. Have only two entrances to get onto the looped system, all other entrances are now exit only. Allow parking in the right hand lane. Remove all the rocks and handmade sawhorses that have been blocking traditional access sites incrementally over the past 10 years, especially the ones at the entrance gate to Land and Garden Preserve properties.

2. Re-establish the original Bubble Pond parking area.

3. Erect a gatehouse at the bottom of Cadillac Mtn road and keep a ranger there and a road counter. Once the number of vehicles matches the number of spots, the ranger closes the gate. Visitors can wait for a car to come down or move along and come back later. When vehicles come down, more can go

Correspondences - Transportation Plan - PEPC ID: 58482

up. This is similar to how Baxter State Park runs Katahdin - once so many people are on the Katahdin trail, no more can come in. It's well respected.


4. The summit road and loop road were not designed for tour busses or campers. Adopt the same rules as Cooksey and Sargent Drive - No busses, no campers, no trailers. Concessionaires can charge a fee to get on to 15 passenger vans.

5. Expand current or establish a new parking area at the end of Schooner Head road as Sand Beach overflow parking. There is already a great walk/bike way to the beach parking lot from there and it will remove a lot of traffic from the loop road.

6. Also similar to Baxter State Park - adopt a nationwide program that says if your primary residence is in a state wherein which lies a National Park, your entrance fee is waived/optional. It's just the right thing to do.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 65

Author Information

Keep Private: No
Name: 
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Lexington TWP, ME 04961
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 9, 2018 Date Received: May 9, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for considering public input. It is so important to gather this information and use it wisely.

If this is already not part of your plan, something that may be of value is to create a formula that will measure the current and predicted traffic flow, especially late in the day or during inclement weather. If certain markers are met in the formula, then allow temporary, spontaneous, additional personal car access to the areas that are normally reserved. Assess the same fee as those who pre-reserved the route. This may benefit the hardy souls who brave poor weather conditions that day, or those who arrive when an unusually slow traffic time period has arisen, and it will add to the park's operational finances.

I have tried to entertain out-of-state visitors during high season, and parking along the roadsides seemed a bit dangerous - to drivers, bikers, pedestrians, and my vehicle. Increased public shuttles may well be a reasonable solution to this congestion hazard. While visiting Glacier National Park last June, we found the buses to be of great asset to tourists who simply wanted to enjoy the scenery and avoid the hassles of crowded roads and parking lots. Buses at Acadia should be free of charge or only charge a nominal fee of \$2 per rider for a day pass, in order to encourage ridership. The low fee will also ensure that those who wish to experience the park to its fullest, but who may not wish to or may not be able to access the park without motorized assistance, will not be excluded from this wondrous public national park experience.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 66

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Portland, OR 97212
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 9, 2018 Date Received: May 9, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My husband and I live in Oregon now. (4 1/2 years), but are New England natives, Maine residents 1992-2013. I return every year in September to bike and hike in Acadia. As a kid my family camped there; raising our family my husband and our 2 sons and me also camped there. I have known and loved Acadia all my life. I contributed my suggestions to this plan back in 2015 and am glad to see your plan moving on.

We agree with your preferred transportation plan. My initial suggestion was to do away with all private vehicles on the Park Loop Road, but I realize this is impossible, at least for now. I bike, ride the buses, park away from Park Loop road and walk in (like at Otter Cliff Road), and that suits me (and my sister from NH who goes there with me these days). Even though we are older (ages 74 and 64), we can still do this. I know that may end at any time. But I would be willing to go in on the buses from a visitor center if it comes to that.

Americans are spoiled; it's a fact. The reservation plan will be a pain in the butt at first to those who do not get "creative" like my sister and me, but they will get used to it and abide, or forgo seeing this magnificent park. A shame, but people make choices based on what is really important to them. I have survived 3 battles with ovarian cancer, watched a sister die from cancer, watched my brother battle for his life in 2016 against cancer. Maine will always be my home and my ashes will go there when I die. My annual trip to Acadia every September with my sister is a highlight of my life these days, and this year our brother (lives in England) will be joining us! Thank you for all you are doing to maintain this beautiful place.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 67

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Friends of Acadia
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Victor, NY 14564
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 10, 2018 Date Received: May 10, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am doubtful of Plan "C" regarding the reservation system for parking, especially at Sand Beach and Jordan Pond. You state there will be a window for those entering but no time limit on the stay. How can that be implemented if those visiting the beach intend on staying for a majority of any given day? Same for Jordan Pond, should one decide to get an early start, hike one of several trails and have lunch. Establishing more parking at Jordan Pond seems counter to a plan to reduce automobile traffic. Encouraging or mandating use of the Island Explorer shuttles would accomplish the same objective while saving valuable resources. Additional non-stop shuttles from both Bar Harbor and the Visitors Center to all heavily visited areas is a better alternative.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 68

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Great Cranberry, SC 04625
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 10, 2018 Date Received: May 10, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Good day,

My wife and I would like the committee to seriously consider allowing pedal-assist (Electric-powered) bicycles in the park, and on the carriage trails.

We believe the original restrictions were designed for gas-powered "motor carriages," Motorcycles, moped, and gas scooters. There is a big difference between today's quiet, eco-friendly battery operated, non-carbon, pedal-assist bikes.

This would be an amazing way to see the park and have people spread pictures of its beauty.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 69

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 10, 2018 Date Received: May 10, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

After review, I believe that Alternative C does the best job in meeting to the best extent possible all the objectives outlined in the Foundation for Planning and Management Section.

As a volunteer in the park for a number of years, and as a resident of Bar Harbor since 2003, I have seen firsthand the results of maintaining the status quo. It is already resulting in a very negative environmental impact in a variety of ways, a poor park experience for some visitors, and is inconsistent with the mission of preserving and protecting the natural beauty of Acadia National Park. The status quo will only make things worse in the future.

Alternative C is not perfect, but this is a clear case where the perfect should not be the enemy of the good. There are many executable, well thought-out ideas in this option that should be implemented. There will always be opportunities to tweak the plan in the future to enhance it should there be minor problems that arise. Therefore, I vote for Alternative C and hope it can be implemented in a very timely fashion.

Kudos to the park personnel responsible for drafting this valuable plan!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 70

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Garner, NC 27529
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 10, 2018 Date Received: May 10, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Guess my e-mail address says it all. I began life as a baby in Bar Harbor. Acadia is important to me. In this changing world it is difficult to please everyone, but changes must be made if park is to survive and both locals and visitors are to enjoy, yet protect the area. My aunt even had to go to the grocery store at certain times of the day to avoid traffic and find a place to park. In her nineties, that was not easy. Alternate means of transportation seem necessary to the specific areas you have highlighted. However, fees would impact both locals and visitors. Jordan Pond has always attracted locals and visitors. This is not an easy task. Please know that I appreciate your efforts. When returning to Maine during the summer, even I feel sadness as to what the impact of growth has done to an area I love so much.

I have visited many other National Parks and even the big ones are feeling the stress of growth. I support paying a larger entrance fee and hope ranger pay can be increased. Don't change hats. The tradition is important when so many wonderful parts of history are disappearing. Everyone knows the hat wearers are welcoming and full of knowledge to increase the fun in the adventure [REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 71

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bangor, ME 04401
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 10, 2018 Date Received: May 10, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We live in Bangor and have held a year-long pass for the past 4 years. Altogether, we (as family and with visitors from away) typically visit the park 3-5 times per year during the busy season to access the carriage roads, hikes (e.g. the Bubbles), Ocean Drive or the Great Head-loop.

While I see the need for getting a better handle of the parking situation, the need of local/regional visitors (day trippers like us, or visitors from further away that decide to stay not on Mount Desert Island but a little further away) should be taken into account. The carriage roads and hiking trails should remain easily accessible by vehicle (especially for cycling as well as families with very young kids that have difficulty taking the Island Explorer).

I see Option C as most feasible, but have additional comments/suggestions.

1) Corridor management has the disadvantage that it is prone to still involve lots of idling, searching for parking, etc. at specific lots.

Many users just go to one parking lot rather than doing the whole loop and booking a specific parking lot would accommodate them better.

A mix of Corridor and Site Management could be advantageous (e.g. at each lot 50% of the parking spaces are managed in one way and 50% in the other).

2) I think time-limited reservations would be a logistic mess. Who wants to time their exploration of Ocean Drive, their hike, or their lunch at Jordan Pond? This would drastically take away from the relaxation the visit is supposed to provide.

Either the times are relatively short so that many people exceed the time (e.g. stay longer than expected, hike takes longer, long wait/slow service at Jordan Pond house, etc.) resulting on backups and visitors disgruntled by fines, or parking time is relatively generous, but precious parking space is wasted

Correspondences - Transportation Plan - PEPC ID: 58482

because many people leave earlier.

3) Whatever reservation system is chosen, the bubbles parking lots should become part of it (reservation on entry only) as they are one of the most desirable hikes and parking there is very limited.

4) If a reservation system is established, a large percentage (>30%) should be reservable only up to 1h or 2h in advance at park entrances or the visitor center. That ensures people that are actually there on short notice have a good chance of getting timely parking.
Availability of reservations can become available as people leave reservation lots to ensure maximum utilization.

5) Reservation fees need to be sufficiently high (\$10) to discourage people from booking them in advance and only later deciding whether they actually will go. This would also contribute to fund the necessary infrastructure. An alternative is a higher no-show fee (i.e. a deposit only refunded if the parking permit is actually used at the gate) and cancellation fees that increase the longer a reservation was held (Ontario Parks campground reservation policies are a good example).

6) Parallel parking on Ocean Drive should be retained until parking pressure is provably alleviated. Painting it would increase utilization (less space between cars).

7) The new Eagle Lake parking lot should be generously sized, as it seems demand there is growing rapidly (subjective impressions from the last 3 years).

8) Any parking management needs to be coupled with additional routes (not just capacities) of the Island Explorer. Most pressing seems a two-way route from Seal Harbor via Stanley Brook Road to Jordan Pond House and on to the Bubbles and, if possible, the new Eagle Lake parking lot. This would take pressure of Jordan Pond and the Bubbles parking lots.

9) Not mentioned at all in the Draft Plan is parking along Highway 3. Access to Carriage roads and hiking paths from there should be improved, with either clearly marked road-side parking or increased parking space (e.g. Brown Mountain, Parkman). This would draw more local/regional visitors (i.e. day trippers) to those areas, decreasing parking pressure on the loop road and Eagle Lake.

I sincerely hope you take this comments into consideration.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 72

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Littleton, NH 03561
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 11, 2018 Date Received: May 11, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I would like more consideration given to the limited access to the carriage roads from Black woods Campground. Families must go on a major highway to get there. A trail would make things safer.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 73

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
New York, NY 10002
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 11, 2018 Date Received: May 11, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I fully recognize the original intention of people viewing the park from their own cars, but honestly that concept was hatched when the American population was ONE THIRD of what it is today (123.1 million in 1930 vs. 325 million in 2017 - US Census Bureau).

Recognizing the priority today must be moving PEOPLE through the Park, NOT CARS - importantly this does not mean "no cars" but it means we should be fostering the best possible transit alternatives so that as many as possible can get to experience the awesomeness of ACADIA.

As a fantastic example of how to accommodate this, here is a link to a short article on CityLab.com:
<https://bit.ly/2IBPGgc>

Basically:

- remove parking from all roadsides
- don't increase the number of parking spaces within the Park
- maximize and prioritize buses with high frequency, transparent and reliable schedules

THANK YOU !

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 74

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 12, 2018 Date Received: May 12, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I offer the following comments on the Acadia National Park Draft Transportation Plan.

1. The central problem addressed by the Plan is that of traffic congestion, principally, and at different times, on the Ocean Drive, on Cadillac Mountain, at Sieur de Mont, and at Jordan Pond House. The Plan proposes various solutions to this problem, but they all share the same fatal flaw: each solution would, in effect, curtail access to these areas and thereby limit the number of visitors permitted to enjoy the Park. That approach is wrong-headed. The objective of any valid Transportation Plan should be to reduce or limit traffic congestion while, at the same time, maintaining or increasing the number of visitors that the Park can comfortably accommodate. That can be achieved only by increasing the availability of parking, through adding additional parking spaces or lots or enlarging existing lots, and/or substantially improving the availability of public transport both along the Loop Road and throughout the Park generally. The current Plan should be withdrawn; the Park should devise a new Plan that deals forthrightly with the Park's long-term need to accommodate ever-increasing numbers of visitors.

2. The Plan identifies four alternatives. The first, Alternative A, proposes a continuation of the status quo. That alternative has the virtue of familiarity; it does not solve the problem of congestion, but it does preserve the Park as a natural haven that can be enjoyed by visitors and residents in a casual and spontaneous manner, without undue physical or legal constraints or bureaucratic interference. This comfortable status quo should not be changed or displaced unless and until a clearly superior alternative is identified. None of the Plan's three remaining alternatives is sufficiently fully described to allow a fair and thoughtful analysis and comparison with the status quo; they are, as yet, too vague, incomplete, and unfinished to warrant rejection of Alternative A. Matters relating to the practical administration of Alternatives B, C, and D must be spelled out in considerable detail before those alternatives can be properly evaluated; only then will it be possible to identify and select a new Park transportation and

Correspondences - Transportation Plan - PEPC ID: 58482

usage scheme that warrants departure from the status quo.

3. The problem of congestion that Alternatives B, C, and D apparently are intended to address is purely seasonal, being most troublesome between roughly the beginning of July and the end of the Labor Day weekend. Yet those alternative proposals are not restricted just to the busy summer vacation season; they would apply from at least mid-May until mid-October and might be extended even further into the off-season. There is no justification whatsoever for imposing burdensome reservation requirements during the off-season and little basis for imposing such requirements in what may be described as the shoulder seasons of late spring and early autumn.

4. The proposed reservation systems are highly problematic and raise many questions. How would the reservation systems be administered? Would an application fee be imposed? Would limits be placed on the number of applications an individual or family can file? How long in advance could applications be filed and would reservations be granted? What fees would be imposed for reservations? Who would grant the reservations, and what criteria would govern the grant process? In the cases of Alternatives B and C, which envision five separate reservation areas throughout the Park, how would a vacationing family's legitimate interest in visiting each of these various areas over one or just a few days be met? As to Alternative B, for what blocks of time would reservations be granted, and would those blocks of time take into account the varied interests in hiking, cycling, sightseeing, swimming, dining, and so forth? As to both Alternatives B and C, why would reservations be required for each of the five areas at all times, even though the problem of congestion is far more intense at some areas and at some times than at others? Alternative D is even more draconian, for it would, in effect, place an absolute limit on the number of persons privileged to enjoy the Loop Road on any given day; this raises many questions: as examples, how would that overall limit be determined? would reservations be granted sufficiently in advance to permit families to plan their vacations? would local residents be permitted some flexibility in making spontaneous trips along the Loop Road with visiting friends or family? All of these questions must be carefully considered and thoughtfully answered before any reservation system is adopted that radically changes the status quo.

5. Right-lane parking is a particular problem along the Ocean Drive corridor, where it poses a risk to bicyclists and pedestrians. But right-lane parking should not be prohibited unless and until alternative parking arrangements are made available through the selective widening of portions of the Loop Road, the enlargement of existing parking lots, or the construction of new lots. On this point, Alternative C appears preferable to either Alternative B or D.

6. The obvious result of adopting any of the proposed reservation systems and any of the plans for eliminating right-lane parking would be to restrict the public's ability to access the Park using private vehicles. Yet the various alternative proposals say nothing, beyond vague generalities, about increasing the availability of public transport throughout the Park. The current bus service, which is generously provided by private funds but is not fully operational in the shoulder seasons, is inadequate to meet current needs and would be completely overwhelmed by an influx of vacationers denied the privilege of using their own private vehicles. If the Park intends to reduce the number of persons who can visit using private cars, it has a duty to the public to provide alternative transportation. No proposed alternative that shirks that duty deserves serious consideration. The enhancement of public transportation needs to be a critical element of any new Park transportation plan.

7. The rationale for the proposed changes at Eagle Lake is not explained. Additional parking spaces, if that is what Alternatives C and D propose, would benefit visitors; but the removal or relocation of

restroom facilities that now conveniently service the carriage roads would obviously be counter-productive and would not address the problem of congestion.

8. The proposal for a new and enlarged Visitors Center, as in Alternatives B and C, has little direct relevance to the problem of congestion that presumably is the principal focus of the Transportation Plan. The existing Visitors Center adequately serves the needs of the visiting public. The funds that would be needed to replace the existing facility with a new and larger center would be better spent in providing additional parking throughout the Park and in providing expanded and improved public transportation. Moreover, since the existing Visitors Center does serve the needs and interests of visiting vacationers, it would be a serious mistake, and counter-productive, to demolish it, as Alternative D proposes.

9. In summary, Alternatives B, C, and D should be rejected. Those alternatives have the apparent and improper purpose of reducing the number of visitors who can enjoy the Park; they do this by imposing legal and bureaucratic obstacles to the use of private vehicles, without ensuring the availability of suitable public transport as an alternative means of travel throughout the Park. The current status quo should be maintained until the Park proposes a better, fairer, and less bureaucratically complex solution to the problem of congestion.

10. The Park has two major groups of constituents, with different needs and interests. There are vacation visitors who come from hundreds of miles away to visit the Park, sometimes as a once-in-a-lifetime experience. And there are local Maine residents, many of whom are members of Friends of Acadia and loyal supporters of the Park, who enjoy making spontaneous casual visits to the Park as weather, family, and job pressures permit. Alternatives B, C, and D harm both of these groups. Those alternatives would seriously complicate distant visitors' efforts to arrange family vacations, confronting them with uncertainty concerning the availability of reservations and then locking them into arbitrary reservation schedules. Those alternatives also would seriously interfere with the ability of local residents to make spontaneous casual visits to the Park, even at times when, by observation and experience, they know that there is little risk of congestion and obstruction. The Park must consider the needs and interests of these very different groups of visitors and devise a plan that permits both groups to continue to enjoy, to the maximum extent possible, the many and varied features that make the Park a wonderful place to visit.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 75

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Philadelphia, PA 19118
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 12, 2018 Date Received: May 12, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I wholeheartedly support Acadia taking steps to preserve the park and increase visitors' enjoyment and safety while in the park. Option C seems like a solid start - - taking a number of steps that will have an impact and allow the park to assess how these changes are received by the public and how effectively they address the traffic and congestion issues. I am glad the park is taking these problems seriously and applaud the care and effort that's gone into designing the plan.
Thank you.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 76

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 13, 2018 Date Received: May 13, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

First, the Park has done a great job in putting together some possible solutions for the overwhelming crowding that occurs each summer. The extensive draft Transportation Plan / EIS reflects the many person-months that must have been spent in its creation.

I have two thoughts I'd like to offer: one about the reservation system proposed for parking at Jordan Pond, vehicle access to Cadillac Summit Road, and the Ocean Drive corridor; and one about what might be first steps in what will surely be year's long implementation.

Though the reservation concept is worth trying, I have trouble imagining how it will not become competitive, with some (visitors or residents) looking for ways to "game" the system to maximize their chances of getting the vehicle access they want. Also, I can see how it can lead to considerable disappointment for those who feel they can never get a suitable time to access the Park with their vehicle.

On the other hand, I think a temporal division between unlimited vehicle access, and transit-only access might be, in the long run, not only more beneficial for limiting private vehicle jams on the park loop and at parking lots, but also for providing equal access to the Park for all. For example, no limitations might be given to private vehicles between the hours of 5pm and 8am, with the remainder of the day for transit access only. Such an approach would likely require much more parking space at a visitor center (I'd opt for Hulls Cove park expansion, as suggested in the Plan), and a more extensive system of transit routes, including frequent routes throughout MDI.

As to first implementation actions, seems to me expanded parking at Eagle Lake and at Hulls Cove makes some sense. Whether or not a reservation system is used, much more use of transit will be required, and hence more parking space needed: kind of like energy balance - the vehicles are on the

Correspondences - Transportation Plan - PEPC ID: 58482

Island, if they're not permitted in the park, they have to be somewhere. A trade-off to consider when planning is the balance between the extent of the transit network and the parking capacity needed. An extensive network would reduce the needed parking capacity if visitors could get a transit vehicle within a modest walk of the location where they stay.

A last thought about parking and park access. How about kiosks at which park passes may be purchased? The pass could be two parts - one to stay with the car, and one part to carry and be used for boarding transit vehicles. I think the Park should maximize the likelihood that everyone who enters the Park has purchased a pass.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 77

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cambridge, MA 02139
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 14, 2018 Date Received: May 14, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I agree that Alternative C does the best job of balancing access demand and supply in the most heavily trafficked areas of the Park, while applying restrictions fairly to all visitors. In periods of excess demand, the availability of the public and commercial park transportation providers ensures flexible access to all parts of the Park, and encouraging visitors to use these providers, along with information on less-known attractions on the Island, can help guide visitors to wonderful areas of the park that are under-utilized. As a visitor to the Park since the early 1960s, I now avoid visiting in the high season (June-mid Sept.) and mostly limit my activities to less-traveled trails, peaks and ponds, unless I have with me a visitor new to Mt. Desert, in which case I would be willing to plan ahead and reserve access to the Loop Road, Jordan Pond and Cadillac summit (noting that the desire for good weather at the summit is likely to confound many visitors' reservation plans for access to the Summit Road).

Given that two of my favorite trails on Cadillac are the North Ridge and Gorge trails, how will trailhead access to those trails be affected by the new roadside parking restrictions on that stretch of Park Loop Road?

With that one question, I am in support of Alternative C.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 78

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Camden, ME 04843
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 15, 2018 Date Received: May 15, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

It is difficult to comment without knowing the proposed cost of the reserved parking. As seniors, we have looked forward to retiring in Maine, especially with our National Park pass. If the parking is reasonable in cost (around \$5) I would be in favour of it, but we typically wait until we see how we are feeling that day, and checking the weather, before driving up to the park so reserving in advance would be difficult for us. I would not be willing to pay and commit to a certain day without being able to cancel my reservation without penalty.

As seniors, it is more difficult to travel without our own car, not being able to carry as much in a backpack, such as additional clothing, picnic lunches, etc. Ideally, I would like those of us with senior park passes to have flexible and free access to parking! Perhaps this can be arranged as long as it's not during high peak season, such as July 1 - August 25.

I also am in favour of expanded Island Explorer buses to manage the traffic backlog. Some parks rely exclusively on buses (Grand Canyon South Rim) but it was difficult to get back on a bus for the return ride.

We have been avid supporters of Acadia NP, and we belong to Friends of Acadia. We would like to be able to continue visiting our favorite national park with less congested roads. Something obviously has to be done and Option C sounds promising but please don't forget the seniors!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 79

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
bar harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 17, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thanks so much for all your work and efforts on behalf of the developing transportation plan. I'm hoping you can consider adapting these new regulations with regard to Volunteers. A few issues to consider:

Volunteers often put in several hours/day.

- Parking time limits or time frame would dramatically limit the number of hours a Volunteer can work in the park.
- Parking fees would reduce Volunteers considering working.
- If Parking lots become fully registered it is possible Volunteers might not be able to work at that time.
-

Suggestions:

- New parking/enlarged parking areas could have a few spaces established as saved/available for Volunteers.
- Provide a hanging car sticker for Volunteers at work. The space they take (if designation is a problem) would be allowed without regard to time or fee.

I'm sure there are other options as well.

Would just like to insure that the Park remains welcoming to its Volunteers.

Sincerely [REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 80

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Tomball, TX 77375
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 17, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

An express bus from gateway to visitor center.
Current stop at all campground keep me from using the gateway.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 81

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seal Cove, ME 04674
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 17, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I live Year-Round on MDI, and pay taxes accordingly.

Therefore, is it reasonable for me to NOT be able to spend the day at, for example, Sand Beach if I choose?

Shouldn't there be a system where Residents get a colored sticker, or some other kind of identifier, and NOT be subject to the Reservation System, since such system is only necessitated by the presence of too many tourists?

Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 82

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 17, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

First of all, I am strongly in favor of Alternative C, the preferred plan. For those of us who have been immersed in the transportation challenges on this island, this plan presents long-overdue, much needed ideas: a larger Eagle Lake parking lot, timed reservation at the most popular lots for a minimal fee, comprehensive redesign at Hulls Cove. I do not want to see any preferential treatment for locals, as all of Hancock County considers Acadia in their backyard.

No doubt, this transportation plan will divert visitors to other less-populated parts of the island and encourage more visitation between Columbus Day and Memorial Day. What concerns me is that you are taking away parking at Acadia Mountain (as you have already done at Parkman to accommodate the Island Explorer) without adding parking lots anywhere else. The Brown Mountain, Parkman, and Norumbega lots already fill up in the summer so visitors are forced to park along the road. In fact, so much so that the Parkman and Norumbega shoulders become a contiguous line of parked cars.

Unquestionably, I see a need for more park access points if parking is restricted elsewhere. I realize that can be cost-prohibitive, I live part-time in an area of Route 198 that could easily be converted into new public access to the park. I own a house at 275 Sound Drive, adjacent to a social trail and across from a gravel shoulder. I envision that with a little maintenance to the social trail and paving the road shoulder, this shoulder could become the Shady Hill parking area.

Incidentally, the road is being resurfaced at the moment and the civil engineer just told me the Department of Transportation does not want to pave the shoulder and maintain that trail on a 55 MPH road. This sounds silly to me because the Department of Transportation is adding bike lanes, which have the potential to slow down traffic, and the road is already a recreational corridor with several already existing parking lots.

I realize that the National Park regularly works with the Department of Transportation, so I am sharing this idea with you. I will also be contacting the Department of Transportation. This all stems out of concern that as much as you say you would like to encourage people to hike and bike into the park, you are not establishing enough points of entry to do so.

Thank you for consideration.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 83

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mint Dessert
Otter Creek, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 17, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you- this planning is so important and so well carried out. One missing link in the transportation system is a bus from Otter Creek and Blackwoods over to Seal Harbor, North East Harbor and Jordon Pond (and back). Currently it can take 1-2 hrs on this link as we have to go via Bar Harbor. Walking is quicker, but not easy on Rt 3, and there is no easy connector path. Adding this bus link would allow us to not need a car, and it would allow campers better access. More frequent buses that also have room are essential.

Thanks

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 84

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Akron, OH 44313
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 17, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My wife and I are FOA members and have been coming to Acadia for 2-3 weeks in September for some 25 years. We are anticipating having to alter the way we spend our yearly vacation...and that's ok. As we listened to the meeting at the Jessup Library on line we both felt strongly that locals should not have the same level of access restrictions that are placed on us as vacationers. This is their home...not ours. My wife and I are very aware that we are part of why this transportation plan is needed and we accept that. If we were locals (in our dreams!) we would be all the more resentful of the situation if we had to "schedule" a visit to our back yard.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 85

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Friends of Acadia
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cincinnati, OH 45140
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 18, 2018 Date Received: May 18, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text


I am a life long fan of Acadia, visiting as often as I can. My family has been present in the area since the mid 19th Century, some on a permanent year round basis, and others, like myself, on a summer only basis.

My preliminary vision for Acadia, however, in addressing the 3.5 million visitors annually, is that it needs a longer term plan to completely eliminate private vehicles from the park and move towards an environmentally friendly public transportation system. This will be technically challenging - eliminating diesel buses, for example, is a serious challenge faced by many cities, and the alternatives available are expensive and include major disruptions to lifestyles and accepted patterns of behavior. Yet, if we want to save the park, and I don't say that lightly, we have to understand that there are serious limits to its capacity to entertain on a "drive through" basis.

What I see in the alternatives proposed are traffic management alternatives that all must fail at some level of park visitation.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 86

Author Information

Keep Private: No
Name: 
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 19, 2018 Date Received: May 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Please start by implementing Plan B for 2 to 3 years to work out the glitches with the reservation system and any unintended consequences inherent in the plan, then proceed to Plan C only if Plan B proves to be insufficient. Plan B will require fewer changes than Plan C and will be less expensive and less disruptive to the lives of full time residents on MDI.

Please increase to size of the parking lot at the Brown Mountain Gate House to reduce the overflow parking on Route 198.

Please retain the small parking lot on the north side of Eagle Lake Road even if you add an extra parking lot at the top of the hill opposite the park headquarters. Having the small parking lot available during the winter is important to year-round residents.

Please enforce short term parking on the boat launches at Ikes Point and Eagle Lake only for loading and unloading boats. Currently the boat launch at Ikes Point is often blocked by cars of people who are swimming or sunbathing.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 87

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Peyton, CO 80831
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 19, 2018 Date Received: May 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Please place my name on the mailing list for this project.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 88

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 20, 2018 Date Received: May 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We have the following feedback and suggestions to the Acadia Transportation plan:

- Oversized vehicles - we would suggest vehicle length restrictions in addition to proposed height restrictions be enacted along the entire park loop road. The proposed height restrictions seem to have no margin to bridge height (restriction of 12' and Sieur De Monts bridge is 12' height), it is suggested to reduce the height restrictions by at least 6 inches (i.e. 11'6")
- Special consideration for Maine/MDI residents - Maine or at the very least MDI residents should be given consideration with an exemption from the reservation system/fee. A residence sticker or pass in addition to the normal Park pass is one option.
- Expand Island Explorer season to correspond to expected visitor peak season (mid-May to Mid October).

Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 89

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Falls Church, VA 22041
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 20, 2018 Date Received: May 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Hello,

Taking more cars out of the park is a good idea. The best ways to do this is

-Have the islander explorer have more stops through out the island and run more often. Charging a \$1 per ride would help allow this to work and no one would flinch at paying it

-Have free remote parking lots where buses pick people up (and drop them off) that take people in and out of the park

-Enforce parking on the sides of the road by towing people

-Not have paid parking reservations, this is unfair to lower income people. Having timed free 2-3 hour meters where you are ticketed/booted/towed if you go beyond that would encourage turn over

-People with a local address (summer or full time) should get a special sticker that allows them to use any shut off roads as a lot of people have to cut through the park to get to their jobs, errands, etc.

-Better signage to attractions through out the park

-A digital board showing the current number of open parking space as key locations once you enter the park from one of the main entrances

-Limit the size/weight of buses

-Encourage other sections of the island by promoting other trails and spots to spread people more evenly through out the island

-Have 1 car/bus free day a week in the park

I think overall the best way is to increase public transportation by having more stops/lines and have more remote parking and promote other sections of the park which would be used more if the explorer reached them all.

[REDACTED]

[REDACTED]

1

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 90

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 20, 2018 Date Received: May 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Acadia National Park Transportation Plan
Public Comment

By [REDACTED] book author, ANP volunteer

I have heard several comments on the plan so far concerning a desire on the part of residents to be given more liberal access. Those same sentiments have also been expressed by other demographics, including summer residents, and an entire category of visitor I would describe as "regular and repeats." While I understand that there is nothing in existing federal law or regulation that permits or requires special consideration for such groups, I think it is important that the National Park Service at least acknowledge the depth of their affection for Acadia, and, acknowledge that these groups use the park in a different way than most other visitors.

And, it is in a desire by the NPS to remain sensitive to various visitor constituencies, not any request to convey special status on people based simply on geography, that should hold precedence here. One item in particular seems to hold the greatest potential to change that relationship.

It is an aspect of the preferred option that would prohibit casual transit of the Ocean Drive section of the Park Loop Road when a reservation system is in operation. Many, many local people and summer visitors enjoy using the Park Loop as it was designed, as beginning to end motor touring experience. This is especially true of folks who often take elderly or infirm friends and family members for a casual ride, most often on short notice (think Sunday after church). Seldom do they stop, or park, or get out to look around.

Having a large section of the Park Loop Road deleted from the itinerary, and unavailable would be to degrade the historic design goals of the road as well as ignore a pattern of historic and traditional use that has evolved over multiple generations.

There are several potential management headaches from such an approach. They include:

Correspondences - Transportation Plan - PEPC ID: 58482

- A lack of transit only authority would disenfranchise a large, mostly older, technologically-challenged demographic group who are unlikely to be able to complete an online reservation request, should any slots even be left when they choose to do so.
- Turning people away who don't have a reservation (or who seek to avoid the controlled area) may increase traffic on the town-owned Schooner Head Road.
- People looking to avoid the reservation system may exit on Schooner Head Road, then reenter on Miller Garden Road, thereby increase traffic and wear and tear on that town-owned road as well.
- Not allowing transit only passes means area residents would be precluded from the convenience of dropping off or picking up family or guests along Ocean Drive hiking trails or at Sand Beach, again, a long-standing practice with little economic cost.
- With Uber, to access Ocean Drive, we're not talking a ride of a few blocks here. In urban areas where there is much rideshare competition, a five-mile, 15-minute ride is approximately \$16. That puts the cost for an uber from town to sand beach, round trip, closer to \$32 - without tip. That's not likely a price point that would entice folks to use it.

Rather than by geography, or tax bills, or similar artifice, why not create a "transit only" option for holders of season passes, lifetime passes, or senior passes? That bases the qualifying decision on a person's commitment to the NPS and, theoretically their willingness to give back to the park. These are the park's "Best" customers, your high-rollers if you will. It rewards best behavior and trusts best behavior would be returned.

Any of the above pass holders would be able to get an annual sticker (only pennies per unit) for their pass that would allow transit of the Ocean Drive only during reservation periods. They would only be available locally at headquarters or other area pass outlets where they could be handed a piece of paper stating they understand the restrictions. That would be an incentive for folks to get the passes locally, where the maximum allocation would be kept by Acadia.

Enforcement will be underway anyway so there should be no increase in costs for a sticker. If it is determined there are costs, a dollar or two could be added later for the upgrade.

Those found to be in violation during the season should be assured of getting a ticket for not having a reservation anyway and could be precluded from having a transit sticker the next year.

It would be up to park to determine if the technology and regulations would permit a transit only sticker to be used on Cadillac but the key area is Ocean Drive.

Any local person should have a season pass and the park service has been very generous about making them readily available locally. The availability of getting a "transit only" sticker would remove any complaint about being "double-billed" to use the park. And, anyone who would not be willing to get an annual pass, and a transit only sticker, isn't going to want any controls or regulation and you will not be able to please them anyway.

Thanks for all your work on this plan and for the ability to comment on it.

Thank You



Correspondence: 91

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seal Cove, ME 04674
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 21, 2018 Date Received: May 21, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While change is hard, I generally support the effort to improve the parking situation in the Park. New parking areas at Eagle Lake and Acadia Mountain will be great. I work a few days a summer at the Friends of Acadia Membership table at Jordan Pond House, and see plenty of hot and frustrated people there mid-day in the summer. Of the plans I learned about at John Kelly's presentation, I agree that "C" might be best. I do NOT support the idea of limiting entry to Park Loop Road to reservations only. These are my specific recommendations:

- 1) Jordan Pond Reservations: There are three parking lots at JPH. I would recommend reservations for the two closest to the restaurant, but KEEP THE BOTTOM LOT OPEN FOR FIRST COME, FIRST SERVED. If my family is willing to get up early and head over there to hike up Penobscot and Sargent Mountains, I think there should be a way for us to do that, even if we haven't reserved a place in advance.
- 2) I understand charging \$5 for a reservation might be needed to be sure people don't just sign up for every possible time. However, for those of us living here, it will be quite a burden: If I make two reservations a week, that could cost me \$160 for the summer months - - way more than an annual pass. I would like to see a system of discount reservations for year-round and summer residents. Maybe there could be a way for area residents to create an account and pay \$1 per reservation instead.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 92

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 21, 2018 Date Received: May 21, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

PROPOSAL: a Bar Harbor Resident Park pass be established for BH residents to allow such residents access to the Park without use of reservation system.

CONCERN: Current draft plan would lump BH residents with millions of visitors in terms of gaining access to the Park!

RATIONALE: Park and BH are interwoven: citizens' property often abuts ANP boundary. All aspects of residents' daily lives are affected by millions of ANP visitors. BH residents welcome Park visitors and help make their visit terrific experience. Lumping BH residents with all visitors to gain park access via reservation negates the fact that we live here year round; that the Park is our next door neighbor; and that we citizens are stewards caring for the Park. Forcing us to request access via a reservation system in the same manner as visitors who are here for a few days is unfair and I strongly ask that you recognize the importance of a BH Resident Park pass allowing us access without use of any reservation system.

BH resident is typically defined by town government as person who is registered to vote in BH- --thus this proposal would be for approximately 5 thousand passes- --a very small portion of the 3 million park visits.

I am very willing to work with any group to provide any information helpful in consideration of this proposal. Thank you

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 93

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 21, 2018 Date Received: May 21, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Requiring a reservation to drive through the park on the Ocean drive is overly restrictive. This is especially true for Bar Harbor residents who routinely travel through the park. Parking spots and other facility access is one thing, driving through without stopping is another.

Pass holders, whether annual or Senior Pass, should not be charged for reservations. They have paid for park access.

There needs to be some form of exemption or consideration for Bar Harbor residents. They are the fabric of support for Acadia.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 94

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 22, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We are 22-year part time residents in Bar Harbor and support any actions that will ease the parking situation and reduce congestion at high volume visitor locations. Any restrictions implemented should only be in force between Memorial Day and Labor day.

Being 79 years old I strongly suggest to review and change the ban on E-Bikes in the park. I propose to allow such bikes for visitors age 75 and higher. This can easily be controlled like i.e. the 75 procedures by TSA at airports.

As far as I know electric powered boats are allowed on lakes in the park. E-bikes nowadays are in use all over the world and they enable Seniors to enjoy activities they otherwise would be banned due to age.

I dont understand that i.e. Snow Mobiles are allowed in Winter on certain Carriage Roads and environmental friendly e-bikes are forbidden.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 95

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 22, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Things I like:

I do not mind making a reservation to park because at least I know I will have a space when I get there. I like the idea of a second hub for the Island Explorer at the Hulls Cove Visitors Center because it would be way too congested in downtown Bar Harbor to use the Village Green as the only bus hub.

Things I don't like:

As a full-time year round resident, I believe I should be able to drive the length of the Park Loop Road without a reservation. We live here all year and the Park resides in our towns. Perhaps there could be some sort of resident driving pass issued to residents. You could use the list of registered voters and perhaps the town clerks could assist. It could be much like getting a fishing license and residency could be checked in much the same way. I do not mind making a reservation to park, but I should be able to drive through and enjoy the scenery and the views. That's why I live here!

Thank you!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 96

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 22, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am concerned about the future of the back side park areas: Acadia Mt, Beech Mt. Wonderland, and Ship Harbor. In the last 3 weeks I have been to these sites early in the morning and the allotted spaces have been filled. Things to consider are the impacts of the local folk who want to be able to visit and also the lack of compliance with entry fees. none of these sites have any monitoring so folk who are 'frustrated' from the Bar Harbor congestion then seek other places... and they are "free!" So we have a huge task...keeping the integrity of the park, creating a fee system for this part of the islandk, accommodating huge amount of visitors, limiting vehicles... perhaps we will have to seriously consider banning automobiles on the island for five month of the year (except for residents!) Or a lottery system... or a first come first serve. Thanks to ALL who have tirelessly worked on this challenge. It IS a National Park but feels like it is also "ours" since we have the privilege to live here. .

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 97

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 22, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As a local I am concerned about the implementation of these plans. While I know that this is a national park not just our local playground, I believe access to the park for people who live here should be maintained as much as possible. My concern about the reservation system is the cost to locals who go to the park almost every day. If the reservation system costs 10\$ that is 50\$ if you go into the park 5 days in a week. That would make the park cost prohibitive to many local families. If I go into the park early (before the timed entry system starts) would my car need to be out of the parking lot at the time the reservation system begins? Has there been consideration of using buses to go up Cadillac? My hope is that somehow this new system allows the expansion of the bus system to earlier hours and expanded and faster routes that would allow access to trails and leaving cars home completely. I appreciate all the work that has gone into these options. Thank you!

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 98

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Newport, RI 02840
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 23, 2018 Date Received: May 23, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My boys and I have visited Acadia on numerous occasions, enjoying extensive hiking and biking around the beautiful trails. We typically stay in-town in Bar Harbor, and/or tent camping at Blackwoods. We use the Island Explorer bus system extensively ... both for personal (people) transport, as well as transport of us and our bikes. We LOVE the Island Explorer bus system. Each day, we plan our adventure route, and then map out which Island Explorer buses would get us to/from our trailhead destinations (often with bikes hitched on).

The efficiency of the routes and scheduling is wonderful, and we are absolutely floored at how precisely the buses run on-time, on-schedule. The drivers are generally courteous and helpful, always willing to drop us off or pick us up at an unscheduled trailhead.


I would encourage any other Acadia visitor to take full advantage of the Island Explorer bus system. It saves time and effort, and runs like clockwork.

If we could offer one suggestion for future improvement:

Along the Loop Road route, we would propose that you add a paved / schedule bus stop adjacent to the short walking trail that connects the Loop Road to the Blackwoods "A" campground area, i.e., the eastern-most "corner" of the campground. This would allow campers there to very easily access the Loop Road buses, with connections to other areas in the part.

Thank you for address the future needs and best plans for Acadia. My family and I truly think this is the most beautiful place in the country, and we will surely return again and again!

Regards,


Newport, RI

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 99

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 23, 2018 Date Received: May 23, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Reading the three proposals, I think I prefer the one where you control the parking areas not the access. Controlling access will mean people can't even drive the loop road without getting turned around at the Sand Beach entry. I frequently just go around the loop (particularly when it is really crowded) and continue on to less occupied areas of the park. I think you need to look into buses that can make the trip up Cadillac. That would also help hikers who would like to end their hike up there and would have a way down to other areas to pick up the Island Explorer.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 100

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Trenton, ME 04605
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 25, 2018 Date Received: May 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am opposed to a "Resident" pass. This is a "National Park" meaning it is for everyone equally. Just because people live near the park, does not mean they should be given any special treatment when it comes to accessing the park. I live just over the bridge in Trenton but work in Bar Harbor, under that idea, shouldn't I also be given special permission? Where do you draw the line? What about the folks that live near Schoodic? Will they also be given a "Resident" pass?

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 101

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Damariscotta, ME 04543
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 25, 2018 Date Received: May 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am very disturbed by some of the proposed changes in access to Acadia National Park. As a Maine resident and very frequent visitor to the park, not only on day trips but camping in an RV, I appreciate the challenges that overcrowding has caused. All the publicity regarding Acadia in recent years has resulted in too much of a good thing to the detriment of those of us who have been visiting the park for over 40 years.

I believe that more parking is definitely in order and the bus service needs to be expanded. We frequently camp at Seawall and the bus service from there is grossly inadequate. The buses do not run frequently and transfers must be made to get to most areas.

We used to be able to drive our RV up to the top of Cadillac and that has been eliminated. Off-site parking and a shuttle needs to be an option.

Since we have an RV, we need to have parking in the right hand lane along the Park Loop Road. An RV cannot park in any of the lots available. We visit there frequently and having to have a reservation to even drive through is absolutely ridiculous, especially if we are coming from Seawall. Getting a reservation and coordinating the trip over to that side of the island will take away from the enjoyment of visiting the park, making a vacation into an ordeal. We occasionally park at the visitor's center or in town and take the bus, but with a large family it is difficult to coordinate, especially with bicycles in tow.

Changing the direction of the flow of traffic through the Park Loop Road is also problematic if parking will be available on the left side of the road. That means children, elderly, and handicapped people getting out of their vehicle right into traffic. Right now with parking on the right, people can get out of their vehicle in the shoulder/grass and safely cross the road.

Correspondences - Transportation Plan - PEPC ID: 58482

There needs to be parking available for RV's and the use of those spaces only by RV's needs to be enforced. A few years ago, Jordan Pond House's overflow lot had RV spaces and other people parking in them. They were also difficult to get into. Designated RV parking along the access road into the overflow lot would be very helpful for those of us traveling this way.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 102

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Otis, ME 04605
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 25, 2018 Date Received: May 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am not in favor of providing residents only passes to Acadia because this is a national park supported by funds provided by all citizens. If it were a local park, residents passes would be reasonable, but Acadia is not a local, regional, or state park.

An online reservation system that allows cars on the main circle road at hourly periods would give everyone an equal opportunity of enjoying the beauty of Acadia.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 103

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
SOUTHWEST HARBOR, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 25, 2018 Date Received: May 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My wife and I have been coming to MDI and Acadia since 1972; we purchased a home on Long Pond in 1995. We frequently have guests and family visiting us. It is quite difficult to transport ten with a couple of bicycles, strollers, and two dogs to Jordan Pond for lunch, even if we arrive 3 hours prior to our reservation- parking is almost impossible. I believe if you remove the granite rocks on the west side of the loop road from Jordan Pond House south to the Seal Harbor exit road, 50 parking spaces could be reinstated. A path could be created, west of the parked cars, for people to walk back to the JPH. The east side would still not allow parking, traffic should flow smoothly and pedestrians would be off the roadway. I think the safety issue is worse when so much parking is eliminated and visitors are so frustrated trying to find parking somewhere.

The Bubble Pond parking lot has been closed for a couple years due to a few illegal parkers. That parking lot gave many of us access to the Cadillac Mountain westside trail, the Eagle Lake trail, the carriage road along Bubble Pond, and several more trails south of Bubble Pond.

Acadia Mountain parking is probably the most dangerous area on the island for people going to Acadia and St. Sauveur mountains. In short term, I suggest a reduced speed in that area to 35 mph. Perhaps speed limit signs with solar powered flashing lights could warn drivers of the decrease from 50 mph. Perhaps this could be activated at peak hiking times. In addition, white rumble strips could be placed across Rt. 102 to get drivers attention to slow down and beware of pedestrians.

Parking along the Eagle Lake Rd, just north of the Lake, is very popular due to the intersection of many carriage roads. These are probably the widest shoulders on the island. Could we try the same suggestions above to Jordan Pond here too? Liscomb Pit is SO far from the Eagle Lake trailheads. Our objective is to walk in the Park, not the almost half mile as a precursor.

At the workshop at MDI HS someone asked if major contributors to Friends of Acadia might receive some reservations for parking or some other reservation consideration. Not a bad idea.

One other concern for our family is a question: what consideration is being made for handicapped

tagged cars? Will these cars have a separate reservation system?
Thanks for your consideration of my ideas.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 104

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Liberty, ME 04949
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 25, 2018 Date Received: May 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Everyone pays entrance fees as is required now. Autos, buses, motor homes, bicyclists, etc., would pay a toll fee, in addition to the entrance fee. Alternative, free bus access from designated parking areas on a regular schedule.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 105

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 25, 2018 Date Received: May 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I was happy to attend the open house at Mound Desert Island High School, and appreciated the thoughtful answers your staff had for everyone's questions.

I agree that of the alternatives, Option C is the most acceptable.

But to maintain good community relations, I suggest that it is important, whatever plan is implemented to restrict parking, to allow unfettered drive-through access along the entire Park Loop Road, including the Ocean Drive segment. Local residents often are hosts to out-of-state visitors, and want to remain free to share the beauties of our island without making a reservation.

Thank you for your attention.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 106

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Pedago Maine Challenge
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bass Harbor, MD 04653
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 26, 2018 Date Received: May 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Concerning the ban of e-bikes on Carriage roads:

A Superintendent should not treat a National Park as his own Fiefdom. When you have Park Rangers issue summons for 36 CFR 1.5 (f), You, Mr. Schnieder, are ignoring 36 CFR 1.5 (a-c), to wit : 36 CFR 1.5 (a) "... consistent with applicable Federal Administration policies." By banning e-bikes it appears you have gone afoul of H.R. 727, 107th Congress 2001-02, Consumer Product Safety. It states: Low speed electric bikes are consumer products powered by 750 watts or less. Anything above 750 watts are motor vehicles.

36 CFR 1.5 (b) paraphrasing here, anything of a controversial nature shall have a public hearing and notification of same shall be published in the Federal Register as where a public hearing will be held. I could not locate anything of this nature ever published in the Federal Register. As of September 2017 the last three postings from ANP going back to 9 Dec 16 were all about commission meeting schedules. 36 CFR 1.5 (c) I feel that the determination of (a) has not been met, hence the closure notice of e-bikes on Carriage Roads is invalid.

Mr. Schnieder I feel you are taking us back in time akin to when the wealthy of this Island tried to hold back the coming age of the automobile. They succeeded in banning it's use until 1915. It has been relayed to me that you have stated e-bikes will remained barred from the Carriage Roads because of the need of physical exertion should be the ample reward for riding the Carriage Roads. Really? What exertion does it take for a person of independent means to ride a horse or in a carriage? Smells a bit of being elitist not egalitarian. Also I haven't gotten to the slippery slope of allowing snowmobiles. The park already has a speed limit of 15 miles an hour for good reason. Go as fast as you want to crash. Gravity can pull a standard bike quite fast. I feel that e-bikes are keeping with J. D. Rockefeller Jr.'s intended us of his Carriage Roads, not of your's Mr. Schnieder .

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 107

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 26, 2018 Date Received: May 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I seriously don't know how a reservation system for Cadillac MT, and the Park loop road can work. Seems like a lot of oversight and enforcement problems, Cheaters, disappointed visitors, visitors with problems using the internet, internet coverage problems, cars that do not show up for their reserved time, etc. I think the fairest way, is to not allow any private motor vehicles on the road up to Cadillac, or on the Park loop road during pre-determined times/days. The Island explorer buses could pick up and drop off visitors any where along the Loop road. They could go around and around, so as to pass any given area every 15 minutes or so. Smaller shuttle buses could just go up and down Cadillac MT all day long, picking up visitors dropped off by the Island explorer buses. The Exception to the private vehicles, could be handicap related, allowing handicap stickered vehicles only on these roads. Island explorer buses can pick up visitors any where along their routes, as they pass most Hotels and campgrounds eliminating parking problems else where. I am sure this may be overly simplistic, but bugs can be worked out much easier than in the reservation system. If Day trippers got into the habit of using the Transportation Center in Trenton, that would eliminate parking problems for people that would not be staying in hotels or campgrounds. Of course walkers and bicyclists would be allowed on these roads at all times.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 108

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Camden, ME 04843
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 27, 2018 Date Received: May 27, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am a slow, responsible bike rider. My knees no longer allow me to ride a bike without pedal assist. I also appreciate a throttle to be there if an emergency situation forces a "quick exit". If one tries a class 1 or class 2 electric bike, one will find out there is ALOT of work involved and these bikes are NOT mopeds, They still require lots of work . The bikes I have tried don't go very fast. Way under what a normal bike can travel. 20 tops! I ride a bike responsibly and I feel I should be allowed to ride where any bikes are allowed in a National Park. We need to get Americans out of their polluting cars and more physically fit. Please change the policy and allow at least class 1 pedal assist bikes on the trails.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 109

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
mount desert, ME 04660
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 28, 2018 Date Received: May 28, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am a year-round area resident with a 25 year history with Acadia and congestion is congestion regardless of whether the person originates from a 10 minutes away drive or 10 hours away drive.

As an area resident, I already have the gift of calling this place home, year round. So many people pay taxes to help this park, even people who pay taxes and never even get to visit a national park ever in their lives, ever. I live here and benefit from the park and that is why I choose to live here. I am fully in support of making a reservation, knowing that my experience will be so much better, since I know I have a parking spot. I will most likely choose the Island Explorer more, but it's good to know there is a reservation system if I choose to go to the really busy places for whatever reason.

In my opinion, there are too many people in the park. This is an area that should disproportionately be in favor of preservation of the nature and culture, then the visitor experience is contingent on those things being preserved.

I could live with Alternative C and think it is the best practical option, but Alternative D is by far, the better option if people could understand that it protects the park more. Get the cars out of the park as much as possible.

Alternative C may inevitably lead to a carrying capacity on Ocean Drive, but may serve to increase (even more) traffic on all other areas of the Park Loop Road and increase the number of Island Explorer buses, thus making it even harder for cyclists.

Alternative D is the only one that will allow the true experience of the PLR to happen. Let people have an amazing experience...not one fraught with planning, being careful not to be hit or hit someone or have anxiety about finding a place to park. There are too many people on the planet to not give public

transportation its place as a far superior experience for everyone.

On demand ride-shares might create more congestion than they solve by looping around and around hoping to pick up a fare. Maybe consider limiting them at least to start to see how it goes.

If there becomes a way to connect the Mount Desert Island and Schoodic Island Explorer loops (Other than ferry) that would be fantastic.

Eliminate ALL right-hand parking. This system is confusing, causes confusion, makes cycling harder, and tragically adds to the overcongestion and people walking on a roadway. The areas that have right-hand parking for very specific reasons (such as climbers near Champlain) should have a new parking lot created near that area to address that specific use. There should be NO right hand parking AT ALL. It is bizarre and makes the Park Loop Road look and feel like a parking lot.

Eliminating the roadside parking on state roads is critical to the overuse of the park and the safety of people parking there. The roadsides look awful. It used to be that vegetation went to the road. Now the road extends another meter or so on each side of the road from parking and overcompaction of soil.

Bear Brook (in the considered but dismissed) as a parking area should be reconsidered. Maybe it is billed as a place to park for those wanting to bicycle the loop road or have access to Sieur de Mont through a short hike.

I know this is hard. This is like trying to manage an unmanageable problem. I am hopeful people will think like a long-term manager rather than just of their short term needs.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 110

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Montour Falls, NY 14865
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 30, 2018 Date Received: May 30, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Well over a decade past, I first came to visit ANP. I fell in love with the beauty of this place. Since then, I have returned annually to spend time there-often more than 'up to four visits' each year. (upcoming this year, 2 trips planned)

In my selfishness, I would love to have no restrictions. Impossible, I understand.

Familiar with all of these traffic congestion troubles, I therefore recommend your preferred choice of the alternative plans: C.

The only point I wish to express is: with my handicap situation is a leg inhibited mobility. I do have permanent handicapped license plates. I have tried and have experienced difficulties in attempting to load onto the Island Explorer buses because of the seemed steep steps up. (Yes, sadly, I avoid Sand Beach very often). Finding that hard to navigate, I have often chosen to use my own private vehicle. If I am not able to be gain enough parking spots during reservations, this will be very inhibiting to me. My friend and I make coordinated times to make the best of timing for light exposures versus tide schedules & weather conditions. Our purpose is take many photographs at so many locations throughout the park. With the seeming few parking places for handicapped parking, I am concerned that the reservations will fill up the available spots.

We have already learned to judge and adjust our plans to monitor the congested traffic. If our time is more impacted by required to gain reservations, I am hoping I will be able to get where I hope to locations. Perhaps-the Island Explorer bus steps could be somewhat adjusted to be less steep? I will adjust. Change is inevitable. Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 111

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 30, 2018 Date Received: May 30, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Our park, and the specific areas cited in the plan have definitely become overly congested and even dangerous. I agree that something must be done. These are my thoughts:

1. I suggest completely prohibiting the large tour buses and RVs from climbing Mt. Cadillac. The road is too narrow to accommodate these vehicles on the sharp turns. This is unsafe to other drivers and certainly greatly contributes to congestion on the climb up and down and also with the parking at the top. As an alternative, tour companies, and preferably local tour companies, can provide this service by using smaller vans or minibuses. Electric vehicles would be optimal. Just having reservations does not address the serious problem with these extra large vehicles trying to navigate roads that are not designed for them.
2. I agree with your plans in Alternative C on creating more parking at Eagle lake and Acadia Mountain. The current location and lack of parking is not safe. These are good ideas.
3. As a year round resident and business owner in Bar Harbor, I find it offensive and unfair to have to make a reservation to see certain areas of the park. Year round residents are the back bone of this island. We provide the funds through paying our taxes for making this park accessible through the local roads. We provide the local business that enhance park visitor's experience. We are the community that enables the park to accomplish it's goals. The park needs the community to be successful. It is a symbiotic relationship. If I am to be denied access to areas because I don't have a reservation, after I have waited all winter to enjoy these places, I am not certain that I would continue to live here long term. It is my opinion that year round residents should have preferential treatment and not have to make reservations. We should receive a special pass. I strongly urge you to do this.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 112

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Hancock, ME 04640
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 31, 2018 Date Received: May 31, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Stop all private motor coach busses from entering park. Mandate that the companies use vans, preferably electric powered.
Monitor and regularly report to the public air quality status.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 113

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 31, 2018 Date Received: May 31, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I applaud the hard work the National Park employees at Acadia have put into developing a much needed transportation plan. I think the recommended plan is far better than the status quo and with some refinements is probably the most publically acceptable plan for mitigating the impact of increased visitorship to Acadia.

My suggestions are unrealistic, but I'll share them anyways.

While tourism is great for the economy of Mt. Desert Island, the island has a population carrying capacity beyond which the quality of life will be greatly diminished for all - both residents and visitors. I speak mainly from the perspective of a resident. Visitorship to Acadia has increased from about 2.25 million in 2013 to 3.51 million in 2017. This growth cannot be sustained!

I have two radical proposals,

1) Allow a specific number of Acadia visitor passes for the year - no more than the current number issued and ideally no more than 2.5 million. Give permanent and seasonal residents priority in purchasing passes, perhaps by having an early resident purchase deadline date. Then open up the sale of passes to the general public.

2) Alternatively, or in conjunction with limiting passes, restrict the number of automobiles allowed on the island and upgrade bus and shuttle service. My radical proposal would be to allow only those who live or work on the island, or have work/business related reasons to be on the island to have automobiles on Mt. Desert Island. All other visitors would have to park off island and be shuttled onto the island. Once on the island they would use public transportation to get around and to visit the Park.

I'm aware that these proposals are not realistic or popular at this time.

Thanks for soliciting public comments and thank you for a job well done.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 114

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bangor, ME 04401
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 31, 2018 Date Received: May 31, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Hello,

I do agree that the increased amount of tourism in Acadia National Park has caused some challenges with traffic, parking and overall park use and experience.

I also believe that any new plan that is being considered to alleviate this should consider both tourists that visit for a short time and residents that visit all summer long.

Competition for parking will be an issue whether in Bar Harbor, Acadia, Bangor, or any other summer destination. Restricting traffic and eliminating parking on the park loop via automated gates and a time entry reservation system could negatively impact visitors, both returning and new.

If spaces are reserved ahead of time and sold out the entire season, some visitors may miss out on the chance to purchase one.

If a pass is reserved for a time entry reservation, visitors will be pressed for time and rushed to explore their destination. For example, if a pass was reserved for two hours and a hike lasted 3 or more, that person could be penalized for staying too long.

I worry that if I wanted to head out for a day hike and had to reserve a pass that my time to explore would be shortened. If parking was not restricted I could drive around and find a space that did not have a time limit and that would be close to my destination.

Public transportation is a great option for the typical tourist. However if I am doing a full day hike with full gear, children, dog, etc. it is not viable to load up on the Island Explorer.

Correspondences - Transportation Plan - PEPC ID: 58482

I may not have a definitive solution to this problem, but I ask that you explore all options and possible impacts of visitors, both the tourist and the resident. I would gladly pay a surcharge as a resident of Maine to access the park at my leisure over the course of a season, which may be well over 15 weekends or more.

Thank you, I hope this comment period continues to bring new perspectives and that a plan to serve both tourists and residents is reached.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 115

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Ms.
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Winthrop, ME 04364
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 31, 2018 Date Received: May 31, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Expand the Island Explorer. No cars at all on Cadillac Mountain Rd. only the buses. just like in Denali park. Make very clear, very visible Island Explorer Bus Stop signs and put them all over the island where the bus goes. At this point, the stops and timing are not very clear even though the bus is really really easy to use once you try it. that will encourage people to take it. add more buses to the fleet.. they fill up.

Thanks for working on this. Acadia is a National Treasure. good luck.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 116

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Wall, NJ 07719
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 1, 2018 Date Received: Jun 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I've been visiting MDI for over 30 years and although still one of my favorite destinations, I agree some hard dissensions need to be made to control the vehicular traffic in the park.

My suggestion is to permit entry into the park on an odd/even license plate system. Even numbered plates to be admitted on even days of the week and odd numbered plates to be admitted on the odd numbered days of the week. License plates without numbers should be considered as odd plates. There are only two heavy traffic months (July & August) where two odd numbered days follow one another. Assuming an equal number of odd/even registered plates, the unnumbered plates may add to the odd plate total making two subsequent odd days equitable.

There will always be opposition to any idea that may restrict someone's entry into the park. I believe though that anyone who truly loves the park as I do would be willing to make this compromise which will ultimately provide for a more pleasurable experience in Acadia National Park.

Thank you. [REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 117

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 1, 2018 Date Received: Jun 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

June 1, 2018

Comments on Draft EIS for Acadia Transportation Plan

1. General. I think the plan is well thought out and timely. I support the plan and hope that the implementation will start soon.
2. Island Explorer. As I am sure you are aware, some Island Explorer routes and times are no longer able to meet demand and operations have been limited in recent years by the availability of drivers. I highly encourage putting resources toward solving these problems as the first step in implementing this plan.
3. Parking. The parking growth restriction from the 1990's GMP has made it difficult to deal with increasing demand and has been a factor in the explosion of roadside parking. To that end, I recommend that all new and rehabilitated parking lots be built to the highest capacity allowed by the site. Specifically:
 - a. Eagle Lake. If Figure 7 is feasible from a traffic safety view, I greatly prefer the Old 233 alternative. It is easy to find, close to the desired carriage road entrance, and would not require visitors to leave vehicles in what could appear to be a remote and unsafe area (Liscomb Pit).
 - b. Liscomb Pit. The concept sketch of the Liscomb Pit lot seems to show potential for greater capacity and, if that is the chosen site, I recommend that the full site be used.
 - c. Visitor Center. I anticipate that this will be a huge factor when dealing with both the park and Bar

Correspondences - Transportation Plan - PEPC ID: 58482

Harbor parking issues. The surface parking shown on the concept plan is spread out and awkward and I believe the slopes and proximity to Breakneck Brook might be problematic. I think it's time to consider a multi-story parking garage to maximize parking and minimize footprint.

d. Schooner Head. While the Satterlee Pit location is a good idea, park maintenance needs somewhere to store materials when Liscomb Pit is no longer available and 40 cars is a fairly small contribution to the Sand Beach demand. I support constructing a much larger lot near along Schooner Head Road between the entrance station turnoff and Satterlee Pit. Much of the terrain is flat and 1947 fire impacted making it suitable for development. The proximity to Sand Beach, Beehive, and entrance station would make it both attractive to park users and also useful for entrance station staff trying to re-direct people when the park is full.

e. Jordan Pond. Yes, the site can handle more visitors and parking is the only limitation. Go for it.

4. Concessions.

a. Gift shops. I recommend removal of concession sales at Thunder Hold and Cadillac. I believe that they are not necessary, are inappropriate to the purpose of these areas, add to the time spent in these very busy and crowded areas, and are redundant to the many similar services available nearby.

b. Cadillac. Allowing bus access to Cadillac solely by a single concessioner and/or Island Explorer would be a very powerful tool. I did not see this idea in the plan.

5. Entrance structures. Having one entrance station is a useful visitor information service and a good management tool, but the extensive level of improvements required to implement Alt D is out of scale and, in my view, makes this alternative unacceptable.

6. Carriage Roads and social carrying capacity. The visitor management program for the carriage roads was and is a model program. There may be lessons that can be applied to the Park Loop Road corridor. Although not addressed in this plan, I encourage the park continue surveying carriage road users and implementing management actions as needed.


Southwest Harbor, Maine 04679

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 118

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Ellsworth, ME 04605
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 1, 2018 Date Received: Jun 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As retirees who chose to relocate to Ellsworth largely because of its proximity to Acadia, and as frequent year-round users of the park, we have carefully studied the Draft Transportation Plan. Overall we feel that Plan C is reasonable. We have the following comments on Plan C.

Timed entry - Congested approaches to the park could make 15 minute time slots very stressful for visitors (and consequently for park staff). We would suggest a 45 min time slot as the absolute minimum.

Island Explorer Buses: (We understand that expansion of the Island Explorer system is dependent on the availability of funding.) One of the problems with using buses from the Gateway Center to access the park is the amount of time it takes to reach your destination. For instance, using the current timetables and leaving on the 8:55 am bus from the Gateway Center, arrival times for popular destinations would be as follows:

Jordan Pond: 10:15 am (1 hr 20 min)
Sand Beach: 10:00 am (1 hr 5 min)
Eagle Lake: 9:52 am (57 min)
Acadia Mountain: 10:40 am (1 hr 45 min)

With all of these destinations less than a 30 minute drive from the Gateway Center, this makes the bus a much less attractive option. To increase ridership from the Gateway Center, we suggest the addition of three express bus routes from the Gateway Center, running at least once an hour, to allow visitors to get to transportation hubs or popular areas of the park and return to the Gateway Center in a reasonable amount of time:

Bar Harbor Village Green, with one stop at the Hulls Cove Visitor Center, providing speedy access to all Island Explorer routes.

Northeast Harbor, first stop at Parkman Mtn parking, additional stops at Brown Mtn Gatehouse and Asticou before terminating in NEH village center.

Southwest Harbor: First stop at Acadia Mtn parking, additional stops at Echo Lake and SWH village center, where passengers could transfer to the existing #7 bus for Manset, Seawall, and Bass Harbor.

Express buses would stop only at their designated stops and would not be flaggable.

We frequently walk the carriage trails, and we use Jordan Pond as our starting point more often than Eagle Lake. We suggest that an additional bicycle express could be added from Village Green to Jordan Pond. Bicycle expresses should have seating for at least as many hikers as bicyclists. Or maybe have hikers' express buses from Village Green to these two locations?

We appreciate the opportunity to comment on the Draft Transportation Plan and hope that some of our comments may be useful.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 119

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Metairie, LA 70001
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 3, 2018 Date Received: Jun 3, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

What's a local someone that moved there from NYC or CO last year and works, rents or buys a home; or is a local somebody that rents a summer cottage for 2 weeks or a month every year for the past 25 or 40 years? Maybe the latter is more "local"?

I GREW UP IN NH, MY FAMILY HAILS FROM CANADA WITH 5 GENERATIONS THRU MAINE, THEIR ARE POULINS IN ALL THE GRAVEYARDS, MORE POULINS THAN SMITHS IN THE PHONE BOOK.

Maybe it's time to limit the number of buses that can enter the island on a given day; assign 10, 20 a day?

Maybe limit the number of cruise ships that can anchor and onshore people; limit the spots, have a lottery for cruise companies.

Maybe limit the number of RVs, or issue RV passes not unlike the Islands of Nantucket or Martha's vineyard can only offer so many ferry spots for cars.

Issue RV Permits; only 30 per week? 10 or 20 per day?

Tear down the causeway and have a ferry.

DO NOT allow scooters or electric bikes - they've ruined Martha's Vineyard.

The Island hopper works great; have more?

in the height of the crowded summer, maybe limit foreigners, give priority to Americans and not Canadians.

Too many park visitors are just driving thru, they gobble up parking spaces they hog roads they see the whole place in a day and maybe that's not sensible. Make a day pass EXPENSIVE in peak season!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 120

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 3, 2018 Date Received: Jun 3, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Background: Local resident, frequent park user, Park volunteer with Search and Rescue, Volunteer Emergency Medical Director ANP

I have reviewed Plan and attended Information Sessions

Agree that Alternative C "Preferred Alternative" is best choice presented.

Increased Bus service is essential for this to work and needs to be implemented with or ahead of restrictions, not a follow on. The bus service needs to feed into the park from more places on the Island and there needs to be more parking near but not in the park. Visitors will not drive out to Trenton to park to get a bus. The Island towns are going to develop parking nightmares in areas near the park and the primary bus routes otherwise.

Bus service needs to start earlier in the day or parking spaces in the park will be taken early and held all day.

Highest desirability permits to bus accessible locations should be primarily for the disabled.

Bus service needed to the top of Cadillac.

Size restrictions on all vehicles needs to be correct for park and enforced. CDL drivers need to be educated to park rules and banned if violate.

Taxi/Uber/Lyft need to be enforced as CUA with regs. There needs to be control on these drivers taking permits designed for non commercial visitors and hoarding/ reselling for profit (ie you can get into the

Correspondences - Transportation Plan - PEPC ID: 58482

park if you hire me)


Access for climbing guides needs to be specified. How is that going to work?

Loop road parking is scheduled to be phased out. I would suggest initially banning parking in areas of greatest hazard: poor site lines, uphill that slow bicyclists, and long uninterrupted areas that encourage frustration and risky passing. Gradually shrink to ideal areas near key sites (eg Orange and Black, portions of Ocean Drive) only.

The Thompson Island West side parking area should be maintained year round as a meeting area and carpool consolidation area even without the visitor center; it saves much driving and vehicle overuse, especially for local residents. Spending a large sum to tear out the parking area and "restore it" is a waste.

The congestion on Cadillac and Ocean Drive is a current CLEAR AND PRESENT DANGER, as a member of the park Emergency response I feel we are at severe risk on busy days.

Need to establish system for emergency responders to get easy access to high traffic areas during peak times(ie: SAR vehicles/team members/ambulance.



PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 121

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 4, 2018 Date Received: Jun 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The Parking Lot on the north side of Eagle Lake Road provides superior cross country ski access to the carriage roads. It's proximity to the Aunt Betty's Pond, Eagle Lake and Witch Hole Connector loops is far superior to that provided by the proposed Liscomb Pit lot.

Please consider maintaining the current lot for handicapped-only access in the summer and for general use in the winter for cross-country skiers, snowshoers and walkers.

Thank you,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 122

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 4, 2018 Date Received: Jun 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

On the issue of requiring parking reservations during peak times at Acadia Ntl. Park- I strongly believe this is a fundamentally flawed idea that will spawn many new problems, while wastefully burning many dollars, and creating only an appearance of efficiency.

Yes, I too have suffered through the increase in Park congestion over the last 20 years. I too have waited 45 minutes for a parking space at the Jordan Pond overflow lot on a peak weekend, so I can access the trails. But still I would not leap into a parking system that creates other, more annoying problems.

First, it's important to align with the fundamental charter of the Park system: to maximize the use of scarce resources for the benefit of the greatest number of folks, at an accessible price point. If we diverge from this goal, we have lost our way.

I suggest that a reservation system will actually impair efficient access to the Park. Consider: because hikers cannot know their return time, nor those waiting in lines at the Jordan Pond Restaurant, there simply cannot be a time limit to any parking reservation. Therefore, it becomes a nearly random event when a spot will open. But this itself means that the Park can never know exactly how many parking spots will be open at any particular time, and therefore it cannot really promise the reservation of a spot, without making some assumptions and compromises.

In mathematical terms, there is a serious "flow variability" problem. Think about how the lines at the food store surge and contract randomly throughout the day, or how a minor highway event can generate a shockingly huge backup for hours. The same flow/access irregularities occur when parking spots have no time limit, but in this case it is the outgoing flow of departing cars that is the problem.

To ensure that those with legitimate reservations in fact receive a parking spot at the chosen time, and given this random variability in departure times, the Park (its agent) will have no choice but to introduce a "fudge factor" to underestimate parking spot availability. For parts of the day, then, a certain percentage of spaces will have to be held empty, to accommodate the unpredictable surges that inevitably occur throughout the day. Overall, then, fewer people are able to enjoy the park each day.

Efficient? No. Unfortunately, the most efficient use of spots (and the Park they serve) is to have cars hovering around, waiting for an opening. In other words, the present system.

There are probabilistic flow models based on multivariate analysis that can estimate the need to keep open parking spots, so that parking surges (from delayed departures) do not swallow up spots needed to fulfill later, paid reservations. From my (limited) experience with such models, I believe it is likely the Park would need to keep 10-15% of parking spots free at times to accommodate typical parking surges, to be able to guarantee future reservations to a 90% certainty. (Even then, the 10 percent will be very unhappy.) So, the reservation system actually creates (not eliminates) inefficiencies in parking usage.

Consider also: Summer transit times on the island are highly variable at best for even the most adept of us, and much worse for the majority who don't know their way around the Island. It would be expected that the majority of visitors struggling to make their way to their reserved spots will be significantly late (and some early). Again, probabilistic flow models call for (inefficiently) holding open empty spaces to accommodate those late arrivals. Conversely, for those who arrive early, there is a new problem of having them sit on the roadway until their spot opens. In many places in the Park you cannot simply drive-around the block for 5 minutes.

Consider also the impact on public road traffic, of having people racing to get to their spots on time, for fear of having a ruined day where Dad didn't get family to Sand Beach on time. Imagine the arguments that will ensue when a driver arrives on time to find no spot (perhaps 10% of the time), or arrives late and is furious at Park personnel when his spot has been released. A single argument with a parking attendant itself can create a huge and long-lasting flow problem into the lot, just like a small fender bender on the highway creates a surprising traffic jam. Do we really want our Park system to operate like a public highway or worse, like an airline? Do we want the added stress of having to meet reservation times?

Secondary issues here (and in order of priority) are (1) true safety concerns, as distinguished from (2) congestion/annoyance issues (traffic jams, parking wait times and fender benders).

As for safety: The example is always given of traffic jams on Cadillac and related safety concerns. The Cadillac problem is relatively easy- have an observer at the top radio to an attendant at the bottom when the lots are full, and from there, simply allow 5 cars in for every 5 cars that leave.

Sure, there is a cost for personnel, but that is easily recovered. Remember that the huge increase in attendance has itself led to a significant increase in attendance fees, and the ability and responsibility to pay for parking attendants. If Cadillac is the problem, one could consider a surcharge for Cadillac. Certainly a dollar per car, ten per bus, would pay for two attendants and two walkie talkies.

Alternatively, consider how many people access the park on the Island Explorer without paying a penny in access fees (despite the rules). Perhaps we should consider tightening up on this huge loophole. Is it so hard to have the bus drivers require a flash of a Park Pass?

Are there truly serious safety concerns related to Park congestion that cannot be addressed more simply? Emergency vehicle access perhaps? In my years here, I have only heard of such issues on Cadillac, discussed above, and on Loop Road from Sand Beach to Thunder Hole. The Loop Road issue is amenable to simple solutions. For example, upon a need to admit emergency vehicles, the entrance booths can immediately close off access to cars (if they have immediate communication), and in the 10-15 minutes it takes for emergency responders to arrive, the downstream roadway will clear naturally. One ranger on a motor scooter could assist with road clearing. The emergency vehicles can enter via Schooner Head, or via Otter Cliff Road, bypassing any backup.

Now to the third issue, that of annoyance, congestion, fender benders and wait times. We must weigh these issues against the alternative- Do I prefer to wait for parking politely and patiently (as most do) or would I prefer to be told that I cannot enter today, or that I missed my reservation by 10 minutes, or am early by 10 minutes? I for one would always choose the former. The proposed reservation system too often will lead to complete non-access, rather than delayed access.

Another bandaid to be considered works quite well at ski resorts. If you inform visitors at entrances with lighted information boards about which tourist sites are backed up, with green, yellow and red lights, they will self-select to move on to the next site that is less crowded. This self-selection process is one that actually increases the efficiency of use of the limited resources including the parking lots, and therefore is tremendously helpful.

The park might also consider what London and NYC do to limit peak time jam-ups. There could be two passes, two prices, only one of which allows entry to the park at certain peak times. Or perhaps annual passes get the priority over weekly passes at certain times. Call that the Disneyland approach.

Fundamentally, this will always be a problem without a real solution, as the Park's inherent interest in bringing more and more people every year directly conflicts with the goal of having easy access to limited resources. If other resorts are the guide, it is simply a matter of time until word gets out that the Park is impossible to navigate, and either the shoulder seasons expand, or tourists find somewhere else to go. That's OK too- part of the natural evolution of resorts.

 SWH

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 123

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 4, 2018 Date Received: Jun 4, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I congratulate the NPS, especially the ANP staff, on a well done plan, document, and outreach program. My comments are as follows:

Endorse Preferred Alternative that features reasonable and appropriate management traffic strategies with several needed capital improvements.

Would suggest that improved frequency of service and slightly reconfigured Island Explorer system would go a long way in reducing the peak usage stress on ANP interior roadways and parking. With the bus system hub/transfer center being the heart of Bar Harbor, the buses are slowed because of traffic congestion and the relatively narrow roadway geometry. Parking is already in short supply in Bar Harbor. And Bar harbor, while being a prime attraction, is not central to most of the visitors/residents on the island and the destinations. I suggest examining creating transit hub at the reconfigured the Hull Cove Visitor Center or at the former ferry terminal along Route 3 - although that opportunity may be precluded soon. These re central locations convenient for visitors to park and offer the potential for a more reliable, efficient, and used bus service. I fear the hub location of the Acadia Gateway Center would only be convenient and used by people coming from the mainland and to residents and visitors on the island - it would be actually and perceived as backtracking by on-island residents and visitors. Getting the bus hub out of Bar Harbor would enable shorter and more reliable round trip times for each bus run and increase the utilization of the bus fleet and drivers.

Would also suggest investigation of using nearby school district bus vehicles and drivers that are unused at the peak ANP visitor times to supplement the Island Explorer system during the peak visitation periods. Recognizing that many of the local school bus drivers may already be Island Explorer drivers or other tourist bus drivers, consider a targeted recruiting/training/licensing programs

Correspondences - Transportation Plan - PEPC ID: 58482

reaching further inland or to other school or business employees that are underutilized during the visitation period.

As park of management plan, consider restricting single or even low occupancy vehicles at peak times.

And not addressed in the impacts assessment, but in the spirit of "Leave No Trace", prohibit the unmuffled/under muffled motorcycles, trucks, cars and other vehicles within park boundaries. This destroys the enjoyment of the park for the majority for the selfish practice of a few.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 124

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 5, 2018 Date Received: Jun 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

With regard to the Phase 2 release of the Draft Transportation Plan for Acadia National Park, I find several issues of concern, however none more so than that of locals right to access the park in light of the proposed reservation system and restricted access options outlined in this most recent release. As I am aware that many others in the local community share that same concern, I offer the following by way of a problem identification, justification for a solution and a suggested process to address the issue. It should be noted that the process I will outline below addresses only the MDI portion of the park, it could easily be adapted for the Schoodic unit as well.

The NPS published visitation numbers for 2017 are reported to have been in the 3.5 million range. And, though I am aware that this figure is somewhat subjective, based upon the methodology utilized, there is little doubt that the components of this figure include a number of local visitors, or those who reside on Mount Desert Island. The most recent census data from 2010, indicates that number to be less than 11,000 individuals. Regardless of how the total visitation numbers are calculated, 11,000 visitors represents a mere 0.3 percent of the total.

Why then, would the NPS be unwilling to consider a Local Pass for this very small percentage of the annual park visitors? The answer may lie in a variety of considerations.

First, there is the difficult and contentious issue of the criteria for determining what constitutes a local resident? Should it be limited to taxpaying citizens, only those who actually own property on the island? Or should it include those who reside on the island in permanent or long-term rentals? Should it include property owners who claim residency elsewhere and only spend limited time on the island? Should it include only registered voters? Should it include short-term renters, those perhaps who have returned year after year to rent property for the season? Should it be extended to include short-term renters who are here for a week or two, and whose domiciles are then rented by other parties for

additional short-term periods? And if that group were included, wouldn't guests at hotels and inns expect to be afforded similar rights? And what of seasonal workers who reside on the island only during the busiest time of the year?

Obviously, this is an issue best addressed at the local level, with the goal of a standard criteria agreed upon by all of the towns on the island. That alone would not be an easy task, considering the various stakeholders and their individual views of the issue. And though some of those groups may seem at the outset to be non-starters in this discussion, (like short-term renters, hotel and inn guests for instance), I can imagine each and every one of these groups to wish to be heard in the discussion regarding this important criteria.

Just for the sake of consideration, let's assume that the end result of those difficult discussions yields a criteria that includes only full-time residents, long term renters and seasonal residents. That number could then easily swell to 20,000 individuals, or nearly twice the current estimated population of the island. Even that figure however, still represents only 0.5 percent of the estimated total visitors to the park.

The second and equally difficult hurdle in this regard would likely be the NPS reluctance to set a precedent here in Acadia that might then cause them to have to field numerous similar requests from local groups at other NPS units across the country. Though a valid concern, my argument would be that this National Park is completely unique with regard to its geographic location, on an island, surrounded by small towns. And though the Virgin Islands National Park on the island of St. John could easily claim a similar environment, the relationship that the towns of MDI have with Acadia is far more complex and rooted in generations of historical context. No other National Park is as revered and entwined in so many small communities as is Acadia. The residents of this island feel a strong sense of ownership in Acadia. That connection is felt in all of the communities on the island and evidenced by the support that those communities share for the park, and the degree with which those same residents utilize the park on a daily, weekly, monthly and annual basis. Further evidence appears in the amazing and supportive relationship shown by Friends of Acadia, without which Acadia National Park would struggle far more for lack of funds, personnel and community support. All of these facts lend themselves to the concept that locals, however that is defined, do not want to be excluded from open access to their park.

So, how do we address this contentious issue such that the needs of both locals and the NPS are respected? My suggestion is as follows:

After the issue of defining the term local is resolved, I would propose that the NPS offer a local pass for those qualified and that the pass be offered for a limited period of 14 days, commencing on January 1st each year. During that period, qualified individuals may purchase that pass for an annual fee of \$20.00. Purchases may be made online or in person, but each applicant's name must appear on the official list of qualified individuals, with proper identification required to accompany all requests for passes. After the purchase period has elapsed, no further passes will be awarded until the following January, regardless of individuals who may become qualified later during each calendar year.

The issuance and administration of these passes shall be handled exclusively by the Friends of Acadia. 50% of the fee for each pass shall be retained as a donation to that organization, the remaining 50% to be paid to the NPS. Additionally, FOA may wish to offer at a reduced rate, a one-year membership to accompany the annual pass, as a further incentive for locals to become members of this important organization.

If 20,000 passes were sold at \$20.00 per pass, the net could total \$200,000. for the park and \$200,000. for FOA, obviously a welcome windfall for both entities, especially considering that we all know the proceeds retained by FOA will also eventually benefit the park as well.

The effort involved being limited to just a few weeks, also means the administrative costs remain low, and the commitment of time and resources are minimal, with the whole issue over for the year in a very short time. With proper automation, nearly the entire process could easily be managed online, with little staff required and again the process would be completed in just a few weeks.

While some locals may argue that they already have Senior passes, as many of us do, it should be remembered that those are viable throughout the NPS system, while affording us open access to our own park is certainly worth the minor additional expense.

Administration of access by those holding local passes may prove challenging, especially during the busiest days, however, it should be remembered that most of us who truly are locals, avoid going into the park on those days anyway, and are therefore far less likely to require any special access as local passholders.

Use of the pass should also carry the same terms as the Senior pass, with limitations regarding the number of people in a vehicle and the presentation of personal identification to prove ownership of the pass.

Coordination between the local communities, the NPS and Friends of Acadia would certainly be required for this concept to work, but I believe it would satisfy the needs of all parties concerned and go a long way to alleviating widespread local-contempt regarding the issue of reservations, limited visitation days and other components of the current draft, many of which may become reality as we progress into the coming decade.

Sincerely,

[REDACTED]
[REDACTED]
Bar Harbor, Maine 04609

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 125

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Gouldsboro, ME 04607
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 5, 2018 Date Received: Jun 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My suggestion is to add a fourth stop at the Prospect Harbor Post Office for the Island Explorer Bus service in future years. With four stops during the day at roughly 2 hour intervals it would be possible for residents on the Prospect Harbor side of the peninsula and beyond to use the bus for half day excursions to the Schoodic section of the park and leave their vehicles at the bus stop, thus reducing vehicle trips to the park and saving what is roughly a 20 mile round trip drive from this location.

Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 126

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 5, 2018 Date Received: Jun 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Any new restrictions applicable to road/trail access and/or parking on the Mount Desert Island portion of the park should include a pass system allowing unrestricted access for full-time residents of MDI.

An easy way to administer this would be to allow one pass per household to those households which have qualified for the real estate tax homestead exemption under Maine law. Using that criteria would place little administrative burden on NPS staff, but would ensure that only bonafide full-time residents could receive a pass.

The impact of instituting such a pass system would be minimal, as only a relatively limited number of households would be eligible to obtain a pass, and those who reside on the island would likely continue choose off-peak times to visit popular park locations, but would allow residents the flexibility to continue to have ready access to the park.

A similar system should be instituted for full-time residents of the towns surrounding the Schoodic portion of the park.

The passes should allow reciprocal access to the other section of the park so that Schoodic peninsula residents could access the MDI portion of the park, and MDI residents access Schoodic.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 127

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hollidaysburg, PA 16648
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 5, 2018 Date Received: Jun 5, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I understand the need to mitigate peak season issues in all plans; however, I think the plan starts too early and cuts into off season. I would only start the permit plan from June 15 thru labor day. The system could also be used for Memorial day weekend ONLY in May. We've been coming every year, but it is 16 hours one way. We don't want to drive all that way to hike, spend money on a rental, and then not have full access to the park on and off throughout the day. We have a dog and need to come and go between the park and rental (which is a ways out). Riding the explorer would pose an inconvenience for us to the point where we might not come. We come before peak... usually May or first week or two of June. Cutting into off season leaves us no way to avoid a permit system. Maybe charge more for private vehicles to make an incentive to use the shuttle (those like us would be willing to pay more for vehicle passes for the week) and don't allow tour buses into the park...those two things might solve your issues.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 128

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 6, 2018 Date Received: Jun 6, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

All concessions in Acadia, except the horse stable at Wildwood, should be closed when contracts end, or sooner.

Jordan Pond House is now a Disneyland like recreation on steroids of what the traditional tea house used to be. It should be turned into a museum, with historical perspective, rather than "make as much money hype."

All gift shops should be closed.

NPS should continue to provide filtered water stations to drink and refill water bottles. Oh, and also bathrooms. Information kiosks should replace all souvenir sales within the park.

With so many entrances and exits available it is exceptionally convenient to shop and dine in a village near any park destination.

This would help traffic congestion at Jordan Pond House, as well as provide a natural flow of traffic out of the park for shopping and dining, a benefit to local communities.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 129

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 7, 2018 Date Received: Jun 7, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Overall I feel the plan addresses the major congestion issues in the most popular areas of the Park. A reservation system may be appropriate to restrict the number of vehicles in a given area at a given time. Here are some concerns I have moving forward with the preferred alternative(s): 1) Increased bus (shuttle) service is a must and should have additional hubs (like the Gateway center) added to the current visitor center and downtown Bar Harbor Island Explorer stations. Already, these places are overcrowded. 2) Cadillac Mt. access may need to be restricted to shuttle / bus only at high use times, however, I don't know if this is feasible for sunrise and sunset. 3) With any expansion of parking lots, consideration should be taken with removing some existing parking. No net increase in parking, more parking will just add more vehicles overall. The desired conditions should weigh resource protection higher than visitor access. This way the visitor experience will be high, assuming they can enter the park when they want to.

Hold on to the adaptive management strategy as long as possible, there will undoubtedly need to be changes based on realities observed once the plan is implemented.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 130

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Brooklyn, NY 11229
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 8, 2018 Date Received: Jun 8, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

To whom it may concern,

I have been visiting Acadia for many years with my family. Some years I would visit Acadia 2 to 3 times. Always enjoying the beauty of the park. However, I am not in favor with the proposed plan of limiting the amount of people who can visit the park, not to mention the additional payment for a reservation. Who would determine which people would get the reservation in visiting the park? Are we going to have book a reservation years in advance? When working its hard to actually plan a time to visit the park years in advance. There are times that I would have a weekend off and just go to visit the park for a few days.

This plan is going to make the park less accessible to me and my family. Sure there have been times when tha park was crowded and I had to make some changes in what I planned on doing that day. I was okay with that because I know that at certain times of the year the park will be crowded. Its just a fact of life. This plan will only cause me to visit some other national park that doesn't impose these kind of restrictions. Americans enjoy driving their cars and that will not change in the near future. Its part of being an American. I am a member of "Friends Of Acadia" I am sad to say that I will no longer be a member if this plan goes into effect. Hopefully a much better solution can be found. Thank you.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 131

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 8, 2018 Date Received: Jun 8, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Of the four alternatives presented, Alternative B is definitely my preference. As a year round resident of Mount Desert Island I have a special, 'eternal' relationship with ANP. It is part of the very fabric of life here on MDI, and it would be a huge sadness to be made to feel like a 'tourist' in my own home during those peak visitation times. Most of us try to avoid those prime areas like Cadillac, Sand Beach, Thunder Hole etc then anyway, but we'd like to retain the freedom to just decide, spur of the moment' to turn off the state roads and travel the Park Loop for a break in routine and much-needed dose of the Park's beauty during those weeks when we need to be reminded that this island belongs to us, and that a large part of why we choose to live here is the presence of ANP.

I do not mind the idea of having to reserve a time for Sand Beach, Cadillac Summit, Thunder Hole or Sieur de Mont. However, access to all the Park motor roads is a right of all of those who make this their home, year round or seasonally. This is the trade-off the Park has made historically for being located in the midst of a year round community of residents and businesses. Many of us use the Park year round, and we volunteer on cleanup, maintenance, and winter trail grooming crews. We support Friends of Acadia with our donations, which supplement ANP's infrastructure costs, scientific research, and special programs.

It is vital that Acadia National Park retain free and open access to her motor roads, carriage roads, and trails. Limiting parking access at certain key locations with reservations, and allowing access on the Cadillac Summit road only by reservation is a good idea, but should be limited to those.

Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 132

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 12, 2018 Date Received: Jun 12, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The proposed Acadia Gateway Center should serve as the parks primary visitor center and this project should have priority over work at Hulls Cove. I like the key action item under Alternative D: At Hulls Cove, the existing visitor center would be removed and a small visitor contact station would be rebuilt closer to an expanded Hulls Cove parking lot.

Expand Island Explorer Bus Service! Direct appeal for \$ to lodgings providers rather than Select Boards? Fund a bus? Fund a driver?

We need more parking at Eagle Lake, so I like the expanded parking area options described under Alternatives C and D.

Remove gift shops from inside the park?

Consider closing Cadillac Mountain to private vehicles at least at certain times of day. How much sunrise traffic is there on top of Cadillac?

Im not a fan of the proposal (not described in the plan but suggested at public outreach meetings) to give local residents unlimited access. But perhaps locals might receive a discount on the cost as they do for their annual park pass? Is Acadia the only national park that offers the half price pass to locals or is this a regular National Park Service policy?

Incentives to get people, particularly day trippers out of their cars? Cash / discount incentives / vouchers? Priority consideration for future visitation? Parties returning another year get a 5% discount on their lodgings reservation from participating businesses? They would need some kind of voucher that the business could verify. I have no idea how this could get done.

Correspondences - Transportation Plan - PEPC ID: 58482

Control people buying more reservations than they need to allow themselves free access. That is, someone buys five reservations to Jordan Pond incase the first four days its raining. Leaving four reservations unavailable for other visitors so Jordan Pond is actually under capacity rather than over. Perhaps this can simply be controlled by charging a significant amount for the reservation. Or charging more for multiple reservations to the same place by one party. Reservation should be attached to the vehicle, not individuals. It would have to be some automated, big brother-ish type of system, but could it be done?

Communication and outreach to prospective visitors will be hugely important and lodgings providers ought to be partners in this. It is in their interests to help.

GOOD LUCK!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 133

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 12, 2018 Date Received: Jun 12, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

At this point, I can't get into the park hot spots like Sand Beach, Ocean Drive, Sieur de Mont, Cadillac, Jordan Pond, and enjoy myself after 10 am because there is no place to park and too many people. The busses are full- -you can't even plan to take the bus because they might have to drive by you 3 times filled with people before picking you up. It has happened to me and my young family. I have ridden by car to Jordan Pond for a lunch reservation and the driver finally just left us and went back to Bar Harbor and had us call him to pick us up- -he drove around for 45 minutes looking for a place to park. I used to be able to drive my family, last minute, up Cadillac for the sunset. Last time I tried to do that I got stuck in traffic 1/2 mile from the top. Awful. So, I'm not sure who all these local people are who are feeling like a reservation system is going to infringe on their ability and habit of "driving the park loop road for fun" in the middle of the day because I don't really think anyone is able to do that now? I can't. I mean, I could, if I wanted to sit in traffic turning right from Schooner Head Road waiting to turn left to get in line for the fee station- -but is that really fun for people? I'd rather have timed access and a reservation to those spots during peak time so I know I can get there if I want to. And I don't think I deserve special treatment because I'm a local.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 134

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
depew, NY 14043
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 13, 2018 Date Received: Jun 13, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

has any one taken the easy way out and called Disney. times have changed, monorails electric vehicles, ramps, plant trees to hide what you do not like. roads can be moved and rebuilt . no matter what- \$\$\$\$\$\$. change is difficult.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 135

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bass Harbor, ME 04653
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 13, 2018 Date Received: Jun 13, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am very concerned about the possibility of disallowing right lane parking on the Park Loop Road. I am disabled, I am unable to walk more than a few feet. I have no alternate means of movement. If I am not allowed to park in the right lane of Park Loop Road, I will be excluded from many of the places that I love in the park. Please, seriously consider the horrible impact this will have on my quality of experiencing Acadia; as well as others that may be in my situation. I am a resident of Mount Desert Island and have enjoyed and contributed to Acadia my entire life. Please don't close the right lane to parking and exclude me from almost all of the park that I am able to enjoy. Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 136

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 14, 2018 Date Received: Jun 14, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Please consider the following suggestions. I favor Plan B because it will allow me, as a resident of MDI, the most freedom to access the Park.

1. Remove/close the gift shops at Thunder Hole and Cadillac Mt. People and cars linger needlessly in these spots. This will allow the expansion (or permanent) restrooms to be put in those areas. The one at Jordon Pond House is fine. Add a gift shop to the proposed new Visitor Center in Halls Cove where there should be sufficient parking.
2. Break down the data by hour (not just day) in Figures 21 and 22 before you determine any reservation system. I can see sunrise and sunset reservations, but mid-day should not be an issue. The data by hour will allow the correct windows to be defined.
3. If the park does do reservations, limit them to the true peak months (July, August and potentially October). The current definition of mid-May to mid-Oct as 'peak' is overly restrictive and simply when the Park is open.
4. I wholeheartedly want to exclude the huge Cyr/Northeast buses from Cadillac. The smaller tour buses park in regular spots. The current bus spots could be converted to more for Oli's Trolley and Acadia Tours.
5. Issue small stickers to locals to attach to their 'mirror' hang-tags so that you can identify us. Our licenses will have local MDI addresses. Any other individual who lives here part time (such as the summer) can go to your office to provide proof and be issued a different one for summer residents.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 137

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Elk Grove, CA 95624-1226
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 14, 2018 Date Received: Jun 14, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 138

Author Information

Keep Private: No
Name: JD Peterman
Organization: Americasbesthistory.com
Organization Type: I-Unaffiliated Individual
Address: 2217 Bruce Drive
Pottstown
Pottstown, PA 19464
USA
E-mail: contact@americasbesthistory.com

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 14, 2018 Date Received: Jun 14, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We respectfully wish that the National Park Service turns down all proposals for Acadia National Park that include a "reserved parking system." I think a parking reservation system is a bureaucratic nightmare, and not the best way to go at all. Yes, it might solve some problems, but will likely create more. There will be a plethora of people who get a reservation and don't come, leaving empty parking spaces when others who have come (without knowing of the reservation system or even that you could possibly get some spaces reserved for spur of the moment day travelers) won't be able to use them. I'm all for an expanded shuttle service and expanded parking areas in high traffic locations, even more parking in lower traffic locations to make them more popular and accessible. Yes, I realize that more parking areas (these don't have to be hardscape) takes away from some of the nature you've come to witness. But our national parks are a treasure for the people only if you allow them to visit. And to us, there's nothing better than taking a family to witness the nature and history in them. Please do not put in place a plan for a "reserved parking system". Not the best solution at all. And too drastic to us than a step by step plan utilizing expanded shuttle and some moderate expansion of parking.

Jeff Peterman
America's Best History

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 139

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 14, 2018 Date Received: Jun 14, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The period when reservations are required for the preferred alternative C seems long (mid May to mid October). Other than Memorial Day and Columbus Day weekends, the park only seems crowded in July and August, and maybe early September.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 140

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: Jun 15, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We live in Bar Harbor and go into the park almost daily to walk or hike, many times twice a day (morning and afternoon). We know others who do the same and also some who walk in the park for short periods before and after work. When we go to the Ocean Drive area, we usually park in the unnamed lot just past the Gorham Mountain lot or the Fabbri picnic area lot. Neither of these have ever been full, even mid-morning and mid-afternoon during the peak season.

The preferred Alternative C would require reservations to enter the Ocean Drive area including the above parking lots. It wouldn't be practical for us to make reservations daily. It could be costly and reservations might not be available. It is also not practical to take the bus (when it's operating) for short periods since we would spend more time getting to and from than actually walking.

We would like to see a local resident pass which would allow park access without reservations. Selecting who is eligible would probably be an issue. Maybe such a pass could be available to those with a long term regular park pass such as the yearly National Park or Acadia passes, Senior Pass, etc.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 141

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Consider using local school district buses to provide additional capacity for the bus system during peak months.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 142

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

1. I prefer option B - only restrict Cadillac access and parking.
2. You define peak season as mid May to mid Oct. It really is only July & August and "leaf peeping" Oct-mid Oct.
3. I want to see breakdown not just seasonal (by day) but time of day. If you do reservations, only restrict 4-7am (sunrise) and sunset for cadillac..re. chapter 4 - Figures 21-22.
4. Local residents (addresses on Maine licenses) should have year round access for mid day (not times above).

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 143

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: N/A
N/A, UN N/A
USA
E-mail:

Correspondence Information

Status:Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Have you considered large Park and Ride lots with bus "hubs" located outside the Park?
- lots holding 100+ cars with increased bus coverage
- located at gateway, North East Harbor, Southwest Harbor
- this might have a positive economic impact spreading tourism over the island

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 144

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Gouldboro, ME 04607
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

- Add white lines to park loop on side of road so LDW (Lane Departure Warning System) can work in Park road
- More electric bikes & normal bikes in park with safer roads with LDW use. White lines are needed to work with your app on Iphone.
- Encourage only slow charging 110 volt in BH Hotel & Park Trenton parking for free and keep people off roads because it would take up to 3 days in Tesla to charge at this rate.
- Need electric bike charger at concession at Cadillac Mtn, Jordan Pond House, Hulls Look Visitor Center.
- One lane for e-bike ped & normal bikes on Park loop and Schoodie loop. Painted another color like green.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 145

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: N/A
N/A, UN N/A
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thanks so much for all your work and efforts on behalf of the developing transportation plan.

I'm hoping you will consider adapting these new regulations with regard to Volunteers. A few issues to consider:

Volunteers often put in several hours/day.

- Parking time limits or time frame would dramatically limit the number of hours a Volunteer can work in the park.
- Parking fees would reduce Volunteers considering working .
- If Parking lots become fully registered it is possible Volunteers might not be able to work at that time .

• Suggestions:

- New parking/enlarged parking areas could have a few spaces established as saved/available for Volunteers.
- Provide a hanging car sticker for Volunteers at work. The space they take (if designation is a problem) would be allowed without regard to time or fee.

I'm sure there are other options as well. Would just like to insure that the Park remains welcoming to its Volunteers.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 146

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: Cincinnati, OH 45209
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: Jun 15, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have been taking the past few weeks to review the Draft Transportation/Environmental Impact Plan. I was unable to attend the open house meetings in Bar Harbor and was not available for the online public comment session. We have been going to Mt. Desert Island for twenty five years and eleven years ago we purchased a home on the island. The presence of Acadia National Park was one of the reasons we chose to buy our home on the island. We spend four to five months there each year and often have been there longer. We are active in the community, donate our finances and our time to various charitable organizations on the island including Acadia National Park. We, my husband and I both agree that Acadia's unique beauty and location has encouraged more people to visit it each year and the traffic has become a problem both for those wanting to enjoy the park and for the fragile ecosystem. So we understand the need for a change and also applaud the Park Service for its initiative in striving to devote a plan that will not only protect Acadia but will preserve it for future generations to enjoy.

My concern is that parts of the plan will make it difficult for those of us who are not locals or year around residents, to enjoy the park. We are usually in the Park four to five days a week hiking and biking. In the Jordon Restaurant area we only park in the North lot or the lower parking lot near the pond. We respect the need to keep the upper lot open for those only going to the restaurant. If we are put in a position to make reservations for a timed entry to the park or parking, it will impact our volunteer activities and enjoyment of life on the island. Since we are not locals we would fall into no man's land as to spots reserved for locals. We do not live close enough to town to drive in and wait for a shuttle (if we can find parking) and do not own the kind of dogs who would ride a shuttle. Yes, our dogs are always on a leash in the park and we do clean up after them. We pay property taxes and other utility bills on our home and yet it seems as if some of the plan is catering more to people visiting on vacation. That brings up another point as we have had numerous friends and family pop in for a last minute visit and were the time entry and reservation plan in place, they would not have been able to enjoy Acadia.

One of the things we have noticed over the years when in the park is a high percentage of cars in the park do not buy a pass for the park for the day, week or however long they are there. Unfortunately if someone chooses to not do the Park Loop Road or stop at the visitor center, they can enjoy many areas of the park for free. We have often thought that kiosks in outlying areas could allow people to buy a day pass or a parking pass or even a gate by the visitor center that would require a parking pass before entering that region of the park may provide additional funds for the park and ease the flow of traffic.

Another concern is the number of Maine residents throughout the state that choose to come to Acadia for their vacation as it is affordable. Daily reservation costs and timed entry costs would add up and may make the vacation unaffordable or at least not very relaxing. Most people I talk to on vacation like the idea of waking up and deciding what to do once they see the weather. How far ahead would reservation and entry requests have to be made and how long a time does it give a person in the park to enjoy it and are there limits to the number of reservations someone can request in any given time period. If some of this is in the plan, I apologize as it is lengthy to read and study and I may have missed some of the dialect.

I wish I had some alternative solutions and believe me I have tried to come up with them. There is no criticism intended here, it is more a concern as to whether or not tax paying residents can continue to enjoy Acadia and if those on vacation will feel welcomed or more exhausted by the cost and planning ahead needed to enjoy the park.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 147

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Palm Beach, FL 33480
USA
E-mail: [REDACTED]

Correspondence Information

Status:Reviewed	Park Correspondence Log:
Date Sent: Jun 15, 2018	Date Received: May 15, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

I offer the following comments on the Acadia National Park Draft Transportation Plan.

1. The central problem addressed by the Plan is that of traffic congestion, principally, and at different times, on the Ocean Drive, on Cadillac Mountain, at Sieur de Mont, and at Jordan Pond House. The Plan proposes various solutions to this problem, but they all share the same fatal flaw: each solution would, in effect, curtail access to these areas and thereby limit the number of visitors permitted to enjoy the Park. That approach is wrong-headed. The objective of any valid Transportation Plan should be to reduce or limit traffic congestion while, at the same time, maintaining or increasing the number of visitors that the Park can comfortably accommodate. That can be achieved only by increasing the availability of parking, through adding additional parking spaces or lots or enlarging existing lots, and/or substantially improving the availability of public transport both along the loop Road and throughout the Park generally. The current Plan should be withdrawn; the Park should devise a new Plan that deals forthrightly with the Park's long-term need to accommodate ever-increasing numbers of visitors.

2. The Plan identifies four alternatives. The first, Alternative A, proposes a continuation of the status quo. That alternative has the virtue of familiarity; it does not solve the problem of congestion, but it does preserve the Park as a natural haven that can be enjoyed by visitors and residents in a casual and spontaneous manner, without undue physical or legal constraints or bureaucratic interference. This comfortable status quo should not be changed or displaced unless and until a clearly superior alternative is identified. None of the Plan's three remaining alternatives is sufficiently fully described to allow a fair and thoughtful analysis and comparison with the status quo; they are, as yet, too vague, incomplete, and unfinished to warrant rejection of Alternative A. Matters relating to the practical administration of Alternatives B, C, and D must be spelled out in considerable detail before those alternatives can be properly evaluated; only then will it be possible to identify and select a new Park transportation and

usage scheme that warrants departure from the status quo.

3. The problem of congestion that Alternatives B, C, and D apparently are intended to address is purely seasonal, being most troublesome between roughly the beginning of July and the end of the Labor Day weekend. Yet those alternative proposals are not restricted just to the busy summer vacation season; they would apply from at least mid-May until mid-October and might be extended even further into the off-season. There is no justification whatsoever for imposing burdensome reservation requirements during the off-season and little basis for imposing such requirements in what may be described as the shoulder seasons of late spring and early autumn.

4. The proposed reservation systems are highly problematic and raise many questions. How would the reservation systems be administered? Would an application fee be imposed? Would limits be placed on the number of applications an individual or family can file? How long in advance could applications be filed and would reservations be granted? What fees would be imposed for reservations? Who would grant the reservations, and what criteria would govern the grant process? In the cases of Alternatives Band C, which envision five separate reservation areas throughout the Park, how would a vacationing family's legitimate interest in visiting each of these various areas over one or just a few days be met? As to Alternative B, for what blocks of time would reservations be granted, and would those blocks of time take into account the varied interests in hiking, cycling, sightseeing, swimming, dining, and so forth? As to both Alternatives B and C, why would reservations be required for each of the five areas at all times, even though the problem of congestion is far more intense at some areas and at some times than at others? Alternative Dis even more draconian, for it would, in effect, place an absolute limit on the number of persons privileged to enjoy the Loop Road on any given day; this raises many questions: as examples, how would that overall limit be determined? would reservations be granted sufficiently in advance to permit families to plan their vacations? would local residents be permitted some flexibility in making spontaneous trips along the Loop Road with visiting friends or family? All of these questions must be carefully considered and thoughtfully answered before any reservation system is adopted that radically changes the status quo.

5. Right-lane parking is a particular problem along the Ocean Drive corridor, where it poses a risk to bicyclists and pedestrians. But right-lane parking should not be prohibited unless and until alternative parking arrangements are made available through the selective widening of portions of the Loop Road, the enlargement of existing parking lots, or the construction of new lots. On this point, Alternative C appears preferable to either Alternative 8 or D.

6. The obvious result of adopting any of the proposed reservation systems and any of the plans for eliminating right-lane parking would be to restrict the public's ability to access the Park using private vehicles. Yet the various alternative proposals say nothing, beyond vague generalities, about increasing the availability of public transport throughout the Park. The current bus service, which is generously provided by private funds but is not fully operational in the shoulder seasons, is inadequate to meet current needs and would be completely overwhelmed by an influx of vacationers denied the privilege of using their own private vehicles. If the Park intends to reduce the number of persons who can visit using private cars, it has a duty to the public to provide alternative transportation. No proposed alternative that shirks that duty deserves serious consideration. The enhancement of public transportation needs to be a critical element of any new Park transportation plan.


7. The rationale for the proposed changes at Eagle Lake is not explained. Additional parking spaces, if

that is what Alternatives C and D propose, would benefit visitors; but the removal or relocation of restroom facilities that now conveniently service the carriage roads would obviously be counter-productive and would not address the problem of congestion.

8. The proposal for a new and enlarged Visitors Center, as in Alternatives B and C, has little direct relevance to the problem of congestion that presumably is the principal focus of the Transportation Plan. The existing Visitors Center adequately serves the needs of the visiting public. The funds that would be needed to replace the existing facility with a new and larger center would be better spent in providing additional parking throughout the Park and in providing expanded and improved public transportation. Moreover, since the existing Visitors Center does serve the needs and interests of visiting vacationers, it would be a serious mistake, and counterproductive, to demolish it, as Alternative D proposes.

9. In summary, Alternatives B, C, and D should be rejected. Those alternatives have the apparent and improper purpose of reducing the number of visitors who can enjoy the Park; they do this by imposing legal and bureaucratic obstacles to the use of private vehicles, without ensuring the availability of suitable public transport as an alternative means of travel throughout the Park. The current status quo should be maintained until the Park proposes a better, fairer, and less bureaucratically complex solution to the problem of congestion.

10. The Park has two major groups of constituents, with different needs and interests. There are vacation visitors who come from hundreds of miles away to visit the Park, sometimes as a once-in-a-lifetime experience. And there are local Maine residents, many of whom are members of Friends of Acadia and loyal supporters of the Park, who enjoy making spontaneous casual visits to the Park as weather, family, and job pressures permit. Alternatives B, C, and D harm both of these groups. Those alternatives would seriously complicate distant visitors' efforts to arrange family vacations, confronting them with uncertainty concerning the availability of reservations and then locking them into arbitrary reservation schedules. Those alternatives also would seriously interfere with the ability of local residents to make spontaneous casual visits to the Park; even at times when, by observation and experience, they know that there is little risk of congestion and obstruction. The Park must consider the needs and interests of these very different groups of visitors and devise a plan that permits both groups to continue to enjoy, to the maximum extent possible, the many and varied features that make the Park a wonderful place to visit.


May 12, 2018

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 148

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 29, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am in support of Plan B.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 149

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Northeast Harbor, ME 04662
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 28, 2018 Date Received: May 31, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We enjoyed your well prepared presentation.

In general: having to deal with a reservation system will decrease my usage and ability to visit my "neighborhood park." However, Acadia is a "National Park" and belongs to all!

From our view and usage the choke points (Cadillac, Jordan Pond, Ocean Drive and Sand Beach) should be handled now. Address these current headaches fore you and frustration for the visitor!

There is need for a long term plan that might include an off-island visitor center with 1st class bus transportation linked to the existing system.

Should the state tourism interest want a hotel/motel and downeast museum and visitor center close or in conjunction with an Acadia transportation hub/center?

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 150

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bass Harbor, ME 04653
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 15, 2018 Date Received: May 29, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Submitted by [REDACTED] of Bass Harbor, Maine
Email addresses: [REDACTED]
Cc: Friends of Acadia

BACKGROUND: The [REDACTED] family has lived on Mount Desert Island, primarily in Hall Quarry, since about 1903. [REDACTED] great-grandfather, was a granite contractor and quarry owner. His five sons worked in the quarries, ran a store, and sold fish to the large estates. His two daughters were school teachers and one ran the public library in Somesville for decades. [REDACTED] has been coming to Mount Desert Island and Acadia since she was a teenager. After we met, we started visiting the island annually and we have brought our children to explore Acadia every year. We built our home in Bass Harbor in 2005.

GENERAL COMMENTS

The proposed actions will ruin the Acadia National Park experience. Instead of freedom to do what they wish to do in Acadia whenever they wish to do it, visitors will experience frustration and anger.

Rather than improve accessibility the proposed actions will limit accessibility.

The essence of the perceived problem is one of economics - simple supply and demand. Inevitably, whenever government tries to manipulate a market, new and worse problems are created even though the market would have taken care of any supply and demand disparities on its own without any intervention by authorities.

The best features of Acadia are the large variety of activities available to enjoy and the ability to enjoy them spontaneously. Visitors have the freedom to enjoy the park where, when, and how they want to at

any hour on any day. All of the NPS proposed actions destroy this spontaneity and the power of choice.

If the perceived problems were affecting visitors' experience in Acadia, then the park wouldn't be seeing a steady increase in the number of visitors each year. With the plethora of information available to prospective visitors, including online public reviews, they would learn about any real traffic and parking and access problems and avoid Acadia. Clearly, that is not happening.

The Park Service ignores the fact that visitors are of all ages, health, wealth, abilities, and interests. Visitors make their daily decisions about how to enjoy Acadia's resources according to their individual needs and interests. By operation of those individual choices, usage of Acadia's resources is spread widely throughout the park every day.

The Park Service ignores that fact that it cannot control the weather! Yet the weather is the primary factor that determines what visitors decide to do in the park at any given time. The Park Service assumes that every day between May and the end of October will be bright and sunny and fine for a visit to the Cadillac summit or for a hike around Jordan Pond, and therefore every day must be regulated.

There are spots in the park that are more crowded than others, to be sure. But there are also many wonderful parts of Acadia that are usually quiet. The proposed actions will force people into those quiet spots and the crowding will spread. The government cannot change human nature. As the Park Service restricts access to certain areas of Acadia, traffic and congestion will inevitably move to other areas of the park, creating new problems in those spaces.

RESERVATION SYSTEM

The National Park Service ignores several factors that render most, if not all the options, wasteful, counterproductive, discriminatory, and unfair.

Any reservation system will be the ruin of Acadia by turning the park into Disney World. Anyone who's been to Disney World knows the necessity working long hours on the computer of booking restaurants and getting "fast passes" to the theme park's attractions. An entire industry of Disney consultants has grown up to help people deal with the overwhelming prospect of dealing with it all! The NPS's proposed actions will change Acadia from a wonderful, spontaneous place where visitors can plan a great vacation by simply booking an accommodation and deciding what to do after they arrive into "Disney World North" where it will be a necessity to sit at a computer and plan in detail months in advance what they want to do, then pay for the reservation and pray the weather cooperates.

Nearly all activity choices on Mount Desert Island and in Acadia are weather-driven. If it's a day MDI is fog-bound, no one will be making the drive up Cadillac. If it's raining no one will be walking around Jordan Pond. However, if that's when a visitor had a paid reservation to park at the Cadillac summit or park at Jordan Pond, then what? They will either have to give up on enjoying that aspect of Acadia or they will have to compete with current and future visitors for time slots on the other days of their vacation. They will have to be tethered to a computer system instead of enjoying their stay.

Far from increasing access, the proposed reservation system will limit access. Now, usage is free to anyone and everyone on a first-come, first-served basis and there are absolutely no limits on the flexibility enjoyed by people and Acadia can fully accommodate all visitors who make their decisions about where to go and what to do based solely on their abilities and interests and the prevailing

weather. Any limit on freedoms is a restriction on access and to say otherwise is a blatant untruth.

Today, visitors to Acadia have to do only one thing in advance of their visit - reserve accommodations. The National Park Service's proposed actions will tether visitors to computer systems as they try to make and change reservations to visit the most popular areas of the park. The Park Service assumes 1) that there will be high demand all day, every day from June through October, and 2) that everyone with a reservation will actually show up. If all reservations are taken for a given time of a certain afternoon, but only 24% of the cars with reservations actually show up, then the Park Service will be limiting access to an Acadia feature despite the fact that there is no actual overcrowding problem!

The Park Service proposes that once a vehicle has passed onto the Park Loop Road, or onto the Cadillac summit road, or into a lot at Jordan Pond, etc. there is no limit to how long the visitor can stay at those locations. That is a good thing because limiting time to enjoy those sites will utterly destroy whatever enjoyment level Acadia still offers after the Park Service is finished wrecking it. Forcing visitors to buy reservations will ensure that they stay in each location as long as possible because they won't be able to get back again. Therefore, a visitor who paid for a park pass and also spent time and money getting a reservation may nevertheless still encounter a lack of parking, especially if the Park Service eliminates right lane parking along the Park Loop Road! There will be frustration and rage when that inevitably happens. Furthermore, right lane parking will happen anyway as drivers queue up in the right lane waiting for parking lot spaces to open up!

The proposed reservation system will have to be so complex and account for so many ever changing factors that it will 1) cost a fortune to design, 2) cost a fortune to implement, 3) require full-time IT employees to run it and maintain it 24-7-365, and 4) inevitably malfunction and perhaps crash. The costs and frustrations visitors will experience will likely cause the system to be scrapped eventually. All these issues will be experienced even if everything goes smoothly, on time, and works perfectly. But it is well-known that the government has demonstrated time and again that it is incapable of designing and maintaining a smoothly running and efficient computer system, especially not one like the one proposed for Acadia which will require hourly changes to account for actual visitor levels and weather.

Requiring reservations will make it impossible for photographers and painters to engage in their hobbies and livelihoods because most often they are seeking a particular set of lighting, surf, and weather conditions.

On fine weather days, many people enjoy sitting on the cliffs for a few hours reading and simply watching the birds and lobster boats. Such pleasures will be eliminated because people who want to spend a morning or afternoon that way won't be able to do so unless they get a reservation first.

Requiring reservations will ruin the spontaneous nature of Acadia and will, in fact, deprive visitors of the full enjoyment of the park. As of now, if it's a foggy day on Mt. Desert Island, people will not flock to Cadillac Mountain. However, if it's the day you had reserved, then you're out of luck. No Cadillac Mountain for you this year! Your only alternative will be to get up at the crack of dawn the next day and sit in front of the computer repeatedly clicking to see if your family can get another time slot. How enjoyable will that make the family's Acadia experience?

RIGHT LANE PARKING

It does not make sense to propose eliminating existing parking when the primary perceived problem

that needs to be solved is inadequate parking!

Parking in the right lane has been permitted for many, many years and has worked well. Any stoppage due to a driver parallel parking in to an empty spot is minimal and is something drivers see everywhere in the country. What is the actual number of accidents and injuries caused by parking in the right lane?

The Park Service eliminated the roadside parking near Jordan Pond and now the Park Service claims there is a parking problem.

JORDAN POND, ECHO LAKE/ACADIA MOUNT AIL TRAILHEAD

The crowding at Jordan Pond and Echo Lake/Acadia Mountain Trailhead arises from the fact many different activities take place in both places - dining, shopping, biking, and hiking at Jordan Pond, and hiking and swimming at Echo Lake/Acadia Mountain Trailhead.

Each of those activities takes a very different amount of time to complete, and a few of them can take most of a day.

The very first question a software designer is going to ask the Park Service when the work on a reservations system begins is going to be, "What reservation intervals are going to be needed?" Unlike in a restaurant where there is one activity (dining) and the proprietor knows the average time diners need, at Jordan Pond there are many activities going on separately and joined together. It is impossible to determine how much time a visitor who needs to park at Jordan Pond will be there.

Anyone who wishes to enjoy tea, lunch, or dinner at Jordan Pond is well-advised to call for a reservation. The Park Service's proposed reservation system will mean that diners at Jordan Pond will have to make three coinciding reservations - one to enter the Park Loop Road, one reservation to park at Jordan Pond, and a third reservation to dine at Jordan Pond!

MAKING PARK LOOP ROAD ONE WAY ITS ENTIRE LENGTH

This proposal is counterproductive if the Park Service is truly concerned about traffic congestion and 'global warming'.

Currently, people wishing to get to Jordan Pond or to the Bubbles can reach those sites either from the north or the south because the roadway there is two-way. Making the Park Loop Road one way its entire length will force drivers to enter the Park Loop Road far from their destination and travel through the Ocean Drive/Sand Beach/Thunder Hole corridor that the Park Service says is too crowded already.

REVERSING PARK LOOP ROAD DIRECTION

The proposal to reverse the driving direction on the Park Loop Road from clockwise to counterclockwise is just plain stupid. It's a perfect example of a bureaucratic pride in 'thinking outside the box' regardless of how dumb the idea produced.

Every scenic view is designed to be seen by drivers going clockwise. To reverse the direction will be to hide the scenic views.

Moreover, Bar Harbor is wrestling with its own traffic and parking problems. To reverse the Park Loop

Road direction so that it dumps drivers into Bar Harbor will only exacerbate those issues.

PARK LOOP ROAD PARKING

The proposed actions assume that everyone entering the Park Loop Road wants a parking space, but often people drive along the road simply to enjoy the scenery.

EXEMPT MOUNT DESERT ISLAND PROPERTY OWNERS FROM THE RESERVATION SYSTEM

Unlike every other national park, Acadia is set in the midst of towns and villages where people have lived and worked long before Acadia National Park was created. Many people make Mount Desert Island their home for all or for half the year.

Indeed, Acadia wouldn't exist if it weren't for property owners on Mount Desert Island donating their land to create the park! The Park Service continues to accept donations of land to expand Acadia.

Homeowners on Mount Desert Island pay taxes that support the roads and facilities that are integral to Acadia visitors' ability to get around and enjoy the park.

Homeowners and landowners donate to the various organizations and causes that are dedicated to the maintenances and improvement of the park.

Homeowners make up the bulk of the volunteers who help maintain trails and other facilities in Acadia.

In recognition of these important historic and current contributions to Acadia made by homeowners on Mount Desert Island, if a reservation system is established then Island homeowners and taxpayers should be exempt. That can be easily accomplished by issuing special passes that permit travel and parking throughout Acadia without reservations. Homeowners will still purchase park passes.

KEEP HULLS COVE VISITOR CENTER OPEN

Closing the Hulls Cove Visitors Center will be a great mistake.

Families do not arrive on Mount Desert Island solely during business hours. Closing Hulls Cove will mean that families arriving at night, sometimes late, will have to drive back off the island to Trenton the next day.

MISCELLANEOUS

The Park Service complains about poor compliance with obtaining park passes. If there is a problem, it is not with visitors' compliance, it is with the Park Service's poor enforcement. We have been coming to Mount Desert Island and Acadia for decades and never once have we seen a Park Ranger checking for passes!

CONCLUSIONS

In our opinion, the Park Service should elect Option A - No Action and at the same time build parking and expand parking where it is needed, including again allowing parking along Jordan Pond approaches.

The Park's founding fathers established it to preserve Acadia's beauty so all people could enjoy it as they see fit. The Park Service's proposed actions will destroy that legacy.

The Park Service's proposed actions are typical government overkill. Instead of allowing a perceived problem to solve itself, the Park Service proposed actions involve high levels of expense and regulation.

Instead of using a technology-powered sledge hammer to kill a moth, the Park Service should begin with the least invasive and expensive methods and only move to more expensive and invasive steps if the initial attempts do not solve the problem.

For example, instead of creating an expensive reservation system (that will not work for years as design flaws and bugs are worked out), why not simply use a "one-out-one-in" approach at Cadillac once parking capacity is reached? A volunteer or minimum wage employee can be posted at the entrance and when a car leaves Cadillac a car can be allowed up. That's easy and efficient and the cost will be very low or nothing. In fact, the Park Service already does this when the summit parking is full.

Do not spend enormous amounts of money on a computer reservation system that will not work well and will inevitably require years of expense and manpower to continuously re-design, tweek and maintain before it is ultimately scrapped. Instead, use common sense, low-tech measures first that will have lasting value, such as new and expanded parking facilities.

The proposed actions will cause far more problems than they ever will solve. Every time government attempts to restrict market forces it inevitably creates more and worse problems. Any of the options will ruin the essential spirit of Acadia and the visitor's experience.

With all of Acadia open to visitors on a first-come, first-served basis, I always look forward to having friends and family visit. Reading these proposals, however, has turned happy anticipation into dread. Instead of having happy, relaxed friends and family arrive and THEN decide freely what they want to do and where and when to do it, if these proposals are adopted, then everything will depend upon the result of hours of advance coordinating and time on line trying to get reservations, perhaps in vain.

When a visitor buys a pass to Acadia they expect to be able to enjoy Acadia as they see fit. It is going to be a rude awakening to discover that the pass itself does not allow them to enjoy the park as they see fit and they have to spend more time and money to get to the most popular sites according to a regimented schedule.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 151

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 17, 2018 Date Received: Jun 17, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am concerned that the transportation plan as written does not take enough steps to mitigate the impact of the increase in visitors. In my opinion, this transportation plan is an opportunity to be forward-thinking and visionary in the park management. The current plan does not look far enough into the future.

Some points against the transportation plan:

- The proposed reservation system will cap car presence in key locations, such as the top of Cadillac, Jordan Pond, and Sand Beach. However, when asked what the cap might be for the Sand Beach location, John Kelly stated that they were proposing 3,000 cars. On the busiest days, 3,500 cars come through the fee booth. In my opinion, this is not a significant enough difference to impact visitor experience - there will still be significant car traffic, noise, and congestion.
- At an info session at the Jesup Library, John Kelly stated that the park would not require reservations from taxis and cars for hire. Since most taxi services accommodate the same number of passengers and a regular family car, this means that the number of cars would not necessarily be reduced in key locations. This means that visitor experience would not be improved if visitors chose to take taxis into the park.
- Park staff was not able to describe the visual impact of the booths and requisite parking that would be required for the reservation areas. Some areas, such as Cadillac mountain, could be significantly altered by added infrastructure. I personally feel saddened that more land inside the park will be developed.
- Removing parking along roadsides and 233 will possibly improve safety, but those people are not going to pack up and go home. This move is going to put pressure on other areas of the park that are

Correspondences - Transportation Plan - PEPC ID: 58482

already suffering from crowded parking lots and public spaces.

- As a local person, I use the park almost every day. I am dismayed that the transportation plan does not seem to make any allowance for local people. I will be very inconvenienced by a reservation system.
- The reservation system goes against the mission and ethos of the NPS. Our taxes pay for the park system and we should be able to access it without extra costs.
- The reservation system will require the park to shift to a punitive attitude towards visitors. More personnel will need to be hired to enforce the restrictions on parking and use. Visitors will be confused and upset when they cannot just drive into their favorite locations. I think that this will change the feeling of visiting the park, making more people feel angry and willing to break rules. There will be more confrontations between visitors and park staff.
- I cannot fathom why expanding the free bus system is not a part of the plan. I understand that it is hard to find drivers because of housing issues on the island. With the NPS vast resources, this should be a solvable problem. My brother works for a cruise company in Alaska, and they hire bus drivers from all over the country, attracting them with competitive wages and housing. Can't the NPS do the same?

What the park COULD be:

- An expanded bus system and limited or no cars on the Loop Road.
- OR incentivize public transportation to improve visitor experience. Why not give deep discounts to those who take the bus, ride bikes, or walk?
- Close Cadillac Mountain to cars. It should only be open to bus traffic, and it is crazy that the Explorer does not go there! While it is good for local tour companies, it would be better for visitors if they could take a free bus!
- An improved visitor experience. With fewer cars, visitor experience improves. People enjoy nature and quiet, instead of traffic jams and horns.

In conclusion, as a national park, I feel that Acadia has an obligation to show the way forward to responsible stewardship of the land. Allowing every family to drive their own car through the park is a 1950's mentality that needs to be shifted.

I feel that the park has an obligation to come up with more green, local-friendly solutions to our overcrowding problems. Thanks for taking the time to read my comments.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 152

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 18, 2018 Date Received: Jun 18, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I agree that the visitor experience would benefit from some restrictions on parking. Of the alternatives mentioned, C is the most palatable. However, I do think that the experience of those of us who live on MDI because we love Acadia must also be considered. Many of us volunteer at the park and support local organizations which work with the park, such as Friends of Acadia and the Maine Coast Heritage Trust.

I have several comments on Alternative C.

The Draft Plan states that no one will be denied access to the park, because the Island Explorer is available. For many of us who do not live close to Route 3 or Route 102, this is not the case if you live on In addition, the buses are often full. Driving to Halls Cove to park only to take a bus from the Visitor Center is uneconomical, time consuming and polluting. I think it would make sense to have a parking lot with transportation on the Island Explorer to the Park Loop Road available on the west side of the island, to accommodate both visitors who are staying on the Quiet Side as well as those who live here. While there would be a cost involved, there would be fewer issues about disturbing the beauty and history of the park with a parking lot on the west side, since it is already disturbed. Visitors and residents will be much more likely to use the bus if it is convenient.

Cadillac Mountain is the major problem. While the Jordan Pond and Ocean Drive area are also very busy, there are many hiking trails which start from this area. Would it be possible to have some lots open at these locations which would be first come, first served? I'm not sure if the park reaps major benefits from the gift shops at Cadillac and Jordan Pond, but if not, removing these and relocating them to the Visitor Center might shorten visits to these areas.

RV's and vehicles which do not fit into a normal parking space should be not be allowed to park. Most camping areas are on the Island Explorer routes.

Correspondences - Transportation Plan - PEPC ID: 58482

The assumptions used in C are that reservations would be required from mid-May through mid-October. At this time, there is not a lot of traffic in May and June. While the plan may be anticipating more traffic if visitation can be shifted from July and August to these earlier months, such a shift will likely be limited by the school calendar. I would suggest that reservations be required from July 1 rather than mid-May (with the possible exception of Memorial Day weekend). If traffic becomes too burdensome, the starting date for reservations could be moved forward. I agree that September and October have become more popular, but question if reservations are necessary at all three locations. Perhaps requiring reservations for Cadillac through mid-October would be a good solution, with the requirement for reservations for Ocean Drive and Jordan Pond ending in early to mid-September.

I think tourists visiting Acadia for a week may really wanted to maximize their flexibility while here. That could be easily done by making a reservation for each of the three sites for each day of their visit. I expect that the cost of a vacation for a family may cost several thousand dollars for lodging, airfare, meals, car rental and so forth. The cost of making 21 reservations at \$5 each would be \$105 and at \$10 each would be only \$210, rather small in comparison with the total cost of the vacation. If many visitors take this approach (which I think they will), a potential visitor may find that virtually no reservations will be available, even if they try to book early in the season. The statement that unused reservations will open up space is not really helpful for those who want to ensure they can see certain areas. A solution to this would be to limit the amount of reservations which can be make for one license plate. Airlines have systems which can prevent multiple bookings, so the technology should be available. This is not to suggest that a visitor can make only one reservation for each area, but rather that it be capped at a reasonable number, such as 2 reservations for each site per week.

Finally, volunteers are very important and cost effective for the park and volunteering should be encouraged. I believe I read that volunteers contributed over 73,000 hours in 2017 with a calculated value of almost \$1.8 million, which is a huge benefit to Acadia. In order to keep volunteers, those that need to park at a particular location need a place to park. In addition, the park might consider giving some perks to volunteers (for example, some amount of reservation free parking) in order to encourage more volunteering.

Thank you all for your hard work in developing alternatives for these difficult issues and thank you for taking the time to consider my input.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 153

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Salem, MA 01970
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Master
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia is one of the most beautiful natural area I have ever seen in my many years of spending part of the summer in Maine. As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 154

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Glen Spey, NY 12737
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Acadia NP is a nightmare. The traffic is the problem. Provide parking lots and shuttle buses. The experience of the park is not worth the trouble and anxiety of the traffic. Never thought I'd say that about a National Park. Thanks.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 155

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Stoughton, MA 02072
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I first visited Acadia in 1968. It was a wonderful experience then, but now I would only want to visit in mid-winter when I hope traffic will be minimal. Cars and nature do not belong together. Heavy traffic adversely affects nature for a significant distance from roadways.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 156

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Montoursville, PA 17754
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

It's important to maintain the status of this park as a place to "get away" and enjoy nature.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 157

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Sarasota, FL 34231
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia was the very first "National Park" I camped in as a teenager (1961!). It truly open the "world of wilderness" to me and I continued my exploration of that world. Even now in my 70s I continue to explore our natural wonders here in the USA.

Yet I also realize that onslaught of population growth suggests others may not have the same experience I enjoyed so many years ago. Clearly the challenge is how to insure and assure others may have a similar eye-opening" experience as I did so many years ago.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over just the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic. Such a situation benefits no one seeking the beauty and tranquility Acadia provides.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Correspondences - Transportation Plan - PEPC ID: 58482

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Such a plan also allows for NPS to plan appropriately to accommodate visitors, assuring their positive experience of Acadia's beauty, not congestion.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature of the sender.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 158

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Robersonville, NC 27871
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

National parks have been an important part of our annual vacations. Just last summer, we visited three parks in Arizona. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 159

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Canton, CT 06019
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

Hello, I have been to Acadia and deeply appreciated its beauty. I can certainly understand how everyone wants to see it too, but it seems like the parking reservation system would really help manage what is becoming a huge traffic jam - exactly the opposite of what Acadia was intended to be. Please implement this new parking reservation system to save the core goal of the park - to be a place to enjoy nature (not cars). Thank you.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking

Correspondences - Transportation Plan - PEPC ID: 58482

reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 160

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Huntington, NY 11743
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. I've been going to Acadia and camping at Blackwoods for about 25 years and I cherish my time there. The shuttle buses, sponsored by LL Bean, seem to be very helpful in reducing some of the traffic congestion in the park and it would be wonderful if more people would use them regularly.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 161

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cathedral City, CA 92234
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential ([Master](#))

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.
Its working in Yosemite!

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 162

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Newton, WV 25266
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. I have visited many of our national parks and Acadia is one of my very favorites. We always use the bus system that serves the park because of the parking situation but I do believe this parking reservation system

would help ease the congestion.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 163

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Las Vegas, NV 89117
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I was in Acadia three years ago, and the traffic was terrible. It would be nice if you could do something about it before I return.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 164

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Washington, DC 20008
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I also support increasing fees to visitors using all park facilities. The wear and tear on these resources should be subsidized in order to maintain their environments.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 165

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ringgold, GA 30736
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 166

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Aspen, CO 81611
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

So much of our wilderness has already been ruined by development, drilling, pollution, and logging.

Enough is enough!

The wilderness is supposed to be a place of peace and quiet for us, and the wildlife which live in it!

The animals are running out of places to live and be safe. Our wildlife are under threat from so many angles. They desperately need to be protected, mainly from humans.

Life is hard enough for people, let alone the animals.

Can't we please offer them some much needed help?!

PLEASE save the ACADIA NATIONAL PARK for all future generations before it is permanently ruined. Some damage cannot be undone!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring

Correspondences - Transportation Plan - PEPC ID: 58482

the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 167

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Albuquerque, NM 87106
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.
How about a shuttle bus system?

Sincerely,

A dark, horizontal, irregularly shaped redacted area, likely covering a signature or name.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 168

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Marietta, GA 30068
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 169

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Sterling Hts, MI 48314
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool .

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 170

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98199
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

This year will be my 3rd attempt to visit Acadia. I go to the national parks for a relaxing peaceful experience . Please help us get away

Correspondences - Transportation Plan - PEPC ID: 58482

from traffic, too often a part of American life.

Sincerely,

A thick, black, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 171

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Henrico, NC 27842
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. The reservation could also be for bus tours to certain popular sites. The buses would be natural gas not petrol thus reducing the ecological footprint cars put on the park.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[Redacted signature]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 172

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Riverside, RI 02915
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. I know from personal experience that parking

reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 173

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Laguna Beach, CA 92651
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

Acadia National Park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Thank you.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 174

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

However, I do NOT support the NPS plan for a reservation system for Loop Road, Cadillac Mountain, and Jordan Pond House. It will ruin the "spontaneity" of visits for those of us who live on the island and love to grab our lunch or picnic dinner and head off to the rocks, for example. Or to catch sunset on Cadillac...when it's going to be a good sunset....which isn't every day! A reservation system will bog everything and everyone down...and it's another money maker probably for a third party who will operate the reservation system.


Let's get cars off the island and go back to an idea that was already

Correspondences - Transportation Plan - PEPC ID: 58482

floated: have a parking area in Trenton and the LL Bean buses shuttling people onto the island to wherever they want to go. We can have some kind of system that allows summer residents and full time residents access to the island...a sticker or tag will do. Perhaps the staging area can be somewhere on MDI and the buses would restrict people who want to visit certain places by requiring that they grab a bus to get there...I don't know particulars...but let's not get into reservation systems!

Thank you for considering my views .

Sincerely,



PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 175

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Nashville, TN 37204
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. It's the right thing to do!

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 176

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Guilford, VT 05301
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

- --All that nature/wildlife, peace, and abundance of trees and they are being hurt by the traffic. It is the they who need protecting and wildlife must be stressed by it all (I would be if they were in my home). I don't know what the solution is but miles of traffic is not it.-

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 177

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Denver, CO 80237
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia National Park, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion, which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 178

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Muncie, IN 47304
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

Dear Kevin Schneider,

I love Acadia, and want it to be a pleasant place to visit, generations from now!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 179

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Wheat Ridge, CO 80033
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike. We all love to be able to go where we want, when we want and how we want but that is resulting in a mess for everyone.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 180

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Reston, VA 20194
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As a registered (in Calif.) professional environmental engineer and one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 181

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lakeway, TX 78738
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As two of the 1.3 million supporters of National Parks Conservation Association, we respectfully submit our comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, we support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering our views and for taking the lead on addressing traffic congestion at the Acadia National Park!

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 182

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
groveland, FL 34736
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. I've been to so many National Parks thru-out the United States, and have always been amazed, but Now we have a Jackass in the Whitehouse, and I fear for the Park system under Chump!

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 183

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Andover, MN 55304
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 184

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bethesda, MD 20814
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. This is a no-brainer solution!

Thank you for considering my views and for taking the lead in addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 185

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bloomfield, NM 87413
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

Ongoing traffic jams in national parks are unacceptable. As one of the 1.3 million supporters of National Parks Conservation Association, I am submitting my comments in support of the Acadia National Park Transportation Plan as described below.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[Redacted Signature]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 186

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Churchville, PA 18966
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. Acadia is our favorite NP as we've visited 8 times. We appreciate all efforts to improve the enjoyment of all visitors.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 187

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Nashua, NH 03062
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I would be more than glad to do my part when I visit. I would be more willing to visit with parking reservations in place.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 188

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Middlebury, CT 06762
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Thank you for supporting this request.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 189

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
North Wales, PA 19454
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I wish to submit my comments in support of the Acadia National Park Transportation Plan.

Our national parks, including wildlife and visitors, are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 190

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Burbank, CA 91505
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Using some sort of shuttle system can also be effective to help cut down on traffic. Especially for busier areas of the park Please do all you can to reduce the impacts of all these vehicles.. it does take away from the beauty of the park.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 191

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Asheville, NC 28804
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I have enjoyed National Parks for my entire 61 years and although it's great that more and more people enjoy the parks it's really important that they have a good experience, especially the kids. Given the issues in Acadia something needs to change.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.


As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,



PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 192

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ann Arbor, MI 48105
USA
E-mail: [REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: Jun 19, 2018	Date Received: Jun 19, 2018
Number of Signatures: 1	Form Letter: Potential (<u>Master</u>)
Notes:	

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I'm happy to know that people love our national parks, but don't let visitors love the parks to death. As more people learn to cherish Acadia, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike. This is no way to enjoy and benefit from one of our national wonders.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 193

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pensacola, FL 32504
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I strongly support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion, as well as the many other units in the NP System, such as here as GINS, in the Florida Panhandle. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 194

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Miami, FL 33243
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

I was fortunate to visit the Park with family at an off time of the season. What should be implemented is public transportation to take

Correspondences - Transportation Plan - PEPC ID: 58482

people through and out of the Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 195

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Portsmouth, NH 03801
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 196

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Westerville, OH 43082
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade.

Acadia needs a new way to manage vehicles within the park.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion.

Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 197

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Kisco, NY 10549
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

I love visiting Acadia and have done so several times. I'm glad many visitors are going there! But we do need to manage traffic better. Cars cause pollution and stress and can be dangerous to people and wildlife alike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 198

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Riverdale, UT 84405
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic....

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 199

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Trabuco, CA 92678
USA
E-mail: [REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: Jun 19, 2018	Date Received: Jun 19, 2018
Number of Signatures: 1	Form Letter: Potential (<u>Master</u>)
Notes:	

Correspondence Text

As a visitor of Acadian National Park in the recent past, and as one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 200

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Salt Lake City, UT 84103
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I suggest that you set up a shuttle bus system. That has been successfully used at many national parks.

The National Park Service's preferred parking reservation system would be a second choice. But a bus system would be a lot better. We need to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 201

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Palm Harbor, FL 34683
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential ([Master](#))

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Alternatively, creating or using off-site parking as is done in Zion NP is another alternative. Using shuttle buses to move folks around will reduce vehicle and congestion within the park. The parking reservation system does not appear to reduce traffic or the need for parking spaces.

Thank you for considering my views and for taking the lead in addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 202

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Phoenix, AZ 85044
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

I am fortunate enough to not have to plan my vacations for summer only and the numerous complains of traffic in this park made me schedule my 2016 vacation to Acadia in October for the primary reason of avoid crowds and traffic jams and yet even in October my family and I circled the parking area of Jordan Pond multiple times before a spot opened up. The park infrastructure is just not capable of handling the number of visitors and it leads to unwelcome consequences.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking

Correspondences - Transportation Plan - PEPC ID: 58482

reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 203

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Chicago, IL 60613
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

We leave our urban homes, in part to get away from traffic and stress: Transportation Planning is an important part of the National Park Service:

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature of the sender.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 204

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lincoln, MA 01773
USA
E-mail: [REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: Jun 19, 2018	Date Received: Jun 19, 2018
Number of Signatures: 1	Form Letter: Potential (<u>Master</u>)
Notes:	

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan as well as the entire National Parks system.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

In addition, I am in favor, though I take no pleasure in this, that the entrance fees be raised significantly. This will slow population as well as lower destruction of natural treasures such as petroglyphs, flora and fauna.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 205

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Philadelphia, PA 19128
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 206

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ocean City, NJ 08226
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn about and visit Acadia, the quality of their experience AND the park's ecosystem are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. Acadia needs a new way to manage vehicles within the park.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 207

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
New York, NY 10044
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I also don't want to see our wonderful Parks loved to death. So, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 208

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cedar Falls, IA 50613
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

IT SEEMS TO ME THIS IS A VERY IMPORTANT THING TO BE CONSIDERING; PARKS MUST REMAIN PARKS, NOT JUST ANOTHER PLACE FOR PEOPLE TO DEGRADE.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 209

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Morristown, NJ 07960
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

Below are my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park is impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

in light of the above, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 210

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Alverton, PA 15012
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

Please reduce the negative traffic impact in our National Parks. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 211

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Des Moines, IL 50317
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

I concur with the following from the National Parks Conservation Association and encourage you to adopt the NPS preferred parking reservation system. Thank you.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 212

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Waynesboro, VA 22980
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

How about limiting the number of visitors (cars) that travel through Acadia a day. People could be required to obtain a visitor pass , limited to once a year during heavy usage times. I know this sounds over the top but could be effective. Something to think about ?

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 213

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
East Ryegate, VT 05042
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

People just don't want to visit Acadia anymore because of reports of how congested it is. I actually discourage people who are visiting New England from going there, based on past experience. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 214

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Eugene, OR 97401
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I also support on/off bus/trolley systems similar to the Red Bus in Glacier NP for visiting scenic sights in our national parks. It made our trip much more enjoyable, especially for the driver.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, black, horizontal rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 215

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Union, NJ 07083
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Accordingly, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my comments and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 216

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Gran Rapids, MI 49525
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

We visited Acadia about ten years ago and traffic was not the concern it is today. This needs to be addressed to ensure the visitor experience stays a happy one.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 217

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Berkeley, CA 94704
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I respectfully submit my comments in support of the Acadia National Park Transportation Plan. I'm in California, and know firsthand the congestion problems faced in popular parks such as Yosemite and Yellowstone. Now is a great time to head off similar crowding at Acadia.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 218

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Coraopolis, PA 15108
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Rather than a preferred parking reservation system I would support some sort of shuttle bus service in and out of these areas.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 219

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Denver, CO 80237
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Our National Parks are getting loved to death. The cars spew pollution, destroy vegetation and scare off wildlife. Something needs to be done! I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 220

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ann Arbor, MI 48105
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Some of our parks are getting loved to death! Traffic ruins the experience for everyone!

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 221

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Fort Edward, NY 12828
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

I visited the Park in 1969 and in 2013. Beautiful place. The roads and parking need to be upgraded to handle the traffic and preserve the

Correspondences - Transportation Plan - PEPC ID: 58482

ecology and the beauty.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 222

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Rockaway Beach, NY 11693
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

All of National Parks, Forests and Wilderness sites are our cultural heritage - in the same way that Independence Hall National Park site is. Anyone who has been to anyone of our national parks knows how beloved they are. More and more people visit our parks every year: Independence Hall to be steeped in our democratic history and wilderness sites like Acadia to experience the natural splendor.

With more cars in Acadia Park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottle-necked by vehicle traffic. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Acadia needs a new way to manage vehicles within the park.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 223

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hackettstown, NJ 07840
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

As frequent visitors to Acadia we have learned to travel on park roads early morning or late afternoon. The park is loved to the detriment of its ecosystems.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 224

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
White Pine, TN 37890
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

What's wrong with you all for NOT FIXING THIS HUGE CONGESTION PROBLEM?
DEMAND BUSES...NOT CARS!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 225

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Tucson, AZ 85748
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I fully support reservation systems for all kinds of permits. I have also used shuttles provided at some parks and it is so nice to leave the driving to someone else so I can enjoy the scenery.

Thank you for considering my views and for taking the lead on

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 226

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
State College, PA 16803
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I support the Acadia National Park Transportation Plan.

The park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. This congestion is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 227

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Tigard, OR 97223
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As a frequent visitor to our national parks and a member of the National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people visit Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

For these reasons, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 228

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Oakton, VA 22124
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

We visited Arches in April and it too desperately needs a traffic management plan, likely incorporating a shuttle like Zion.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 229

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Tampa, FL 33602
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

We love to visit Acadia, and believe it is a very special gem within our national park system. We want to continue to be able to enjoy its amazing beauty. As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 230

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Rocky River, OH 44116
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 231

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Fairfax, CA 94930
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. One of the best vacations in my life was at Acadia, and I also cherish a memory of my mother and me eating popovers on the lawn of the (since-burned) cabin.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 232

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Charlottesville, VA 22903
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Parks are supposed to be fun, not irritating.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 233

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cary, NC 27519
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

This decision makes perfect sense. Please consider this as a serious option.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 234

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Estes Park, CO 80517
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Many of our national parks are seeing rapidly-increasing numbers of visitors. This results in degradation of resources and park infrastructure, as well as a less enjoyable experience. I visited Acadia last October and, by traveling early or late in the day, was able to see much of what I wanted to see. However, families find it

difficult to be out at these hours, and we need young people to love the land as much as we do. Reservations may not be a perfect answer, but it's time to try something different.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 235

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Coupeville, WA 98239
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

There can also be a limit on how many visitors can visit per day. That could be managed by a reservation/ticket venue.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 236

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Westford, MA 01886
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association and one who is fond of Acadia, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 237

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Massapequa Park, NY 11762
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Hi,
We visit Acadia 50 years ago as newlyweds and later with our children,
Now we would like to reprise our first visit. We have been hesitating
due to serious congestion and parking problems. This along has caused us
the pass on a visit these past few years. And to make matters worse
there is the cruise ship problem that can dump 1000s of people in the
park on a given day.
As one of the 1.3 million supporters of National Parks Conservation
Association, I respectfully submit my comments in support of the Acadia
National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife
and visitors are increasingly impacted by vehicle congestion which has
increased by 60% over the past decade. With more cars in the park than
ever before, popular sites like Thunder Hole, Cadillac Mountain, and
Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing
vehicle congestion on the roadway is degrading park resources, marring
the visitor experience and causing safety issues for visitors on foot
and bike.

Therefore, I support the National Park Service's preferred parking
reservation system to manage Acadia's parking lot congestion. Parking
reservations are an important tool to protect park ecosystems while

providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 238

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ogden, UT 84405
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 239

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Two Harbors, MN 55616
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

I love Acadia National Park. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 240

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Montrose, CO 81401
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

During a 1971 Eastern trip I found the park crowded- -we went to a private camp ground I see nothing has changed, except gotten worse. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 241

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Joshua Tree, CA 92252
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 19, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 19, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. I want to have a quality experience when I visit the park and a reservation system and other traffic controls will help achieve that. Plus, I can't stand the thought of visitors destroying the very thing they are coming to experience and enjoy. Something must be done.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 242

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 19, 2018 Date Received: Jun 19, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I support Plan C overall; however, don't start reservations until mid June, and only go through Labor Day weekend. Can also do reservations for Memorial Day weekend and Columbus Day weekend, but not otherwise in May or early June, and not in September and most of October.

During the "season" when reservations are required, end the reservations at 4 or 4:30PM; most people are heading back to their hotels then to clean up for supper. The only places where the reservations should go later in the day are Jordan Pond North Lot (for folks having dinner at the Pond House) and Cadillac Summit. That way folks could just go for a spontaneous ride in the park and visit places without worrying about reservations. Things are generally not crowded that late in the day, and it's a lovely time to enjoy the park in summer.

Extend Island Explorer Eagle Lake bike express through Columbus Day weekend; it currently ends a week before, and on Columbus Day weekend there are tons of cars parked alongside the road.

We like the Liscomb Pit parking lot for the Eagle Lake carriage roads, but would like the parking lot on the north side of the road to stay open. Don't have signage there; have all signs direct people to the new lot. But keep it open for those who like to use it in the winter for XC skiing over to Witch Hole.

How can you stop people from "gaming" the reservation system? Folks might make a reservation for every day of their visit, so they could keep all options open and choose to enter the park on the best weather days. This would mean lots of other people can't get into the park. Tourists might consider the cost of making seven days worth of reservations a small price to pay to maintain their flexibility and options. How to prevent that?

For the cost of a reservation, do you get to reserve just one parking lot? You should be able to reserve 3

locations within the park with the same reservation, since the times need to be sequential.

The reservation system will only work if the Island Explorer buses are extended to run when the reservations are in effect. Each year it's been hard to find enough drivers, and some years it shuts down earlier by a few days because of the driver shortage. How will you deal with that very real issue?

Some special accommodation needs to be made for local (MDI) people who might dash into the park for a quick walk after work, or something like that. The park is our backyard, and we enter lots of times for short periods of time. We rarely have a whole day to spend in the park, we are not on vacation. But the park is part of our lives, and we need some flexibility and some lower cost way to still make a reservation and access the park. Please don't forget the local people! Our situation is very different than the tourists, and worthy of special consideration!

Likewise, many local people volunteer regularly in the park. We need to be able to get into the park without having to pay, and we need to be able to park to do our volunteer jobs.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 243

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

There should be special access and/or parking for park volunteers. After serving as a park volunteer for 18 years, I have recently stepped down for my official volunteer duties. I continue to serve as a goodwill ambassador for the park, providing park information and directions to countless visitors to Acadia.

Other ideas for improved transportation in and around Acadia include:

- A parking deck at the upper lot of Sand Beach
- No longer abide by the 1992 "no new parking lots in the park" policy
- Have no private vehicles on top of Cadillac - have 4 constantly running vans looping up and down the mountain - shuttles only at the top
- Add a parking structure at the base of Cadillac at the existing turn off
- Increase the number of fee stations
- Add 4-5 times the number of buses and drivers making the bus system really usable for visitors and residents
- Have all bus riders be required to have a park pass
- Sell a pass for preferred access for volunteers and insiders
- When you volunteer, you get a preferred pass

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 244

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Jackson, NJ 08527
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I visited this beautiful park back in 1980 when I was thirteen years old. I was with my family and we did not have to suffer sitting through long lines of traffic. My memories were fond memories. I don't want other families to have only a negative memory of having to sit in traffic.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely, .

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 245

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Evansville, IN 47713
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

I have visited parks in the past and really loved them. I'd hate traffic to stop me. maybe you should let only as many people in as traffic allows and then when some people leave, let more in. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 246

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bainbridge Island, WA 98110
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

My husband and I have always wanted to visit Acadia National Park. Having just read about the traffic congestion there- -it is a popular place!- -I hope you can work to better control it.

And so, as one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 247

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Apollo, PA 15613
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Other parks have resorted to eliminating cars and substituting shuttle busses. This might work in Acadia.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 248

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Arlington, VA 22204
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

I'm taking friends to Acadia this summer and I worried when planning this trip that their first impression of the park may be hampered by the increased congestion.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 249

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Glover, VT 05839
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

I love Acadia National Park and have visited it many times over many years with family and friends. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 250

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
River Hills, WI 53217
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Our family is a long time champion of the National Park System. As the population of this country continues to grow without any thought by leaders as to how much is too much, it is time for the National Park Service to do things to protect the Parks from the erosion that is taking place from too much use.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 251

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Santa Rosa, CA 95409
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. I had an opportunity to visit Acadia and found the experience very enjoyable, and at the time (a decade or so ago), my son and I were able to travel through the park without any traffic issues. I hope something can be done to remedy this issue.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature of the sender.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 252

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Penn Run, PA 15765
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, and as someone who visited Acadia for a week last summer, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 253

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lakewood, CO 80215
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I love our national parks, and I understand that they are under increasing stress as visitorship increases and resources do not. As a supporter of the National Parks Conservation Association, I also want to express my support for the Acadia National Park Transportation Plan.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion.

I have used the parking reservation system at the Muir Woods and found it very easy to use. It enabled me to visit the park where I had not been able to in previous attempts. These systems are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 254

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Winter Harbor, ME 04693-0398
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

20 June 2018

From: [REDACTED]
To: Director, National Park Service

Subj: Acadia National Park Draft Transportation Plan and EIS Commentary

The draft plan requires additional, proactive considerations for the Schoodic Peninsula in order to be comprehensive. A significant weakness of the draft plan is its failure to recognize that visitor benefits and experience are not the same as vehicle benefits. Specific recommended actions are provided in Attachment 1. The opportunities for enhanced spontaneity in Attachment 1 include Island Explorer On/Off options plus biking and walking in comparative safety. Reservation of private automobile use to Handicapped/SERC employees/emergency and some local residents represents a proactive planning strategy that meets the goal of the 1992 NPS Plan & then existing levels of vehicle use. Points of concern with the draft plan are presented below, while Attachment 1 provides recommendations for inclusion in the final plan.

1. The draft plan only addresses the Schoodic Peninsula in Option A and would return to a 2005 timeline, ignoring continuing growth and the recent addition of the Schoodic Woods Campground. This would effectively constitute an attempt to ignore the present, rather than plan for the future.
2. Figures 16 & 17 only give data on Schoodic traffic thru 2014 (pre Campground).
3. What data exists to show that air & water quality have improved? (see Page 11)
4. Figures 2 & 3 also exclude consideration of the Schoodic Peninsula.
5. Table 4 dismisses the concept of no private vehicles, based entirely on MDI-specific considerations.

Correspondences - Transportation Plan - PEPC ID: 58482

The concept works at Denali and could here too.

6. Figures 9 & 10 omit Schoodic Peninsula visitor data.

7. Figure 12 does not provide data for the Schoodic Peninsula.

8. Alternative A would accept the development of traffic levels that would require corrective measures like a reservation system for Schoodic. (see Pages 104 & 106)

9. Study notes that proposed reservation system has the potential to increase traffic and visitors to Schoodic. (see Page 109)

10. Figures 21, 22 & 23 indicate a substantial reduction in MDI traffic count, but omit any data for daily vehicle traffic to Schoodic.

11. The proposed plan doesn't even include personal vehicle exclusions on known dates of Bold Coast Bike Tour. Thus it provides neither proactive nor comprehensive planning.

12. Appendix A; Trigger 1 enables action to prevent further decline (proactive) whereas the thresholds refer only to reactive corrections. Not the proverbial "Ounce of prevention versus pound of cure". To constitute a valid and comprehensive plan, Triggers need to be defined that will prevent degraded conditions, whereas Thresholds constitute corrective actions only after degradations have resulted.

13. The discussion presents a subtle and misleading transition from People at one time (PAOT) to Vehicles at one time (VAOT). Again, it is necessary to clearly recognize that visitor benefits and experience are not the same as vehicle benefits.

The recommended actions described in Attachment 1 address many of these issues.

Sincerely,

[REDACTED]

[REDACTED]

Winter Harbor, ME 04693

Attachment 1. Recommended Schoodic Actions

Background

The creation of the Schoodic Woods Campground signals considerable change and impact to the pristine eastern portion of Acadia National Park, as well as to the communities and people who live on the Schoodic Peninsula. Such change and impact includes both intentional and unintentional consequences. Without a detailed, formal environmental study and analysis, more unforeseen, than foreseen consequences are likely.

The National Park Service has repeatedly stated that a primary objective is to preserve and enjoy the existing experiences of the eastern portion of Acadia National Park. Given that the Sierra Club has extensive related experience and expertise, it may be prudent to recall their motto: 'Leave no trace'. Recent national press attention highlights the impact risk of Acadia National Park being "loved to death", located within a day's drive of the entire northeastern USA (& Canada's Maritime Provinces). It is intuitively easy to recognize the delicate balance between user experience and protecting the natural resource. This Transportation Plan needs to reflect on history, to use foresight and manage change as an opportunity, rather than an inevitable destructive element. Inclusion of a formal environmental study and analysis will provide such opportunity.

Correspondences - Transportation Plan - PEPC ID: 58482

Clearly the increased population and pressure associated with the Schoodic Woods Campground and proposed reservation system will make this a most challenging objective. Perhaps the greater challenge, however, is whether or not we have the will to achieve it.

Introduction

Nearly all have recognized the risks associated with the increased people that the Schoodic Woods installation and proposed registration system will bring. However, an even more insidious and potentially destructive element to the current experience can easily be ignored or neglected. That destructive element is vehicle traffic! The onslaught of cars, trucks, vans, motorcycles, and motorhomes could all too easily destroy the existing peace and serenity of the Park and peninsula. Do we have the will to recognize, face, and master traffic? That should specifically be incorporated into a comprehensive, pro-active plan. Recognize clearly that preservation of visitor experience is not to be equated with preservation of vehicle experience.

The included proposal is suggested as a good basis to maintain the existing serenity and experience without succumbing to the insidious traffic threat and congestion.

With the significantly increased availability of pollution-free Island Explorer bus service, most motor vehicular traffic within the Schoodic Peninsula would be unnecessary, as well as destructive as noted earlier. A readily achievable solution is to ban most motor vehicular traffic during the hours that the Island Explorer bus service is operating.

Discussion

The best classroom is without walls, and should also be without environmental pollution. To experience the natural environment, we must make informed decisions--including the one to remove unnatural elements (e.g., the automobile), or we simply fool ourselves as destruction accrues. With the Acadia Island Explorer already credited with over 7 million riders that eliminated 2 million private vehicle trips and thousands of tons of pollutants, who could responsibly invite traffic into an even smaller park area and still consider themselves to be a steward of the environment, let alone a Friend of Acadia? Rather than overstress the ecosystem and require future restoration activities, we have the clear opportunity to prevent damage by preserving a natural environment essentially unimpaired for this and future generations.

A good plan needs to preserve rather than deplete and only hope that future generations will be able to restore the natural environment. The proposed approach will maximize bicycle, hiker, and pedestrian use of the congested areas, rather than create roadside parking and congested area safety hazards. The proposal will also substantiate the need, benefits and funding validation of the Transit in Parks (TRIP) program. Indecision is itself a decision to do nothing while the precarious balance falls under the traffic burden, with its associated degradation, safety hazards, and environmental pollution. Will we decide to preserve or deplete the park's resources for this and future generations? Recognize well that short-term actions do have long-term consequences. Consider the Maine state motto "Dirigo", and ensure future generations share the same awe and grandeur that is ours today!

Lest such an objective seem unachievable, some considerations could be added. Obviously quantities of SERC employees currently drive to and from work in the Park. Carpools, ride-sharing and the Island Explorer could reduce their numbers; and SERC could be empowered to issue and manage a limited number of passes to effect smooth and economical operations. Likewise, it would be expected that visitors with handicapped licenses would be accorded the use of day passes to facilitate their enjoyment of the Park's beauty. In addition to emergency vehicles, those visitors with a National Park Service Golden Age Passport could be allowed entry into the Park, as well as a quota of local residents so long as total motor vehicle traffic remained below some pre-set daily total. Finally, to adequately manage this process, considerable data should be collected for the Schoodic peninsula, to include formal environmental study (including air and water quality).

To ensure preservation of the unique Schoodic environment, the below triggers should be established

rather than those thresholds cited (see Page 154):

Schoodic Point 50 PPV

Frazier Point 70 PPV

Little Moose Island 7 PAOT

Note that this proposal would still enable hikers and bicyclers to experience the pristine nature of the Park without the multiple hazards and impacts associated with unlimited traffic. Also note that vehicle drivers only experience a very limited appreciation of the park as they are required to focus on the road, thus missing much of the potential experience.

Conclusions

Informed decisions must be made to achieve opportunity from the challenge of change. Traffic presents a destructive element, both to the user experience and to the environment. We have considerable evidence that the Island Explorer both benefits user experience and preserves the environment.

We can prevent the problem now, or simply hope that future generations will somehow be able to restore the damage. Prompt and decisive action should be incorporated into the Transportation Plan to proactively impose Target criteria to limit vehicles, including criteria that would restrict essentially all motor vehicle traffic into the Schoodic Peninsula in favor of the Island Explorer service during the hours of Island Explorer operation. It should not be considered valid nor apply to the entirely different Schoodic Peninsula experience.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 255

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Belleair Beach, FL 33786
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. I had no idea traffic was such a problem in our National Parks. Although, I remember a trip my family took to California, in 1993, we tried to ride up to see the Red Wood trees, outside San Francisco. We saw them, but that was it. We were on a 2 lane road, cars parked, on both sides. We never got to park, and get out of the car, it was disappointing.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 256

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Haddon Township, NJ 08107
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Anything you can do to ease traffic congestion and reduce stress on the park's fauna, flora and geology would be a great advance.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 257

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Roswell, NM 88201
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, and someone who visited Acadia in the past few years, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 258

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Burdett, NY 14818
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

Acadia was an Important camping and hiking destination for my husband and me with our two toddlers in the early 1960s. It was not crowded, it was quiet, and we hiked all around with our kids in back carriers, which were a novelty at the time.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 259

Author Information

Keep Private: No
Name: Eli Simon
Organization: Atlantic CLimbing School
Organization Type: I-Unaffiliated Individual
Address: Po Box 514
Bar Harbor, ME 04609
USA
E-mail: eli@climbacadia.com

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: No

Correspondence Text

John,

I hope you are doing well! I sat down with Brad at AMG and we came up with some rough numbers in regards to parking spots we utilize at the various climbing spots in the park. We calculated for the absolute maximum we would need on any given day of the summer. Below is a list of the locations and the max parking we use:

The Canyon. This is the trail head for the orange and black trail on Champlain. Currently it is parking in the right lane of the Park Loop Road. We use this site infrequently but would have a maximum of 2 cars there daily

Pebble Beach. This climbing site can be accessed by two different parking lots. The thunder Hole parking lot and the parking lot just to the north. Max parking spots is 6.

South Bubble. This site can also be accessed by either of the two parking lots. The bubble rock (smaller lot) is closer to the climbing site. Max parking spots 4.

Otter Cliffs. Max parking spots 10.

Fabri Picnic area. Max parking spots 4

The South Wall/Precipice. Max parking spots 8

Gorham Mountain. Max parking spots 2

I also wanted to reiterate the fact that having our own vehicle onsite is our first line of defense in case of an EVAC and is a huge safety benefit for both climbing schools. It is also vital in allowing us the ability to pivot locations and customize each course based on the client profile, weather and climber activity. Please let me know what else we could do in hopes to help iron out some options for the climbing schools. I am happy to help in any way!

Thanks a ton for working with us and hearing us out. We really hope we can find a solution that works for both the park and the climbing schools in hopes to continue to facilitate amazing experiences for visitors in Acadia!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 260

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Richland, WA 99354
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly affected by vehicle congestion, which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 261

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Altamont, NY 12009
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association and someone who has visited Acadia National Park many times, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 262

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
San Francisco, CA 94122
USA
E-mail: [REDACTED]t

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Though my real preference is for parking to be outside the park and only electric vehicles allowed in (including electric buses).

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 263

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lake Saint Louis, MO 63367
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 264

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Richmond, VA 23233
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As a supporter of National Parks Conservation Association, I am submitting my comments in support of the Acadia National Park Transportation Plan. I am taking my family to Acadia next month, and careful management of this issue is particularly important to me.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 265

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Silver City, NM 88061
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: No

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Because my sister lives in Calais ME, I have been to Acadia many times over the last 50 years. It is a treasure and should be maximally protected.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 266

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Yonkers, NY 10701
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

Please help protect Acadia from a crush of too many people & cars. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 267

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
York, PA 17403
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I know that similar problems were addressed years ago in Denali National Park, which instituted a bus system to control traffic. That worked well, so I believe the proposed reservation system will serve Acadia well also.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 268

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ashland, MA 01721
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

More people are cherishing Acadia's landscape & wildlife. The impact is 60% increase in vehicle congestion in last decade. The popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park which are degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Please support the NPS preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 269

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Princeton, NJ 08540
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As a Maine native and one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. The success of the busing system at Grand Canyon National Park could be a similar model for Acadia.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 270

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Loveland, OH 45140
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

If this is rejected then you possibly could implement a mandatory shuttle to popular destinations and ban parking at the various shuttle stops.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 271

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Dumont, CO 80436
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As a supporter of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion over the past decade. With more cars in the park than ever before, popular sites are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 272

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Boston, MA 02210
USA
E-mail: [REDACTED]

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: Jun 20, 2018	Date Received: Jun 20, 2018
Number of Signatures: 1	Form Letter: No
Notes:	

Correspondence Text

I have yet to visit Acadia Park but there is a similar problem at Walden Pond, where I no longer go because I don't want to be part of the problem or sit in a traffic jam in order to be rewarded with nature.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 273

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Tallahassee, FL 32308
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Please take steps to reduce traffic congestion in Acadia so that visitors can enjoy the natural beauty of this treasure.

In addition to instituting a parking reservation system, please consider whether providing a tram, such as those employed in Yosemite, would be useful.

Thanks for protecting our treasured natural spaces.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 274

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

We live on MDI, surrounded by ANP, and strongly support their plans to ameliorate traffic congestion! As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 275

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Park City, UT 84060
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I thoroughly enjoyed my visit there years ago. I would love to go back but don't see the point the way it is now. It is such a shame, it is a beautiful park.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 276

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Leland, NC 28451
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan:

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. I would suggest using mass-transit-type vans to transport visitors within the park. This was done very well in Zion NP when I visited it.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 277

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Santa Monica, CA 90404
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Please accept my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 278

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
West Glacier, MT 59936
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am planning a visit to Acadia NP this September, I hope by then things slow down by then, but that may be wishful thinking. I live near Glacier, visited Arches and Grand Canyon NP's this spring, I avoided Yosemite Valley on three visits to the park in the last few years. I have seen how the Crown Jewels parks need a reservation system, or some way to reduce numbers/traffic. I would rather visit and enjoy the parks, even if I need a reservation that makes it difficult to schedule.

If we allow this to go on with no limits, we will be giving up our most special parks to the Europeans, Asians, and all those one time in their life visitors, who don't care how crowded it is.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring

the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 279

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Madison, WI 53703
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential ([Master](#))

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I am writing in support of the National Park Service (NPS) plan to protect Acadia and its visitors by better managing traffic and reducing congestion in the park.

As more and more people flock to Acadia National Park, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion, which reportedly has increased by 60% over the past decade. Popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond have turned into traffic bottlenecks.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87
Correspondence: 280

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hanover, PA 17331
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

A few years ago, I had the pleasure of visiting Acadia National Park, I marveled at its beautiful vistas, and enjoyed the trails and other amenities of the park land. Not having to fight traffic jams was another great plus!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottle necked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 281

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Kansas City, MO 64112
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I will focus my comments about National Park traffic to to Acadia. However, my wife and I have visited over 40 National Parks and the traffic problem in Acadia isn't the only one.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 282

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Olympia, WA 98501
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 283

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Roswell, GA 30075
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As we love our National Parks, it's good to know that they're so popular with travelers. It's not so good to know that the resulting visitor traffic has such a detrimental impact on the very environments these people come to see. I really hope some creativity will help to alleviate the troubles and preserve the systems and species who call the parks home.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while

Correspondences - Transportation Plan - PEPC ID: 58482

providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 284

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bronx, New York, NY 10465
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Let's Reduce Congestion and Protect Acadia National Park!!!!

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 285

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Valparaiso, IN 46383
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. The same problem is likely happening at other national parks so use what you learn from Acadia to benefit them all.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 286

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Allentown, PA 18109
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

[REDACTED]

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 287

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Worthington, OH 43085
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I have visited and camped at Acadia with my family twice and it is a wonderful gem in the National Park system. Let's not let it be marred by vehicular traffic.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 288

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Little Neck, NY 11363
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As someone who is lucky enough to visit Acadia at least once a year or once every other year, I can attest to the need for a traffic plan. Also, having visited RMNP within the last three years, I can say that the bus system in parks is superior to travel by car. I could see more out the large windows and by seating that is higher up than most cars. Really loved leaving the car and having someone else do the driving.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking

Correspondences - Transportation Plan - PEPC ID: 58482

reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 289

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Riverdale, UT 84405
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic....

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 290

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lacey, WA 98513
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

With the ever-growing human population putting a strain on our many resources, to include our parks, a parking reservation system has become necessary. I dislike that it has come down to this, but sometimes you have to do what needs to be done to help save these beautiful places.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 291

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Santa Fe, NM 87594
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

In the long run, it would be nice if the Congress allocated enough money to sustain and improve the National Parks.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 292

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Saint Paul, MN 55112
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Bikes available at the intro of the park. Buses for those who cannot bike. Incentives for walkers.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 293

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Chicago, IL 60626
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Ever since around the very first "EARTH DAY" (Wednesday, April 22, 1970), which was more than 48 years ago, I have spent literally thousands of hours in researching, writing, speaking, and organizing about solving a host of environmental problems. (These have included protecting the integrity of our National Park System-making sure that our national parks are funded and managed with longer-term wildlife and plant conservation, recreational opportunities, archeological/historical sites, and natural area preservation in mind.) Also, during this same time period, I have spent literally hundreds of hours as an experienced wildlife observer, an avid hiker, and an amateur photographer within a variety of natural areas. (These have included Everglades National Park/Big Cypress National Preserve in South Florida; De Soto National Memorial near Bradenton, FL; Denali National Park and Preserve in 'Interior Alaska,' Grand Canyon NP in Arizona; Great Smoky Mountains NP in North Carolina-Tennessee; Rocky Mountain National Park in Colorado; Indiana Dunes National Lakeshore along Lake Michigan in Porter County; etc.). ALONG WITH YELLOWSTONE NP (MAINLY IN WYOMING) DRY TORTUGAS NP (SOUTH OF THE FLORIDAS KEYS), AND BIG BEND NP (IN SOUTH TEXAS ALONG THE RIO GRANDE RIVER), I WOULD LOVE TO VISIT ACADIA NATIONAL PARK (IN MAINE).

THEREFORE, I RESPECTFULLY SUBMIT MY COMMENTS IN SUPPORT OF THE ACADIA NATIONAL PARK TRANSPORTATION PLAN!! As more people learn to cherish Acadia National Park, the park's landscape, wildlife species/populations, and visitors are increasingly impacted by vehicle

Correspondences - Transportation Plan - PEPC ID: 58482


congestion which has INCREASED BY 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond (which I would like to explore) are bottlenecked by vehicle traffic.

Acadia National Park requires a NEWER WAY TO MANAGE MOTOR VEHICLES WITHIN THE PARK! Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors walking or cycling.

AS A RESULT, I SUPPORT THE NATIONAL PARK SERVICE'S PREFERRED PARKING RESERVATION SYSTEM TO MANAGE ACADIA'S PARKING LOT CONGESTION!! Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

 Naturalist/Energy-Environmental Researcher

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 294

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Wichita, KS 67208
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 295

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Naperville, IL 60565
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

You might consider having buses transport people around like many of the western parks like Yosemite, Rocky Mountain, etc. do.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 296

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Nevada City, CA 95959
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential ([Master](#))
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I would like you to consider a shuttle service and larger parking availability on the edge of the park with walkways into the main park areas. Parking reservation systems are okay but they are problematic for many people who do not use devices. would you have a call in option? Also, I would recommend that there be some same-day spaces set aside as not all of us are always so sure of our plans in advance.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 297

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Portland, OR 97214
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I am an American citizen and am submitting my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 298

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bath, ME 04530
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Acadia risks being ruined for people, and great damage may be brought upon its natural resources if traffic is not strictly controlled.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 299

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Malibu, CA 90265
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access

This is an increasing issue at many of our national parks. But if we wish to preserve our parks for future generations, we need to take steps to reasonably control access. This will help visitors to have a better experience without lines of traffic, and it will preserve the habitat that we intended to protect in forming the park.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 300

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Edgewater, MD 21037
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in SUPPORT OF THE ACADIA NATIONAL PARK TRANSPORTATION PLAN.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

ACADIA NEEDS A NEW WAY TO MANAGE VEHICLES WITHIN THE PARK. INCREASING VEHICLE CONGESTION ON THE ROADWAY IS DEGRADING PARK RESOURCES, MARRING EXPERIENCE AND CAUSING SAFETY ISSUES FOR VISITORS ON FOOT AND BIKE.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 301

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Granville, OH 43023
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system as one way to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

In addition, when I was at national parks in Utah two years ago I was very impressed by the system of restricting cars in parks and providing bus shuttle service throughout the parks. I strongly advocate this as a means of addressing the congestion of car traffic as well

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 302

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Sabattus, ME 04280
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I want my grandchildren to experience and enjoy the wonders of Acadia safe from degradations from overwhelming traffic. Please don't let the beauties of Acadia be degraded by not managing the traffic there.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 303

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Houston, TX 77043
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia National Park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion. The increase in vehicles is making popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond a hassle to visit, thus marring the experience of visiting the park and causing serious safety issues as well as stressing the park's resources and ecosystems.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Thank you for considering my views and for addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 304

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
West Kingston, RI 02892
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Why not consider a system like Alaska and Yosemite where you have to park and get on a bus that does a loop to various locations and you can get on and off. The bus could be electric.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 305

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Victor, NY 14564
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Although I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion, I prefer the NPS mandate park visitors use the available shuttle bus system. Part of the proposed plan is to expand parking at the visitors Center to ease the transition. Only a select few, handicapped or special needs drivers, should be allowed into the park during peak periods. This system has been implemented at other parks, such as Zion, with success.

Thank you for considering my views and for taking the lead on
Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 306

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Elk Grove Village, IL 60007
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

I am in favor of this idea.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 307

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Keysville, VA 23947
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Limiting the access to park lands will benefit the park and help maintain the ecosystem therein.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 308

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Dallastown, PA 17313
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Fighting traffic and people congestion has become a problem everywhere in this country. I hope that you can do something about this in our

Correspondences - Transportation Plan - PEPC ID: 58482

National Parks. We need to have pristine lands to go to without all of the hassles of overpopulation constantly following us.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 309

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Kansas City, MO 64155
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Dear Kevin Schneider,

I have been to Acadia National Park and have seen the traffic problems. I have also been to Grand Canyon National Park both before the traffic restrictions and after the restrictions were in place. It was much improved after the restrictions were in place.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while

Correspondences - Transportation Plan - PEPC ID: 58482

providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A solid black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 310

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bainbridge Is, WA 98110
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I've been to Acadia several times over the decades since I went to college in Maine, and the park has always been a jewel of a place to visit.

On my most recent trip I was greatly dismayed at the huge increase in traffic at popular times and places. It's simply time to take action to make the Acadia experience about the park and not parking.

Much as I don't want to limit visitation, it is even less acceptable to degrade the experience of everyone there by allowing traffic jams and parking in the wrong places due to lack of space.

Please move ahead with plans to renew the natural experience at Acadia through traffic control.

I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 311

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pittsburgh, PA 15217
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. I look forward to progress on this issue.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 312

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Napa, CA 94558
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As a retired NPS employee I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 313

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Shirley, NY 11967
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

The last time I visited Acadia I used the very convenient and well run shuttle bus service...it was great.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 314

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Minnetonka, MN 55343
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

My husband and I have visited Acadia, and it is a wonderful, varied place. As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 315

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Vernon, WA 98273
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Adopt a "RESERVATION SYSTEM"!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 316

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Los Alamos, NM 87544
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Many American National Parks have already succeeded in developing a transportation plan that offers visitors access into the parks with less impact on the infrastructure along with a much more enjoyable experience. I worked with NPS at Bandelier National Monument; their collaboration with the city of Los Alamos to provide bus transport into the park has saved not only multi-millions of dollars in constructing new parking lots, but offer visitors door-to-museum-door transportation, a safe and comfortable ride along mountainous roads, the ability to watch the scenery, and, once there without the incessant cars circling the tiny parking lot, a much more peaceful experience. The Acadia Transportation Plan will offer the same much-enhanced experience. It works wherever it's offered.

I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 317

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lakeville, MN 55044
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park
[REDACTED]

Sincerely,

A thick, dark horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 318

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Knoxville, TN 37918
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike. We've been experiencing these issues for many years in the Great Smoky Mountains and the impact of too many humans shows in the scenery. Many of us don't even go to the park anymore because traffic is so bad, from the Interstate all the way through Sevierville, Pigeon Forge, and Gatlinburg to reach the park.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Not only should there be parking permits, there should be trolleys or small tour busses to pick people up at locations just outside the park & give various tour at a nominal

Correspondences - Transportation Plan - PEPC ID: 58482

fee.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 319

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lakeside, MT 59922
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Dear Kevin Schneider,

Having seen the same situation developing in Glacier, I am pleased to see some constructive action taking place.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 320

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Las Vegas, NV 89103
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Perhaps, instead of the government sending money to foreign governments they could use that money for the American People and their national

Correspondences - Transportation Plan - PEPC ID: 58482

parks. Start thinking Americans first.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 321

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Del City, OK 73115
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Please allow people to visit this park with less problems.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 322

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Colorado Springs, CO 80920
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Adopt Alaska's Denali National Park restrictions. No public vehicles. Only official National Park tour buses allowed.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 323

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Brooklyn, New York, NY 11217
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I support the plan
As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 324

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Egg Harbor City, NJ 08215
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As a lifelong visitor to Acadia, I see that the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 325

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Chesapeake, VA 23325
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

Acadia is one of our most beautiful parks. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 326

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Osceola, IN 46561
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you, National Park Service, for creatively preparing a "preferred parking reservation system" to help preserve Acadia National Park ecosystems from congestion problems.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 327

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hayward, CA 94541
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 328

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Marion, IN 46952
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. PLEASE!

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 329

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Madison, WI 53713
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As a supporter of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for your time.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 330

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Shrewsbury, MA 01545
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Pollution from idling cars in long lines waiting to park adds to global warming and air pollution. People with Asthma and respiratory problems would suffer more from this added air pollution.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 331

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Salem, OR 97302
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am submitting comments in support of the Acadia National Park Transportation Plan.

Traffic in Acadia National Park has increased by 60% over the past decade, negatively impacting visitor experiences and wildlife. Popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are sometimes totally backed up by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 332

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bensalem, PA 19020
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As an occasional visitor to Acadia National Park and one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic. I personally have experienced the congestion.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. I look forward to seeing some improvements the next time I visit.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 333

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Downers Grove, IL 60516
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

My family and I have visited many national parks including Acadia. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 334

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Two Rivers, WI 54241
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Yes (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. Other national parks have plans to reduce congestion which I have experienced and work well.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 335

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Shelburne, VT 05482
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 336

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bronx, New York, NY 10471
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Also, like many parks out west, you may need electric buses to bring visitors in and around the park, cutting down on traffic but allowing visitors that optimal park experience, Zion, Denali, and Yosemite have this in place to name a few. It's time for Acadia to get with the times!

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 337

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Tucson, AZ 85747
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

As two of the 1.3 million supporters of National Parks Conservation Association, my husband and I respectfully submit our comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, we support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

IT IS THE RIGHT, FAIR, JUST, HUMANE AND HEALTHY ACTION AND WE support NPS's plan to protect Acadia and its visitors by better managing

Correspondences - Transportation Plan - PEPC ID: 58482

traffic and reducing congestion in the park. WE NEED TO PRESERVE AND PROTECT ACADIA FOR EVERYONE NOW AND IN THE FUTURE!!!!!!!

Sincerely,

A thick, black horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 338

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Petoskey, MI 49770
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: Potential (Master)

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. Thank you for listening to me.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 339

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Tremper, NY 12457
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I love this park. Maybe we all do just a little too much. It needs help.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 340

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Arvada, CO 80003
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: Potential (Master)
Notes:

Correspondence Text

I have not visited yet Acadia, but it is on my bucket list. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 341

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cleveland, OH 44120
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. This will sustain the beauty for generations to come

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[Redacted signature]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 342

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Evansville, IN 47711
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 343

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Memphis, TN 38111
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Dealing with traffic in a park can definitely ruin what is to be a quiet, restful experience. Fighting traffic in the cities where many

live and work is bad enough.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 344

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Fairport, NY 14450
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

None of our National Parks were meant, when they were founded, to have the numbers of people visiting as is the case right now. Please do anything to protect our treasures (our National Parks), we all need to do our share but YOU are in a position to help preserve them for future generations.

There are ways to eliminate motor vehicles by simply using shuttle buses and thus having control over the number of people, at any time, visiting our parks.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature of the sender.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 345

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Little Compton, RI 02837
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Acadia is one of the most beautiful places on the eastern coast of the US. It was preserved by American citizens for the intent to be enjoyed and loved and protected and given to the National park system by these citizens to be protected forever by the National park system

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 346

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Averill Park, NY 12018
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My husband & I are planning a visit to Acadia in just a couple weeks. It's distressing to think that we will be dealing with over-crowding. I have never been to the park and have been looking forward for months to this trip. We have been to other parks and dealt with a lot of traffic. It takes the joy & awe right out of the vacation.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while

Correspondences - Transportation Plan - PEPC ID: 58482

providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 347

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Vashon, WA 98070
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: No

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic. Managing that increased vehicle traffic is crucial to preserve the integrity of this beautiful and important site.

Acadia needs a new way to address the issue of vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 348

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seattle, WA 98133
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

It's definitely time to address the traffic jams in our parks! I support your efforts to manage traffic in the Acadia National Park Transportation Plan.

People are loving our parks to death! Acadia is suffering from too many visitors. The park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Therefore, it's essential that Acadia find a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I wholeheartedly support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 349

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Howell, NJ 07731
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I personally visited Acadia National Park June first through fifth of 2018. Most of the time the experience was very enjoyable, but on those occasions when I visited the more popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond vehicle traffic especially parking availability was a distinct problem.

Acadia needs a new and different way to manage vehicles within the park. Vehicle congestion on the roadway is marring the visitor experience and causing safety issues for visitors on foot and bike and wildlife. I personally came within ten feet of hitting a deer about noon time. It is my understanding that deer normally rest during this time of day.

I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 350

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Terrebonne, OR 97760
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.
We do need to consider these options in many of our National Parks to preserve what we value.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 351

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Portland, OR 97213
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

WE HUMANS ARE EVERYWHERE. WE NEED TO STOP BRINGING ALL OUR TOYS AND PAY ATTENTION TO LIFE AND BEAUTY. WHAT WE DO HAS A CONNECTION TO SUFFERING. NOTHING WORSE THAN NOISE IN WILD LANDS. DO YOUR BEST TO PROTECT THESE WILD CREATURES AND LANDS.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 352

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Portsmouth, NH 03801
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Parks can only support so many visitors during any one period.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 353

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Melville, NY 11747
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As supporters of the 1.3 million people who need the National Parks Conservation Association, we are respectfully submitting comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, we support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering our views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 354

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Saratoga Springs, NY 12866
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one who has visited Acadia National Park many times, I am pleased to respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia might be my favorite national park. Yet I generally avoid visiting during the summer months because of the traffic congestion I have encountered in the past. As more people visit our parks, their experiences are diminished by the number of vehicles at key locations. The congestion also harms wildlife and visitors are increasingly impacted by vehicle congestion, clean air, and other park resources. In the case of Acadia, traffic has increased by 60% over the past decade, and popular places such as Thunder Hole, Cadillac Mountain, and Jordan Pond are overwhelmed by vehicle traffic.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for moving ahead to address traffic congestion in Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 355

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pasadena, CA 91106
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

There are management methods which have proved successful in limiting and controlling vehicle traffic at other locations.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 356

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Palm Desert, CA 92260
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Please support the Acadia National Park Transportation Plan.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 357

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Plummer, ID 83851
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Exactly help us all be green less auto fumes better air and human behaviour.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[Redacted Signature]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 358

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
White Hall, AR 71602
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Although I live in the South, I was fortunate enough to spend a few days in Acadia several years ago. I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 359

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Chesterton, IN 46304
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 360

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
West Seneca, NY 14224
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

We have to do something so we don't have more cars than wildlife. Destroying this beautiful park would be horrible.

Please do the right thing and support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for taking the time to read this letter.

Sincerely,

[REDACTED]

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 361

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pullman, WA 99163
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear Kevin Schneider,

I support of the Acadia National Park Transportation Plan. As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 362

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Santa Fe, NM 87501
USA
E-mail: [REDACTED]

Correspondence Information

Status: New / Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I visited Acadia two years ago and was astounded by the traffic, which greatly lessened our enjoyment of the Park..It seems clear that individual cars in the Park should be restricted and a better common transportation system instituted.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 363

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Los Angeles, CA 90018
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear Kevin Schneider,

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion - - which has increased by 60% over the past decade. With more cars in the park than ever before, vehicle traffic bottlenecks popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway degrades park resources, mars the visitor experience, and causes safety issues for visitors on foot and bike.

I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 364

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Troy, MI 48085
USA
E-mail: [REDACTED]n

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 365

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Allentown, PA 18104
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

If people want to visit Acadia, they will make a parking reservation. I know that I would / will.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 366

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Andover, MA 01810
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I feel fortunate to have visited this premier National Park in New England, so I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 367

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Traverse City, MI 49696
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Actually, I like the system many of the parks have adapted in that they use bus transportation.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 368

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Millbury, MA 01527
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

My family and I have visited the park on a handful of occasions and although we simply love the beauty of the park and all that it has to offer, the traffic and the congestion takes away from the enjoyment. We are concerned of the negative impact traffic will have on the park and highly support a plan that would creatively address the problem for the future integrity of the park.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while

Correspondences - Transportation Plan - PEPC ID: 58482

providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 369

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
West Milford, NJ 07480
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Acadia is my all time favorite national park. I grew up in MA and first visited Acadia when I was a sophomore at UMass, Amherst in 1966. I fell in love with it and went back many, many times, with my mother, father, and brothers, a best friend, and later my wife on our honeymoon as well as with our own kids over many years. I remember Acadia without the big crowds and more recently with overcrowding. It was a much more intimate and rewarding place to visit with reduced numbers of people. I greatly support efforts that will hopefully return Acadia to the intimacy I remember in my earliest days there. And perhaps when my own grown children return with their families, they can experience what

I did with mine.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark horizontal bar used to redact the signature of the sender.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 370

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Vienna, VA 22182
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I grew up just miles away from Acadia National Park. Back in the 50's & 60's we could visit Acadia with no crowds. Acadia has now been "discovered" and is justifiably a very popular park. But increased traffic now detracts from the enjoyment of this beautiful park. Managed parking and a park bus transportation system would help.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Correspondences - Transportation Plan - PEPC ID: 58482

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 371

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hadley, MA 01035
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear Kevin Schneider,

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

Acadia has long been one of my favorite places, since I first visited it almost 30 years ago.

But as more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 372

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lancaster, CA 93536
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Managing traffic in National Parks is increasingly necessary as so many people get out to enjoy these natural treasures. I've been to Acadia, and it is such a lovely pristine area - - blighted by too many vehicles.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 373

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Whitestone, NY 11357
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Thank you for your consideration.

Sincerely,

[Redacted signature]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 374

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Parker, CO 80134
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

We treasure our visit to Acadia back in the 1990s. As more people learn to cherish Acadia, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,*

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 375

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Greenwood Lk, NY 10925
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading lol park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

Correspondences - Transportation Plan - PEPC ID: 58482

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 376

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Inverness, FL 34452
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Unfortunately, with more and more people living on our planet that means heavy use of popular state and national parks. People go to parks to

Correspondences - Transportation Plan - PEPC ID: 58482

get away from the hustle and bustle of modern living. The last thing they want to experience is a traffic jam in a park!! Please institute a parking reservation system in Arcadia.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 377

Author Information

Keep Private: ☐ No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Milford, CT 06460
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My first visit to Acadia was in 1985. Since then, I have been to the park several more times, most recently 2012, so I have witnessed firsthand the growing problem of too many vehicles in the park and the problems they cause. Although the proposed parking reservation system would certainly help, I don't believe it will be nearly enough to cause a significant improvement in this situation. It's a step in the right direction and I am in favor of I, but this should be a first step in a more impactful and comprehensive plan to solve this problem.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking

Correspondences - Transportation Plan - PEPC ID: 58482

reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 378

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Murfreesboro, TN 37128
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Have you also thought that possibly building a permanent parking structure underground, could help alleviate this problem. I know it would be costly, but placing an underground parking structure of 5 or 6 floors would help alleviate this problem, and you could charge \$5 per day, per vehicle, and \$3 per day, per vehicle for people who have a

Correspondences - Transportation Plan - PEPC ID: 58482

Discover pass.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 379

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Salt Lake City, UT 84115
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Private vehicles should be limited as they are in Mt. McKinley National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 380

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Arcata, CA 95521
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

By better managing traffic you will be supporting Acadia National Park!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 381

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Plymouth, MN 55441
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As two of the 1.3 million supporters of National Parks Conservation Association, we respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike. In our last visit in 2011 there was no place to park at major attractions and no place to urinate.

Therefore, we support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Michelle and I can acquire those the same time as we obtain our camping reservations.

Thank you for considering our views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 382

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Vancouver, WA 98663
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As a 62 year old, i have spent most of those years visiting our national parks. Congestion totally destroys the nature experience. Providing shuttles and other means of decreasing congestion is needed!

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 383

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Camp Hill, PA 17011
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

My wife, daughter, and I saw first-hand the effects of all this increased traffic when we visited Acadia last summer. However, we rode the park's shuttle buses and avoided much of the congestion. Even so, our stop at Thunder Hole was very, very crowded with wall-to-wall people going up and down the stairs.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 384

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lakewood, CO 80227
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. I was in the Park last year, on a BUS tour. A nice way to see the Park.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 385

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Cheshire, CT 06410
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 20, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 20, 2018
Form Letter: No

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan. I have been to Acadia National Park AT LEAST ten times since 1995.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic. We have witnessed this personally.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike. The bus system supported by L.L. Bean has been wonderful, but even with that, it seems that Acadia needs more help with traffic.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 386

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Thousand Oaks, CA 91360
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

[REDACTED]
Thousand Oaks, Ca 91360

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 387

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Henrico, VA 23238
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park. We need to do everything possible to protect our national parks - - in spite of trump and Pruitt! Build the parking area.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 388

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mobile, AL 36609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am writing to submit my comments in support of the Acadia National Park Transportation Plan.

As more people visit Acadia, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are clogged by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike.

For these reasons, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 389

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Brookfield, WI 53005
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public accesus.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 390

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Canon City, CO 81212
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

I THINK LIMITING THE AMOUNT OF VEHICLES IN THE PARK AT ONE TIME ALONG WITH SHUTTLE BUSES WHICH WOULD REDUCE THE TRAFFIC. YOU COULD CHARGE A MINIMAL FEE FOR USING THE SHUTTLE BUSES. I AM NOT CONVINCED RESERVATION SYSTEMS WOULD WORK. I PROBABLY WOULD NOT USE THEM MYSELF.

Therefore, I am not in support of the reservation system. Perhaps it could be used in conjunction with the shuttle busses, but I do not feel it would be the total answer to the problem.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 391

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Carrollton, TX 75007
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Many of our National Parks need a Transportation plan to protect the Parks and environment. As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 392

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
San Diego, CA 92121
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Acadia National Park isn't the only one suffering from traffic congestion. How the National Park Service addresses the problem there matters elsewhere as well.

The National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion should be supported.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 393

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Melrose, MA 02176
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Please fix this!

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A thick, dark, horizontal bar used to redact a signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 394

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Maryland Heights, MO 63043
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As a supporter of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people discover the beauty of Acadia National Park, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past ten years. With more and more cars in the park, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

There definitely needs to be a new way to manage vehicle traffic in Acadia park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for your time.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 395

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Chester Springs, PA 19425
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I would like to submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Park traffic jams undermine the environment the NPS is attempting to create when visiting the parks. Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 396

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Grinnell, IA 50112
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Corral the congestion problem!

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 397

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Woodstock, GA 30188
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

The need of such a plan is obvious to anyone who has visited Acadia. Visitation has increased but park size had not. Thus a plan to manage the growth in visitation demands action. If nothing is done both visitors and park will suffer.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 398

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Toquerville, UT 84774
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Reservations for parking places may help the situation at Arcadia National Park but other parks have successfully used shuttles that stop whenever one wants to get on or off. I live near Zion National Park, another overloved area and congestion is a serious problem that has not been fully mastered there. Those who do not know of the parking rules may arrive and find they are out of luck to park because they didn't know the pre-registration rules.. Denali Park prohibits all car traffic within the park but does allow getting on and off at places as long as there are not breeding animal problems in the area. In Denali, when animals are spotted, the bus stops giving sufficient time to take pictures and comment about the animal and the life styles of animals in the area. Yellowstone of yester- year was as mess with everyone stopping to view wildlife, Shuttles are a beginning to the answer of too many cars.

Sincerely,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 399

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Stratford, CT 06615
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

National Parks allow us to escape traffic jams and our every day lives. Please do not allow the situation to get worse and ruin some of the remaining pristine places in the USA.

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on

Correspondences - Transportation Plan - PEPC ID: 58482

addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction box covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 400

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bell, FL 32619
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

My family began camping in Blackwoods and Seawall in 1965: my then 1 yr old daughter learned to walk in Blackwoods.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic. This needs to change.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike. I was appalled a few years ago on my last visit. (Although now a resident of FL, my summers in New England allow me that privilege.)

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 401

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Marietta, GA 30068
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

My family visited this park several years ago and absolutely loved it. I would support higher fees to help pay for some of the improvements.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Correspondences - Transportation Plan - PEPC ID: 58482

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 402

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
La Porte, IN 46350
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

I worked at Acadia during the summer of 1970 as a Student Conservation Association employee. I well helped Ranger Naturalists lead hikes, bike trips, and ocean cruises. I will never forget how wonderful it was to be in Acadia National Park for 3 months,,and how great it was to share my enthusiasm with the public.

As more people learn to cherish Acadia, the park's landscape, wildlife, and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic. That sure wasn't the case in 1970! It is terrible that others can't experience what I and others did all those years ago. A visit to a National Park shouldn't be remembered as a massive traffic jam!

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience, and causing safety issues for visitors on foot and bike. I used to drive those roads to my assigned meeting places with the public - can the Rangers even get to those sites now to lead hikes and bicycle trips?

Correspondences - Transportation Plan - PEPC ID: 58482

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access. Shuttle buses will be a great help to let people experience what I did almost 50 years ago.

Thank you for considering my views and for taking the lead on addressing traffic congestion at Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 403

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pittsboro, NC 27312
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have visited Acadia National Park and several other National Parks (some more than once.) As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 404

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Parkesburg, PA 19365
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

ACADIA IS BEING DEGRADED BY POLLUTING CARS - BY THE THOUSANDS!
PROTECT THE PARK, ANIMALS AND TOURISTS BY MANAGING THE CONGESTION.
THIS IS ONE CASE WHERE I WOULD AGREE ON AN INCREASE IN PRICE IN THE
SUMMER MONTHS.

As one of the 1.3 million supporters of National Parks Conservation
Association, I respectfully submit my comments in support of the Acadia
National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife
and visitors are increasingly impacted by vehicle congestion which has
increased by 60% over the past decade. With more cars in the park than
ever before, popular sites like Thunder Hole, Cadillac Mountain, and
Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing
vehicle congestion on the roadway is degrading park resources, marring
the visitor experience and causing safety issues for visitors on foot
and bike.

Therefore, I support the National Park Service's preferred parking
reservation system to manage Acadia's parking lot congestion. Parking
reservations are an important tool to protect park ecosystems while
providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 405

Author Information

Keep Private: No
Name: [REDACTED]
Organization: - None -
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 20, 2018 Date Received: Jun 20, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

1. Nothing will change unless there is more enforcement. Even enforcement of existing parking and traffic rules would be an improvement.
2. Empower parking attendants to issue tickets for parking violations. The sight of parking tickets on the windshields or parking attendants carrying ticket books will act as a deterrence to others contemplating illegal parking. Free up law enforcement rangers to enforce egregious moving violations.
3. Discontinue the allowance of parking in the right lane of the PLR as this practice being allowed in some areas encourages right lane parking in other areas.
4. Tow vehicles parked in such a way that they impede the smooth flow of traffic.
5. Make the entire PLR south of Eagle Lake Road one way in a clockwise direction. This can be done by constructing a roundabout with a diameter of 40 meters, same diameter as the Blue Hill roundabout on route 15, at the current intersection for the Sand Beach road.
6. Close the Cadillac Mountain summit road to all but multi-passenger (>4 including driver) vehicles from Memorial Day to Columbus Day, 24 hours per day, 7 days a week. Such vehicles should be required to have a timed-entry permit for the summit road not to exceed 2 hours.
7. Reduce the size of the parking lot at the Cadillac summit by at least half and restore to its natural state.
8. Restrict all vehicles on the PLR to those of a height and length and width capable of passing under any PLR bridge and safely negotiating any curve on the paved roads.
9. Upon expiration of current franchises close Jordan Pond House and gift shops at Thunder Hole and Cadillac Mountain. Surrounding communities have plenty of opportunities for purchasing souvenirs and meals. Jordan Pond House in particular generates traffic entering ANP for no reason other than to dine there. Repurpose the JPH structure for use of administrative facilities and the dormitory for housing seasonal employees.
10. Reduce entrances to the PLR and implement a timed entry permit system.
11. Because it relies on drivers with Commercial licences, plans to expand the existing Island Explorer

system are likely to come short. Instead, limit Island Explorer bus service to state, local, and park roads except the PLR. With Downeast Transportation or another vendor institute a PLR and Cadillac summit shuttle system using vans with a small enough passenger capacity to be driven by any licensed driver with a clean record and appropriate liability insurance.

12. Proceed with parking expansions which do not increase ANP's impermeable footprint, such as Liscomb Pit. This is critically important in view of increased incidence of extreme precipitation events where runoff could pollute ANP's water and erode trails and carriage roads.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 406

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 046099
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 21, 2018 Date Received: Jun 21, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Plan C seems to me to be the best option because it combines sensible access to Acadia National Park with the need to conserve the precious resources existing there! It's so important to protect the magnificent natural treasures while providing opportunities for people to experience them.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 407

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Ellsworth, ME 04605
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 21, 2018 Date Received: Jun 21, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I grew up here, spending weekends hiking and lazing about on the beach reading in the park. Although I left for 13 years after college, my transplant husband and I moved back, choosing to live close to the park as we enjoy an early morning hike or bike ride just about every weekend in the spring/summer/fall and hiking and snowshoeing in the winter.

I'm wondering, if along with option C, there would be an ability to build in dispensation for annual pass holders of Acadia - even for off peak hours (ie: before 9 AM) during the high season. I know this is incredibly selfish, but we literally chose our house closer to the park, rather than my job, in order to be able to enjoy it all year round.

Either way, we'll figure it out, but it would throw a serious monkey wrench into our ability to get an early morning hike in before heading off to breakfast at Café This Way or Two Cats and then coming back home to do chores if we have to time everything for public transportation. Although, maybe that's the intended result? Reduced use overall? I don't know that we would continue to get an annual pass if we could only get there once during the summer months with our car, with a reservation.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 408

Author Information

Keep Private: No
Name: Cindy D'Aoust
Organization: Cruise Lines International Association
Organization Type: I-Unaffiliated Individual
Address: 1201 F St. N.W. Ste 250
Washington, DC 20004
USA
E-mail: bscott@cruising.org

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 22, 2018 Date Received: Jun 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Cruise Lines International Association (CLIA) appreciates the opportunity to comment on the National Park Service's (NPS) "Acadia National Park Transportation Plan / Environmental Impact Statement" ("Transportation Plan"). CLIA is the world's largest cruise industry association providing a unified voice and leading authority of the global cruise community.

The cruise industry is an important economic contributor to Bar Harbor and Maine overall. In 2016, cruise lines provided nearly \$50 million in direct spending in Maine and supported nearly 1,000 jobs paying \$27 million in wages and benefits. While CLIA cruise line members are proud of the economic benefits they bring to Maine, they are also very proud of their responsible environmental and safety practices to operate sustainably in Maine and destinations around the world.

Bar Harbor is a premiere cruise destination in Maine. The majority of cruise ship visits in the state, more than 40 percent, call on Bar Harbor. In addition to the beauty of Bar Harbor, a major attraction for cruise ship passengers is Acadia National Park. Maintaining accessibility to Acadia for cruise passengers is critical for cruise itineraries that include Bar Harbor and the resulting economic benefits from cruise ship visits to the area. Limitations on the number of visitors to Acadia or restrictive measures that make it too difficult or costly for cruise passengers to visit Acadia would negatively impact the cruise business in Bar Harbor and Maine generally.

In reviewing the environmental and safety objectives outlined in the Transportation Plan, we believe that the interests of NPS and the cruise industry are aligned in principle. CLIA members support optimizing current and future visitor experiences in Acadia while ensuring responsible environmental practices and the safe transit of visitors.

We were pleased to learn in a recent meeting with NPS leadership at Acadia that the objective of the

Correspondences - Transportation Plan - PEPC ID: 58482

Transportation Plan, and specifically the preferred "Alternative C," is to not reduce the number of commercial vehicle visitors to the park. Rather, we understand an objective is to reduce the size of commercial vehicles visiting Acadia. Naturally, reducing the size of commercial vehicles, and therefore the passenger capacity of those vehicles, could result in an increase in the number of commercial vehicles if visitor numbers remain at current levels or increase. However, we were pleased to learn that NPS is willing to provide accommodations for more commercial vehicles so that the number of visitors by commercial vehicle is not decreased.

As the NPS continues its consideration of the proposed Transportation Plan, we request that the following elements be addressed in the refinement of the final plan.

1. No restrictions on the number of commercial visitors to Acadia.
2. Accommodations for additional parking spaces and other needs as may be necessary to efficiently manage more commercial vehicles without negatively impacting the visitor experience.
3. Expansion of the Island Explorer to provide additional transportation for cruise passengers into and within Acadia.
4. Collaboration with the cruise industry on opportunities to broaden access to areas of the park previously not accessible by larger commercial vehicles.
5. Consultation with the cruise industry and commercial vehicle contractors prior to announcing a final Transportation Plan to ensure that all perspectives regarding effective and efficient implementation are considered and that a reasonable implementation timeline is developed.

CLIA and its member cruise lines very much appreciate the time that NPS has provided in explaining the proposed Transportation Plan and your willingness to work with the cruise industry on this important matter. We look forward to working with NPS to achieve a sustainable path forward that will ensure a positive cruise passenger experience while achieving the environmental and safety objectives for Acadia.

Thank you for your consideration of CLIA's comments. Please do not hesitate to contact to let us know if you have any questions or would like to discuss any of the points raised above.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 409

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 22, 2018 Date Received: Jun 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have been living in Bar Harbor for 30 years, working for Acadia for 25 and knew many of the people and their challenges of creating the first transportation plan from the 1980's. I have been wrestling with the visitor use, commercial use and administrative implementation of core duties within Acadia, on a daily basis - While trying to provide for SAFTY - which is why the Park Loop Road was never completely turned one-way, in either direction.

Occams Razor (or Ockhams Razor, also known as the Principle of Parsimony) is the idea that more straightforward explanations are, in general, better. That is, if you have two possible theories that fit all available evidence, the best theory is the one with fewer moving parts.

With all of the ideas about how to best achieve a good transportation management plan, it is my opinion that the more complicated it is, the more difficult it will be to implement and then maintain. Right now, the Park Service is understaffed and doesnt have the budget to maintain what it already has. Acadia is no different. I truly do not see where the money to implement these huge changes is going to come from AND then MAINTAIN them. Acadia already has a staffing shortage of either not being able to find qualified employees, hire employees that are qualified, and then have the budget to pay for and retain current employees once hired without sacrificing other needs in the park. I truly do not see that Acadia will be able to hire and retain the appropriate staff for this large endeavor, when it cant even maintain what it should currently have.

What I propose would get Acadia to about 85% of its stated goal, without the complications of re-engineering the whole Park Loop Road, Hiring new Staff, and creating a cumbersome unenforceable reservation system. I do not see any of the Transportation Plan models reaching such a high percentage without a massive influx of staff, infrastructure and budget - or increasing the visitor experience.

CONCEPT

How to retain the basic current Park Loop Road configuration while:

- Increasing visitor fee compliance

- Increasing tour bus and commercial use fee compliance
- Creating an organized flow of bus traffic through the Park
- Substantially decreasing the conflicting vehicle/pedestrian traffic on Lower Mtn. Road by substantially decreasing vehicle traffic travelling from Cadillac to Jordan Pond
- Allow for emergency vehicle response to areas from Cadillac to Jordan Pond
- Allow for Maintenance and Island Explorer access from Cadillac to Jordan Pond
- Substantially decrease commuter traffic to and from Bar Harbor and Seal Harbor
- Virtually eliminate the late night OUI risk/crashes from cutting through to Seal Harbor
- Allows for complete visitor access to Cadillac Mtn. for sunrise and sunset from both directions
- And accomplish all of this simply and inexpensively

3 Simple Things would need to happen :
CONCEPT GOAL #1

The simplest approach to solving this problem would be to have a definitive end to Paradise Hill Road - an official start of the Park Loop Road. By making the intersection a T style intersection, you achieve an end to the Paradise Hill Road and a definitive beginning of the Park Loop Road. As people approach the stop sign, they are presented with the option of either going right to Cadillac Mtn. Summit Road, or Left for the Park Loop Road Entrance. This is very clear and easily understandable language for visitors to understand from when they leave the Visitor Center and want to drive the Park Loop Road.

What this accomplishes, is that nearly everyone will travel down the start of the one way before, or after visiting Cadillac Mtn. This encourages all traffic flow toward the existing Entrance Station and in turn increases fee compliance. Because of the porous nature of the Park Loop Road, the only way to increase the percentage of visitor and bus/commercial fee compliance is to close down/restrict the number of entrances/exits. I would guess that this concept alone would gain 90% fee compliance for this area of the Park. The lost 10% would be due to the Stanley Brook entrance/exit and after hours/season visitation.

Busses can/are regulated on what roads they can travel on, where they can park, where they can load/unload - virtually any commercial activity - by the CUA permitting process. The Park could regulate the bus travel to driving the Park Loop Road first and Cadillac last - Limiting the majority of bus traffic to clockwise travel only and authorize short Cadillac trips by bus to concessionaires only. Busses by their large stature and large capacity have a great impact to the rest of the visiting public. An organized entrance and exit of these busses can help alleviate the clustering that happens when the tour companies are driving the Park Loop Road in opposite directions and merge because of differing tour times.

Restricting access could be accomplished by either manual (get out and unlock/swing gate), or automatic (keypad/RFID). Keeping the roads in tact would continue to provide vital access for emergency, maintenance vehicles and other agencies.

* Side benefits of closing gates/restricting access:

- It deters the poaching activity that occurs every October and November, in the Park Loop Road area. Rangers used to close gates every night at dark and open them in the morning to help deter poaching activities. It is well known that local poachers do not like to drive on the Park Loop Road when the gates limit their ability to get away.

Correspondences - Transportation Plan - PEPC ID: 58482

- It easily allows the Park to open/close the Park Loop Road System at the beginning and end of the season, while also allowing the ease of opening/closing due to sudden storms.
- It rapidly allows Emergency Response to shut down the System in case of a crisis - Wildfire, Amber Alert, Assault, Hit and Run, Murder, Terrorist Act&

Since the area around this intersection is already in a zone of pedestrian and vehicle use, any alteration to this area would be very minimal - as compared to the successful permitting process of the recent parking lot re-configurations at Bubble Pond, Parkman Mtn. and Bubble Rock. All that would need to happen is to move the grassy median over into the existing exit of the Paradise Hill Road. This would make room for a traditional T style intersection. Since the area by the coping stones is already paved, a bike path wide portion of that area could remain paved for pedestrian/bicycle use. This helps clear bikes and pedestrians from the vehicles at the intersection.

* See Start Of One Way Diagrams.

CONCEPT GOAL #2

Managing visitor expectations is the key to their satisfaction. If visitors are given clear directions, that are easily understood, managing their behavior becomes systematic, routine and self-explanatory. Many visitors have difficulty finding/understanding what they need to know about visiting the Park at some point. Making things simple - intuitive - is the key to effectively managing their expectations.

Successful implementation of Goal #1 should help alleviate the mystery of traveling the Park Loop Road and clear up the fee compliance portion of visitor and CUA expectations when visiting the Park. Everyone knows where the start of the Park Loop Road is. Everyone goes through the Entrance Station. Everyone has access to Cadillac Mtn. No one misses the start of the Park Loop Road. No more Confusion Corner.

The next component to achieving the goals of concept #2 would be to limit access to the Lower Mtn. Road. This could be accomplished by striping the road in such a way as to direct the traffic up Cadillac Mtn. and deter them from proceeding down the Lower Mtn. Road to Jordan Pond with that same road striping, some DO NOT ENTER - AUTHORIZED VEHICLES ONLY signs and a gate (manual/keypad/RFID).

Pedestrian and bicyclist access would still be allowed. It would be clearly marked as a bike path along the coping stone lined portion of the road way - easily identifiable as a Bike Path.

By managing visitor use expectations with the change in the Paradise Hill Road intersection, maps and signs. All that new visitors will know is that when they leave the Visitor Center and reach the end of the Paradise Hill Road, they will be given only two choices - Cadillac Mtn. Summit Road on the right, and Park Loop Road Entrance on the left. We have set up the expectation that visitors can either visit Cadillac Mtn. first, or at the end of their Park Loop Road visit. All travel on the Park Loop Road between Bubble Pond and Jordan Pond is kept the same - two way travel.

The biggest resistance will be from long term Park visitors who might not welcome a change in vehicle pattern because it is inconvenient and from people/commercial vehicles that use the park to commute through. Little weight should be given to the small segment that might complain that they cant travel

from Bar Harbor to Seal Harbor via the Lower Mtn. Road late at night, or to the busses/CUA holders that only want to offer Cadillac Mtn. Jordan Pond tours.

Implementation of this concept would also be of minimal impact to existing infrastructure and expense. Other than striping and signing the road, the two biggest cost components would be enlarging the grassy median at the exit of the Cadillac Mtn. Summit Road to direct people back towards the start of the Park Loop Road and a manual/automatic gate (keypad/ RFID).

A standard gate could be the preferred method of ensuring visitor compliance to not enter the Lower Mtn. Road. The Island Explorer would have to amend their route in order to make this work - A dedicated clock-wise bus route around the Park Loop Road would be established to diminish the downhill bus/uphill traveling visitor conflicts that occur. No bus route through the Park to Seal Harbor.

An automated gate could work if the need for Island Explorer access for visitors was greater than the aforementioned alternative.

The purpose of the limited access past Cadillac Mtn. and down the Lower Mtn. Road, addresses the following that was previously noted:

- Decreases the visitor use conflict between busses/vehicles/bicycles/mopeds/pedestrians on the Lower Mtn. Road to and from Jordan Pond.
- Decreases the likelihood of late night intoxicated drivers that will chance driving the Park Loop Road because the alternative entrances/exits have been altered.
- Increases fee compliance for both visitor and CUA holders - especially busses and taxis.
- The Park and other agencies still have emergency access to the Lower Mtn. Road in order to respond to emergencies
- Island Explorer could still have access if alternative bus routing didnt provide adequate visitor needs.
- Commuter traffic would be limited to people traveling to Bar Hbr. and not back to Seal Hbr.
- Still allows Sunrise and Sunset traffic, from both directions, to access Cadillac Summit.
- No more 4th of July fireworks traffic through the Park to Seal Harbor.

* See Cadillac Entrance Diagrams

OBSERVED USE OF LOWER MOUNTAIN ROAD TO JORDAN POND

- OUI - People know that if they have been drinking, driving through the Park is their best bet for not getting caught. They know that both the Bar Harbor Police and Mount Desert Police are targeting every vehicle moving between the hours of 11pm - 3am, leaving town. People access the Park from West St. Extension, Rt. 233, Schooner Head Road, Ledgelawn Extension and Kebo Extention, in order to exit at Sieur De Mont Springs, Otter Cliffs Road and Jordan Pond Road to avoid detection. Over the decades, there have been major accidents/fatalities that Rangers have had to respond to because people want to joy ride through the park under the influence.

So the question becomes - How can you manage evening traffic to deter OUIs in the Park?

- COMMUTER TRAFFIC - Every morning and evening, there is a substantial amount of people using the park as a thoroughfare to get to work. Speeding and commercial vehicle use is always an issue. Visitor complaints about speeding vehicles, during these times, always pop up. Commuter and

Correspondences - Transportation Plan - PEPC ID: 58482

commercial vehicle traffic deters from the visitor experience. Short cutting through the Park, albeit convenient and scenic, is a conflicting visitor use.

Another common phenomenon is that many RV/commercial vehicle drivers are being led by their GPS units into the Park Loop Road System. Having to shut roads down in order to have vehicles back up against the flow of traffic is not only a safety issue (Especially if they attempt to back up without the assistance of Rangers), but also a visitor experience problem because people might be sitting in stopped traffic waiting for the errant truck (or RV for that matter) to get led out of the Park.

So the question becomes - How do you deter/reduce commuter and commercial vehicle traffic, while still allowing their right for equal access and an enjoyable commute?

- FEE COMPLIANCE - This issue is best described by user groups. Visitor entrance fee compliance and Bus/Commercial Use fee compliance.

The main body of the Park Loop Road is porous. There are many ways to enter and exit the park without going through the Sand Beech Entrance Station and avoid paying entrance fees. In fact, I encounter many many people a day that ask where they can pay the entrance fee because they havent found the entrance station yet and dont want to get in trouble for not paying. I continually notice that visitors traveling from the Visitor Center completely miss the left hand turn for the start of the One Way. They would stop at Stanley Brook exit and ask me why they couldnt continue down the Park Loop Road. I would explain to them that they missed the turn and that they have to go back the way they came, to get back to the start of the Park Loop Road. This is why we call the area by Stanley Brook Road - Confusion Corner.

Tour busses bringing in passengers are very difficult to discern when and if they have paid appropriately. It is very easy for them to bring people into the Park and only offer the visitors a Cadillac and Jordan Pond experience and avoid going through the Entrance Station. Rangers have a difficult time wading through the CUA permitting complexities of what the permit holders can and cant do and what fees have to get paid and how often fees have to get paid. Busses have also been found to travel on roads they are prohibited from driving on - Schooner Head Road, Jordan Pond Road, West St. Ext., Ledge lawn Ext. for instance.

The question is - How do you try and achieve nearly 90% fee/CUA compliance, during normal working hours, on the Park Loop Road with these users?

- VEHICLE/PEDESTRIAN CONFLICT - On any given busy July and August day, there is heavy vehicle traffic between Jordan Pond and Cadillac. There is inappropriate to hazardous parking. There are people and groups walking and biking. There are people that are driving mopeds for the first time. Accidents happen - Mostly minor, very few major. We have been very lucky that a mass casualty incident has not happened.

Anyone that has ever tried to pass a line of bicyclists from between Jordan Pond and Cadillac Mtn., have taken their chances because of the many blind corners, heavy oncoming traffic, and hills. There is nothing more terrifying than seeing an oncoming speeding tour bus appear from behind a blind corner as you are trying to pass the bikers going uphill and giving them the required State Law 3ft distance. We have been very lucky that a bus, car, bike, moped accident hasnt occurred on that narrow, windy, coping stone lined, deep ditched, steep pitched drop off stretch of road with unyielding ledge

outcroppings with thousands upon thousands of visitors.

So the question is - How do you reduce the amount of conflict between pedestrians and vehicles on this stretch of roadway?

- CADILLAC MOUNTAIN - Aside from the emergency response ruling (in keeping the Park Loop Road, a two way road, between Jordan Pond and Paradise Hill Road status quo), a second inescapable dilemma emerged - Keeping visitor access to Cadillac Mountain open for sunrise and sunset. There was great public outcry about making the Park Loop Road one way (in either direction) that limited visitor access to Cadillac Mtn. from either direction. There was no doubt that the intrinsic nature of the mountain, being not only the highest point on the coast, but one of the first points of light in the whole US, was a value that management wanted to keep openly accessible to the public.

The question is - How do you maintain Cadillac Mtn. accessibility to the public?

*** VISITATION IS ONLY INCREASING AND BUDGETS ARE ONLY GETTING MORE SCRUTINY**

Concept Goal #3

Once the Paradise Hill Road intersection is re-configured, Visitors turning left onto the start of the Park Loop Road will be greeted by a sign displaying the expected traffic pattern - TRAVEL LANE/BIKE LANE/PARKING LANE. These signs (preferably on those large orange traffic barrels) strategically placed along the way could remind people that the left lane is the travel lane and not the right, be visual warnings before congested areas where many people will be parked in the right hand lane and RALLY POINTS (which I will discuss later).

There is 5 miles of parking lot from the start of the Park Loop Road to the Entrance Station. There is nowhere else on the island where you will get that amount of acreage to park hundreds of vehicles, even if you could get EPA permitting and compliance permitting to do so.

For decades, visitors were allowed to park anywhere in the right hand lane. It wasn't until recently that it has been changed for safety reasons. I would challenge anyone's notion that right lane parking is dangerous and creates an eye sore. Parking in the right hand lane would only SLOW down visitor traffic - two lanes of traffic only encourage visitors to SPEED UP!!! The vast majority of our accidents are from people SPEEDING into cars and rocks, not driving slow and crashing into parked cars. Dedicating a bike lane in between the two would only put emphasis between the TRAVEL LANE and the PARKING LANE.

I do not see any way that Acadia will ever be able to manage, without great difficulty, any form of parking reservation system. The logistics of being able to manage the digital program in real-time, or the enforcement of the reservations will be a nightmare, resulting in having to micro-manage the entire process. Anyone that has ever had experience in managing/working with a paid reservation parking program knows first-hand how complicated and frustrating it can be - especially if the program is perhaps free. Visitors will have the expectation that they will have a parking spot when they arrive at the parking lot. Inevitably, user conflicts will ensue because the person that shows up to park in a spot reserved for them will not be able to park. This is because a vast number of visitors underestimate the length of stay they will need and will not vacate the parking spaces as required. This program is destined to set visitors up to fail. They will not enjoy the experience and feel rushed to leave, or

penalized for overstaying. Fights break out over who has rights to a parking spot.

Why invent what is already there? We already have 5 miles of parking for hundreds of vehicles BEFORE the entrance station, and a free Island Explorer Busses bus system to get them anywhere in the Park Loop Road system they want to go. There would be no need for reservations, no need to staff people to monitor parking areas, no need to figure out special parking needs for RVs, busses, trailers and oversized vehicles. The Island Explorers already stop anywhere visitors want to get on and off. There is no more danger to visitors doing this than my own child getting on and off of the school bus every day. If the bus cant park in the right hand lane, a pull out, or a bus stop to load and unload people, they just momentarily stop in the travel lane. This is something that they are already doing because the poorly designed new parking lots become so congested that they cant even access them - Bubble Pond and Bubble Rock are perfect examples.

Rally points could be every quarter mile or so, at each of the orange traffic barrels, this would group visitors at regular intervals. It would make it convenient for the bus drivers to load/unload visitors and also give

load/unload visitors and also give visitors a landmark to remember where they are parked - Especially if each of the rally points were numbered!

The most frustrating issue I help visitors with is the fact that they get stranded in the Park during daylight hours. The busses have stopped running!!! Not only should the buses be running during visitor use hours, but there should be more than one Park Loop Road dedicated bus for the volume of visitors using the system - like one every 15 minutes during peak hours! People are getting stranded because the buses are too full and then the bus doesnt come back&

I truly believe that these 3 simple changes could positively change the dynamics of Acadia. They fulfil many of the stated goals that have been continual management challenges, while minimally impacting Acadia infrastructure - Assets and Employee base - with using what is already available, and achievable -potentially saving millions of dollars in the process.

Thank You for Considering All Comments!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 410

Author Information

Keep Private: No
Name: Saara Snow
Organization: Adventure Cycling Association
Organization Type: I-Unaffiliated Individual
Address: 150 E Pine St
Missoula, MT 59802
USA
E-mail: ssnow@adventurecycling.org

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 22, 2018 Date Received: Jun 22, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I'm writing on behalf of Adventure Cycling Association, a national nonprofit with over 53,000 members that works to inspire and empower people to travel by bicycle. Acadia National Park is part of our 4,245-mile Northern Tier bike route, which connects Bar Harbor, ME to Anacortes, WA. In addition to curating a national bike route network of over 47,000 miles, we lead over 100 guided tours each year, including two tours that go through Acadia. As a partner of the National Park Service, we work with many individual park units, including Glacier, C&O Canal, Natchez Trace, and Shenandoah to help them advance bike-friendly initiatives like car-free days, bike camping improvements, bike safety campaigns, and bike counts.

After reviewing Acadia's draft transportation plan, we are supportive of the following proposed actions and their positive impacts to bicycle safety:

- Expanding transit service and providing timed reservation system to manage congestion in key areas
- Removing right lane parking on one-way sections of Park Loop road
- Limiting the size of vehicles

However, the plan does not adequately provide a vision for encouraging active transportation and improving safety and accessibility for biking and walking. We strongly urge the park to adopt the following recommendations in this transportation plan to ensure it is equitably meeting the needs of its visitors who choose to bike and walk in the park.

1. Continue to provide car-free mornings on all or some of the park's paved roads. This type of car-free biking and walking access was demonstrated successfully by the park in 2015 in response to visitor demand. Many other national parks have successfully implemented car-free days, including Crater Lake, Shenandoah, Natchez Trace Parkway, Rock Creek Parkway, and Glacier, to ensure that visitors

of all ages and abilities have equitable opportunities to safely access these parks by bicycle or on foot.

2. Promote the existing car-free biking experience on the park's carriage roads as a mainstream experience (i.e. on the homepage of the website). This is not currently a nationally well-known or well-promoted aspect of the park, but is a unique offering that is not being marketed to its full potential. If it was a highlighted park experience, more people would take advantage of this opportunity, which could spread out the congestion and lessen its impacts.

3. Count bicycle traffic and analyze visitation trends each year.

4. Survey annually visitors who choose to bike and walk in the park to better understand what their needs, challenges, and barriers are.

5. Create a bike map showing paved and dirt roads and trails where cyclists can ride and where bike amenities are located, and promote to visitors on the website.

6. Pilot fat biking access on a few carriage roads in the winter to test whether demand for the activity justifies its shared use with cross-country skiers.

7. Provide bike repair stations, including a bike stand with tools and floor pump, at key locations in the park, including campgrounds that are frequented by bike travelers.

Additionally, the transportation plan states, "Managed vehicle access to corridors could increase the number of people who walk-in or bicycle in, which could increase bicycle/pedestrian/vehicle conflicts along roadways." This is a common misconception that has been disproven by research. Studies have shown that increases in bicycling produces a 'safety in numbers' effect - higher volumes of bicyclists help to lower vehicle speeds and increase driver awareness, resulting in safer roads for all road users. Cities with high bicycling rates generally show a much lower risk of fatal crashes for all road users when compared to other cities, and a lower individual risk for cyclists (Marshall, 2011). So it is in the best interest of Acadia and its visitors to increase, rather than maintain or decrease, numbers of people who bike in and to the park.

Adventure Cycling stands ready to support any of the above recommendations and assist the park and/or its friend's group, as well as any other partners, in implementation. Please visit www.adventurecycling.org/parks for more resources on how Acadia can improve bike safety and accessibility in the park.

Thanks for the opportunity to comment and have a great weekend!

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 411

Author Information

Keep Private: No
Name: g N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address: lamoine, ME 04605
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 23, 2018 Date Received: Jun 23, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I moved to this region solely because of Acadia and my love for the park. Most days after work in the summer i spend my evenings hiking or biking the numerous trails in the park. Now you are saying I will have to reserve the RIGHT to visit the park in advance and will NO LONGER be able to visit the NATIONAL park that is for EVERYONE unless i have PERMISSION to go there? How about EVERY family in bar harbor that brings their kids to the ONLY beach on a nice afternoon? are they supposed to head hours south to get to another sand beach because they are not ALLOWED to go to the beach that is just miles from their house? what about when I reserve a spot at thunder hole and the people before my have not left yet? am i supposed to abandon ALL of my plans because I want to be the one to follow the rules and thus miss out on my time slot because someone else is too selfish? what are the repercussions for people overstaying their time limit and how quickly will their car be removed so I can have the spot i arranged for? Why are you still advertising for the park on social media and such if it is already OVER CAPACITY and growing? you have created this parking problem by constantly wanting MORE visitors and more prestige for the park based on popularity and its the locals that have to pay for it. Thank you so much for taking away the number one reason MANY locals have moved to the area, access to our most loved place in the world.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 412

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Owls Head, ME 04854
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 23, 2018 Date Received: Jun 23, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am writing to support the use of e-bikes on the carriage trails at Acadia National Park.

My husband and I are in our mid-60s and my husband has had knee replacement. While we enjoy riding our regular bikes on flat trails, the e-bikes open up new possibilities for us. We rode them in Europe along the Danube and loved the experience. They look like regular bikes, and they're silent. I don't see how allowing these bikes would detract from others' experiences on the trails.

Yes, the electric motor makes biking easier, but so do multiple gears.

Thank you for considering our request.

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 413

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 23, 2018 Date Received: Jun 23, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Re: the Preferred Alternative, please consider the following:

- 1) Identify times of day when reservations are not needed for each of the 3 congested areas.
- 2) For the Ocean Drive, make reservations mandatory only for those who wish to park in the parking lots, not for those who simply wish to drive the Ocean Drive. Prohibit right-lane parking along its length.
- 3) Alternatively, make the reservation system apply only to the parking lots for Sand Beach and Thunder Hole, not the entire Ocean Drive. Prohibit right-lane parking along its length.
- 4) Make some sort of special accommodation to locals who live on the island, since this park, unlike others, is so interwoven with local communities. Many of us enjoy being in the park very frequently and often spontaneously, and some of us have moved here in order to do so. Please find a way to treat us differently from outside visitors.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 414

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Pottsville, PA 17901
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 23, 2018 Date Received: Jun 23, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am a 63 year old individual that has been vacationing in Acadia with my family since I was 10. I have a subscription to the Mount Desert Islander to keep up with the events throughout the year. I am an avid bicyclist and hiker and enjoy both the park loop, (only early in the morning) and the carriage trails. What concerns me is the suggestion that there would be a reservation system to get onto the park loop. I COMPLETELY DISAGREE with this suggestion. I have the experience to stay away from Cadillac mountain, Sand Beach, and many of the other "tourist" stops at peak times. However, my family does enjoy taking our lunch to the rocks below Gorham mountain on a daily basis. We don't ever bother anyone, find parking in the small lot again below the Gorham mountain trail head, and spend an hour or two just sitting on the rocks enjoying your wonderful park. Now it seems that we would have to make a reservation just to drive to that spot to have a picnic lunch. How long in advance would this have to be made. The weather is a definite factor in our decision to picnic on the rocks. (Usually a last minute decision or at least made that morning following our hike or bike ride.) That is the "fun" of your park to be able to do things spontaneously - - not have to have reservations days in advance to have a picnic lunch.

I realize my opinion will not carry much weight since I am only in your area for two weeks each year, but people like me are the ones that support your economy and keep returning year after year. Please do not accept any plan that involves a "reservation" system. You will ruin a big part of what makes the national park special.

Thank you,
[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 415

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 24, 2018 Date Received: Jun 24, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am most in favor of the alternative B transportation plan except for including Sieur de Monts in the parking reservation system. The time period allowed for visitation is not specified in this plan so it is impossible to comment on that. I would like to see the Eagle Lake parking lot(north side of Rt233)be for handicap parking and regular parking be located at Liscomb Pit. And I don't think the reservation system needs to be in place for May-June (except possibly Memorial Day weekend due to no Explorer Bus service). If there is a reservation system for part of Ocean Drive and tour buses/taxi's don't have to make a reservation, I think travelers by personal vehicles who are driving through this area without parking should also be given a reservation waiver. And to be fair to others there should be a limit on the number of tour buses/taxi's coming into the park at specific times. I am not in favor of including holders of a Senior Pass to have to make a reservation and pay an additional fee to access the park. At the purchase of this ticket seniors were told that it would allow them access to any of the National Parks for their lifetime. The park service changed their increased entrance fee proposal for this year because of the public outcry that it would exclude visitation to some people who couldn't afford it. Well seniors on fixed incomes will also be shut out if they have to pay an additional \$5.50 for every reservation. I wonder if this transportation plan would be necessary if the park officials enforced the no parking on the roadside rules. Evidenced from Memorial Day Weekend when there were visitor's cars parked along the roadside from Jordan Pond to Bubble Pond (even alongside no parking signs) forcing one-way traffic. This was also a factor in banning vehicle parking at Bubble Pond when Explorer buses are in operation due to visitors parking illegally blocking bus operation. I have heard from some park rangers that they do not ticket/tow visitor's vehicles because "they do not want to offend the visitors as they want these visitors to have a good experience in Acadia". But if the violator is a "local" they will get a ticket. A violator either "local" or "visitor" should be treated in the same way. I have also heard from park rangers "that locals think that they can do whatever they want in the park because they live here". Well, I think that the visitors that come here do whatever they want in disobeying park rules (like parking along the roadside)and we suffer the consequences.

Correspondences - Transportation Plan - PEPC ID: 58482

I am also not in favor of having to display a Senior Pass on the rear view mirror when parked in the park. This pass is now worth \$80 which makes it an open invitation for someone to break into my vehicle. There is no record of my purchase of a Senior Pass, nor does it have an ID photo nor does the number on it correspond to my name, thus anyone could steal it and remove my signature (with something like denatured alcohol) and use it themselves or sell it. I believe that the park service should offer a validation card for holders of Senior Passes to hang in their vehicles like the weekly passes issued to visitors. I hope the park management will review my comments. Thank you.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 416

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Lamoine, ME 04605
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 24, 2018 Date Received: Jun 24, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

If parking is a major problem, then the park should be inventive enough to PROVIDE parking for the vast amount of cars that are here to pay for entrance to the park and spend their money in the area. ANP does a fair amount of advertising each year and should provide for all the people that they are INVITING to the park.

So in essence you have created the problem.

We have owned property in Lamoine for over 30 years and visited ANP many times each season. We retired to this house this past year. We have our lifetime passes and planned to use them regularly. Now we are wondering if we made a mistake moving here.

In years past we rented our home out weekly on Vacation Rentals to people from all over the world. People plan these vacations a year in advance. If they can not enter the park because of new restrictive parking passes they will have wasted their trip.

A large parking garage would take care of a big part of this issue. It can be disguised as a small mountain.

Look into the Marin County complex in California designed by Frank Lloyd Wright. The County Jail is right beside the highway and no one even knows it is there.

Please do not make matters worse. Tourism is what keeps this area alive. You could make or break the economy of this region of Maine.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 417

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 24, 2018 Date Received: Jun 24, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for the opportunity to comment. I would also like to convey my appreciation for the Park rangers and staff who staffed the public information sessions. They were extremely knowledgeable and very receptive to comments and concerns.

I generally support the recommended plan C with a few caveats. I would strongly encourage the park to implement the actions in the plan gradually, with ongoing testing and piloting to assess impacts. My major concern is the definition of peak times when the restrictions of the plan would be in place. The initial 'peak timeframe' should be limited to July and August. Although activity in the park starts to ramp up in June, the congestion issues do not come close to those that drive the need for the significant restrictions entailed by the plan. Reservations in May, June, September and October would present unnecessary limitations on spontaneous access to the park. In addition, it seems unreasonable to impose an extra cost for access on year-round MDI residents during these 'shoulder' season months. Extending a short initial 'peak' period is much easier than shortening a period that is initially longer than needed.

Alternative parking at Eagle Lake should be an early priority.

Significant restrictions on large vehicles such as RVs should be an early priority.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 418

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Montour falls, NY 14865
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 24, 2018 Date Received: Jun 24, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

To keep things equitable and hassle free, i completely reject any reservation system. This makes it unfair and prevents people from experiencing the park just because they didn't make a reservation like the monied Volvo'ids do. Instead, implement a bus system that people can ride and feel confident in. Have buses stop at every main stop and have a bus stop every 15 minutes. Riders can get on and off where they want. Savannah GA has for downtown and it works like a charm. Visitors park and get to see the park without the hassle of parking. It needs to be heavily marketed as a fantastic way to get around the park. Offer a reduced fee for bus riding and a slightly higher fee to drive. That seems fair.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 419

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 24, 2018 Date Received: Jun 24, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Changing traffic patterns and demolishing current infrastructure won't change human nature and bad behavior in the park. There are signs all over the place but many people do not abide by the rules (such as staying off vegetation). I am a retiree who hoped to spend many days in Acadia. However, I do need my car with me to keep necessary belongings in that I might need access to while in the park. I need a folding chair to sit in. I am also not able to hike long distances or bike into the park. Having to catch two different buses or more while carrying all my necessary belongings would not be feasible for me. Finding parking spaces near the bus stops would be difficult. The reservation fees I would have to pay would greatly impact myself and other retirees on fixed incomes. The park is going to be crowded, no matter what (especially since all the media promotion of the national parks). My opinion is that you should limit vehicle sizes (no campers, no large commercial buses, etc...). I rarely see park rangers while I'm in the park but I do see people doing things that park rangers should address. There should be many more park rangers on site at all times in the park - especially at the popular areas where you are currently having problems. Park rangers should enforce the rules. I would rather see a car coming toward me while walking than a bicycle. I have nearly been run over by bicyclists many times in the park - on the roads and on the carriage paths. The bicyclists go too fast and don't pay attention. They seem entitled and don't follow the rules of the road or want to share the road with hikers. So, the answer, for me, is not to necessarily encourage more bicyclists. I would have to recommend Plan A adding more park ranger presence and rule enforcement. Reservations fees are too much of a burden for retirees on a fixed income. Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 420

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Hancock, ME 04640
Hancock, ME 04640
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 24, 2018 Date Received: Jun 24, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I totally agree that the Park's transportation congestion is a problem that must be solved and find your proposed solutions a good place to start. I concur with starting with the preferred alternative and modifying it as experience dictates.

However, I cannot help but bemoan the fact that those of us who have been summering here for generations will no longer have the option of waking up on a sunny morning, testing the wind and deciding: It's southwest, let's play tennis and sail; no it's northeast: let's take our grandchild on her first mountain climb up Gorham and go for tea and popovers at Jordan Pond afterwards. If we reserve ahead, it's bound to be a rainy day...if we call that morning for a reservation it probably won't be available. If we take the bus, it adds time and the possibility of being stranded with a crying child when the buses are full.

One suggestion would acknowledge that those of us who are loyal to the area and the Park year after year, who may or may not be residents but who pay property taxes, deserve occasional priority. Smith College has an annual Mountain Day every fall. The President picks a glorious day in early October and announces first thing in the morning that it's Mountain Day: classes are cancelled and everyone heads out to enjoy the breathtaking Massachusetts fall colors.

Once each month (July, August, September) you could pick a beautiful northwest wind day and declare it Acadia Day: all prior reservations are cancelled and only those with proof of residence could access the reservation only areas. We could all sign up to be notified by email, instant message, radio, etc. There could be a fee for being on the notification list or for the parking. The tourists could take advantage of the "alternative plans" that most of us have to for most of the busy months and have their fees applied to future reservations. The parking lots should be no more mobbed than they were in the

old days before the hordes descended.

I know the logistics are difficult, but something should be done to acknowledge that those who love the area enough to make it a year round or seasonal home, should have, at least occasionally, the luxury of access that proximity offers.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 421

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Self
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 24, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 24, 2018
Form Letter: No

Correspondence Text

Comments on the Transportation Plan. Most of these comments relate to Alternative C, though they may be applicable in part to other proposals.

(1) It's not clear from the published proposal when parking reservations would be required. I realize that this is probably something not yet discussed or decided, but it's an important factor. 24/hr a day for every day the part is open, would be a very different situation from restricted hours each day only during times of peak visitation. It would be nice to have some idea of what the Park Service thinks would be required. Any parking reservation system should be in place for the minimum period necessary. Not just a blanket "Memorial Day to Columbus Day". Perhaps "Independence Day to Labor Day" might be a reasonable start. Parking could probably be open after 5pm at Sand Beach without causing problems - but obviously has to be in place until after sunset on Cadillac Mountain.

(2) Again it's not clear from published documents if the restrictions on the road up Cadillac Mountain and the Ocean Drive section of the park loop road are also access restrictions for vehicles without parking permits. If it's not part of the proposal I would urge that the Ocean Drive section of the park loop road be open to through traffic at all times. It would be tremendously inconvenient for this this section park loop road to be closed for through traffic wishing to travel from the Great Head area to, for example, Blackwoods, Wildwood Stables and Jordan Pond. A prohibition on right lane parking on Ocean Drive would keep traffic flowing and improve safety for bicycle riders

(3) Regarding the Cadillac Mountain road, it's not clear if the proposed permit system will be for parking or for access. As a Bar Harbor resident there are times when I may drive friends and family to the top of Cadillac to start hikes, and times when I pick them up after hiking one of the trails. As someone who attempts to bicycle up the mountain on occasion, the prohibition (and enforcement of prohibition) of large motor homes and busses on this road (including tour busses) would certainly be

something I would support.

(4) I can see why parking for Sand Beach and Thunder Hole needs to be controlled, but is it really necessary to restrict parking in the smaller lots/trailheads along the Drive? Perhaps any plan could start with parking reservations at Thunder Hole and Sand Beach, along with a parking ban on right lane parking, leaving the other lots unrestricted, or if parking reservations are required they could be limited only the busiest times in July and August.

(5) It would be good if some accommodation in the plans could be made for Island residents. The park is an integral part of the MDI community, much more so than any other National Park I can think of. Minimizing the impact of changes on members of the local community using the park should be a consideration in the planning process.

(6) MDI and Acadia are popular destinations for riders of two wheeled motor vehicles. Perhaps accommodation should be made for specific motorcycle/scooter parking areas in the most popular locations, perhaps with less restrictive reservation requirements.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 422

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Alternative C requires reservations for the ocean drive section of the loop road from the current entrance station to the Fabbri picnic area. Otter Cliff Rd would be exit only. How would somebody without reservations access the loop road from the Fabbri picnic area around towards Jordan Pond?

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 423

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I believe the long-range solution to ANP transportation issues would be to employ a fleet of Autonomous Vehicles (AV) to convey visitors around the Park and surrounding communities. The Park Loop Road would be two-way and closed to all vehicles except AV taxis, bicycles, tour cabs and buses, Island Explorer buses, emergency vehicles, and private vehicles with specialize handicap equipment. The limited size of the MDI and Trenton areas could be completely mapped and would make an ideal AV demonstration project. The Gateway Center would house an AV maintenance facility and support staff. Visitors and locals alike would leave their cars at their places of residence and either order an AV taxi, ride the Explorer bus, hike, or bicycle in to the Park or any other location. Existing Park parking lots would only contain a few AV taxis being staged for responding to calls. Visitors would pay \$1/mile for a AV taxi to deliver them directly to their next destination or could opt for the free Island Explore bus. There would be no need for a reservation system. Automatic gates could provide entry at key locations with simpler exit-only stations on the remaining connecting roads. Collection of entry fees would be assured if an AV taxi were used.

Given that desired future state, some prerequisites should be undertaken in light of the ANP Draft Transportation Plan. First, ANP management and supporters (Friends of Acadia, Bar Harbor Chamber of Commerce) must agree to investigate this proposal and begin discussions with AV suppliers to sell the idea. Second, full cell phone service coverage of MDI/Trenton with adequate capacity must be supported for safety, ride hailing and expanded Park interpretation options. Either option C or D in the ANP Draft Transportation Plan would be a step toward the above plan. Any facilities installed to control vehicles entering reserved parking lots in options B & C could be reused to controlling entry to the entire PLR.

Other comments on the options proposed in the ANP Draft Transportation Plan:

Option C. As suggested at the Acadia Advisory Commission, keep the Eagle Lake parking lot on the north side of Rt 233 for local use in the off-season. During other times it could be closed with a gate or restricted for handicap parking only.

Option C. Does not address the overcrowding at Sieur de Monts (as indicated on page 175). In Option B the parking lot has a reservation system. In Option D the area is within the restricted access area. Is there anything in Option C for Sieur de Monts?

Option D. Make the PLR one-way in the clockwise direction (as it is mostly now) but allow two-way travel on the short stretch (about 0.5 mile) between the entrance to Cadillac Summit Road and the intersection of the PLR and the Paradise Hill Road (which would be one-way south). This would allow visitors coming from the Halls Cove Visitor Center or the unmanned entrance at SR 233 to access Cadillac Mt. without traveling all the way around the PLR. For bicyclists, they would also be required to ride in a clockwise direction and this short two-way section would be down hill, allowing them to better keep up with motorized vehicles. Option D currently proposes to have the section from Cadillac Summit Road to SR 233 be two-way. However, this would require bicycles to peddle uphill on the two-way section of the PLR, slowing their progress and exposing them to more traffic. Clockwise and with the two-way as proposed above would require visitors interested in visiting only Cadillac Mt. to exit at Kebo or Ledgelawn streets rather than SR 233. As proposed in Option D, it would be good to keep the section from Stanley Brook Road to Jordan Pond two-way. This is relatively flat for bicyclists.

All Options: As proposed in Option D, the Satterlee Pit should be developed as a parking lot for Sand Beach under any option. It is 0.3 miles from there to the Sand Beach parking lot. Sand Beach visitors tend to spend longer times on the beach, so more parking spaces would help reduce congestion. Option D should not allow right hand parking on the PLR if this lot is established. Also, as indicated on page 164, there should be excess capacity (PAOT) under all the options.

Option D. I do not think access to the PLR at Stanley Brook traveling north to Jordan Pond house should be unregulated as describe in the first paragraph on Page 45. One benefit of Option D is to restrict access to the entire PLR frees-up the need to check at individual parking lots. While an entry point is needed at Stanley Brook and given there is little Park land at the intersection of the PLR, let me suggest that the PLR be diverted to follow a newly paved roadbed on top of the current Wildwood Stables dirt access road. Cars entering at Stanley Brook would turn right on to the old section of the PLR, get verified at an entrance station and then join the PLR at the eastern intersection of the Wildwood Stables access road (which would be the beginning of the new section of PLR). If the circulation was clockwise (as proposed above), cars would be required to turn left and travel on the new PLR section until it intersects with the existing PLR between JPH and the Stanley Brook entrance. Since the PLR would be two-way from Jordan Pond House to this point, drivers traveling south could turn left and exit on to Stanley Brook Road as they do now (this section would be one-way south). Those continuing on the PLR to JPH would turn right on the short section of two-way road. Access to Wildwood Stables would also be easy in that after passing through the Stanley Brook entrance station, visitors turn left on to the new section of the PLR and right into the Stables.

Comment 1: On page 148 it seems to indicate that if Option C does not meet certain VAOT criteria for two consecutive years, Option D will be implemented. I don't know if that fact has been widely noted.

Comment 2: On page 148, Related Potential Management Strategies - General, calls for the deployment of Intelligent Transportation Systems (ITS) to provide visitors with the status of parking lots. This

would be facilitated by Park-wide cellphone service (see paragraph two above).

Comment 3: On page 151 was a definition of People per View (PPV) and on page 153 was a discussion of threshold limits base on other national parks. My concern is that PPV threshold limits may be higher in ANP due to its small size and large visitation. On page 155 there are proposed trails for medium and low use trails. These seem reasonable as are the threshold limits.

Comment 4: On page 167, another suggestion for All Action Alternatives would be to erect signs that say One Hour Parking for all parking on top of Cadillac Mt. Past studies have indicated that 30-40% of cars are parked for more than two hours - their riders are using the parking lot as a trailhead and are hiking for several hours. Restrict this use and there will be more parking on Cadillac. As a corollary, the Island Explorer bus system should run a van from the Hulls Cove Visitor Center to the top of Cadillac Mt. This would be the same type van as used on the Eagle Lake bike shuttle but without the trailer (no special license required). This van shuttle would take visitors either to or from the top of Cadillac. It would not directly compete with commercial services since no narration or interpretation would be included.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 424

Author Information

Keep Private: No

Name: [REDACTED]

Organization: [REDACTED]

Organization Type: I-Unaffiliated Individual

Address: [REDACTED]

Bar Harbor, ME 04609

USA

E-mail: [REDACTED]

Correspondence Information

Status: New

Park Correspondence Log:

Date Sent: Jun 25, 2018

Date Received: Jun 25, 2018

Number of Signatures: 1

Form Letter: No

Notes:

Correspondence Text

Selection C seems reasonable. However. The size of busses going into the park are way too big. This Must change.

I also feel very strongly that enforcement of any of this is hampered by lack of staffing...and by lack of real fines for violators of rules of the road. We've now been privy to at least 4 sightings of cars going the wrong way around the Park loop, and it's only June.

Gates don't help when people are pillaging Bar Island daily, and the only Park presence is a tour guide. The Park loses a lot of \$ there because the public sees it as a way to use the Park for free.

The offering of many bike racks in various areas would help encourage soft use as would e bikes for park loop usage. Is there any way to monitor speeds from the Rt. 3 entrance to about Sieur de mont? People routinely hit 50 or better. Although the rumble strips are supposed to be temporary, I would like them used as a speed deterrent going forward. The walking paths from town to park entering at Jesup trail become so dangerous with the speeds travelled there.

All in all I agree with C, but we need serious parking violation fines. In the 80 to 100 dollar range. This could help fund enforcement..

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 425

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Has this been considered? Implement all Alternative C recommendations for increased parking areas, more busses, etc. However, instead of implementing a reservation system, implement a real-time information system to inform visitors that parking is full at Jordan Pond, Cadillac, etc. Visitors could then decide whether to drive (if a lot is say only 2/3 full) or take a bus if a lot is mostly or completely full. This information can be provided at the visitor center and other areas in the park using sign boards like the ones for the busses, and more importantly using a cell phone app.

Parking lot status would have to be determined real-time, but the same would have to be done to implement an effective reservation system. This is currently done at airport parking lots, so the technology is available.

A reservation system could be complex to implement and cause problems if, for instance, visitors make reservations then don't show up, or have a full day reservation but only stay for a few hours. Others who couldn't get a reservation that day would be unnecessarily restricted from entering the park by car. Also the cost of implementing a reservation system (which would be passed on to those making reservations) could be higher than expected.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 426

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

In general, Alternative C, the Park's preferred alternative, seems like a good first step. It seems like an effective way to manage visitation by people "from away" (in this case, people who live and work off MDI). As a westside MDI resident, I hope the plan can be tweaked in a few places.

Center-of-MDI-parking: If people coming from the west side of MDI want to use the Explorer bus to get to the Loop Road (no car reservation), they either have to plan a long all-day excursion and leave from home or their B & B, or they have to somehow find long-term parking in Bar Harbor or at the Visitor Center. If there were a way to park in the center of MDI (at or near the MDI high school), we could access the buses into Bar Harbor without having to add to Bar Harbor congestion. This would also improve efficiency by allowing for central parking, and then doing other errands (in Town Hill, Trenton, Ellsworth) after a Park visit, without having to return to SW Harbor or Tremont first. If the bus schedules meshed well, we could also ride the SWH bus to MDI high school and then take the Brown Mtn bus for walks on that part of the Island. I think the number of visitors staying on the west side of the island is increasing, and may increase more as a result of congestion and Loop Road reservations.

2. Yes, we do need increased parking at Acadia. And off-road parking at Liscomb pit near Eagle Lake is important.

3. Visitation and traffic on the west side of MDI keep increasing and are likely to keep doing so. Roadside parking at Wonderland and Ship Harbor are a safety concern, and will be even more so during the month this fall when all traffic goes past there while the Marsh bridge is closed. Parking at the south end of Long Pond is also a problem - needs to be expanded in a way that doesn't interfere with SW Harbor water management.

4. Do limit vehicle size as well as the numbers of large (mostly commercial) vehicles. Consider an Explorer bus with a different engine that might be the only access to the Cadillac road at certain times.
5. Do limit group size on trails to 10 people! Follow the lead of the National Forest system and do this. The current limit of 20 is too big! Further evidence-based information needed on the idea of permits for certain trails or trailheads.
6. Please clarify whether people without a reservation would be allowed to enter the Loop Road on the Otter Cliffs side of Fabri (please!), or only on the part of the road after Fabri.
7. The approach to Schoodic traffic sounds fine.
8. Thompson's Island. This parking area does serve as a good place for carpooling for people meeting from different parts of the island, especially going to Bangor or Orono. Keeping at least a small parking area (even cleared in winter) would be beneficial after the buildings are removed.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 427

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 25, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 25, 2018
Form Letter: No

Correspondence Text

Advanced reservations for parking in key areas in Acadia makes sense and will considerably reduce traffic and congestion. However, requiring advanced reservations for admittance into the park is not warranted (especially for locals, who know when to enter and when not to drive in the park). Assuming some sort of reservation system is adopted, days as well as times reservations apply need to be carefully worked out. For example, reservations to drive up/park on top of Cadillac Mountain should run from an hour or so before sunrise to a half hour after sunrise, then no reservation required at least until 10:00 AM, etc. Just block out the busiest time of the day when congestion/traffic is a problem. Same applies to days (usually no need to make reservations in May, June, and September). Large commercial tour buses should be banned from Cadillac (Oli's and local Acadia Park bus tours ok) - MAJOR SAFETY issue as large commercial buses repeatedly drift out of their lane into oncoming traffic. Also, ban bicycles from Cadillac (at least going up) during busiest times of day. Concession shops on Cadillac and at Thunder Hole should be removed (folks unnecessarily dawdle when shopping which contributes to congestion and traffic). No parking in both lanes of the entire park loop road would also improve traffic flow.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 428

Author Information

Keep Private: No
Name: Martha Searchfield
Organization: Bar Harbor Chamber of Commerce
Organization Type: I-Unaffiliated Individual
Address: 93 Cottage Street
Bar Harbor, ME 04609
USA
E-mail: director@barharborinfo.com

Correspondence Information

Status: New
Date Sent: Jun 25, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 25, 2018
Form Letter: No

Correspondence Text

The Honorable Ryan Zinke
Secretary
U.S. Department of Interior
1849 C Street. NW
Washington, D.C. 20240

Dear Secretary Zinke:

Thank you for the opportunity to comment on the Acadia National Park Draft Transportation Plan/Environmental Impact Statement. The Bar Harbor Chamber of Commerce is a membership organization that represents more than 450 small businesses from the towns surrounding Acadia National Park. We partner with the National Park Service on a number of projects including park entrance pass sales and the Acadia Night Sky Festival, and we are pleased to write in support of implementing the draft transportation plan with a few suggestions for your consideration.

The natural beauty of Mount Desert Island and Acadia National Park are the foundation from which Bar Harbor's thriving tourism economy has developed over the past 100 years. As we have grown together, traffic congestion, visitor safety issues, and natural and cultural resource degradation have also increased. These issues not only affect the park, but our towns and local residents. We recognize there is need for change in the way we all use the park, and we must transition to a new path if we are to maintain our sense of place and grow our incredible way of life on Mount Desert Island.

Although we support moving forward with the implementation of a transportation plan to help better manage visitors and to maintain a high-quality user experience we do have some areas of concerns which I outline below:

1. Traffic and congestion not only affect Acadia National Park, but also the downtown Bar Harbor

experience. The Island Explorer currently uses the Bar Harbor Village Green as a hub for transit services, which is positive for guests staying in downtown Bar Harbor who want to travel into the park. The transportation plan calls for an increase in transit services, which we support, but we also would like the park to work very closely with the town, local businesses, and the citizens to ensure that additional Island Explorer buses and bus stops do not result in more visitors parking all day in downtown Bar Harbor in order to ride transit services into the park. By working in concert with each other, we believe that the park and communities can determine the best way to increase parking access for transit options without creating more congestion in downtown Bar Harbor.

2. The transportation plan calls for the issuance of one or more new concessions contracts for transit services. The Chamber would like to recommend changes to the concessions contracting process in order to prioritize local investment, knowledge, and experience. When a concessions contract prospectus is developed we suggest the National Park Service seek local input since every park is unique and needs to work very closely with its gateway communities. Local knowledge, local investments, and/or a record of providing transportation service in Maine should be included in the criteria against which applications are weighed. There should also be more transparency as part of the decision about concessions, maybe even the chance to make oral arguments and receive feedback on a business' proposal. The merit and validity of promises made in applications should also be carefully weighed (for example, companies should not receive points for saying they will use natural gas fuel since we do not have it in this region yet). Once a contract is awarded, there should be greater oversight of the providers.

Many of these measures could be managed through a local friends or advisory association in conjunction with park staff. Acadia National Park is unique among national parks because it is so closely intertwined with Bar Harbor and the communities of Mt Desert Island. Visitors often are not aware when they have crossed the boundary into the park. It will take park and community action to develop transportation options that sustain a strong tourism economy, while improving visitor safety, preserving local community atmosphere, and protecting our natural and cultural resources. We strongly urge an open dialogue as the transportation plan moves forward, and we look forward to working with the National Park Service on future transportation initiatives.

Thank you very much for the opportunity to comment.

Please do not hesitate to contact me with any questions at director@barharborinfo.com or 207-801-2566 x 11.

Sincerely,
Martha Searchfield
Executive Director, Bar Harbor Chamber of Commerce

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 429

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The town of Bar Harbor needs to take ownership of causing some of the congestion problems due to their practices and policies of promoting and facilitating cruise ship and tour growth. This leads to increased problems with bus traffic and increased numbers of visitors in general.

Park management of commercial tours and buses needs to be improved, meaning numbers of tours allowed per day or time frame need to be limited on loop road and Cadillac road. This should come first over the personal vehicle reservation/limitations.

There are several situations in which park visitors need personal vehicle access and somewhat nearby parking to a site, over using a bus or other public transportation: elderly visitors, sick, and families with younger children. This demographic will visit the park less due to logistical restrictions, which in turn will limit the park experience to a more limited population. It will also hinder families trying to introduce nature to kids at an early age and goes against the mission of trying to fix the nature deficiency in children. Many may say tough, they have to learn how to deal with the restrictions, but my experience is that cranky kids and elderly will win out. Have you ever waited for a bus with a tired 4 year old, or forgotten the snacks, or pacifier, or stuffy at the commuter lot and forgot to bring it on the bus with you? The experience will be a very negative one.

With that point- -right lane parking should still be available in some areas along the loop road, and some parking areas should not be shut down. For example, if the new Liscomb Pit lot is created, the current existing lots should remain. They are already created and serve a purpose, and will be extremely helpful in the winter and shoulder seasons when traffic is down. Also, if the access road from the new lot down to the lake is steep at all, it negates the rating of these carriage roads as "easier" for bike and cross country skiing use.

The Liscomb Pit Road is itself a dangerous area to turn in and out of and dangerous for Route 3 traffic. Any way to engineer a different entrance further away from the blind curve? Major signage and even a yellow light should be added.

Jordan Pond reservations should somehow be linked with restaurant reservations- -what if you get a restaurant reservation but no parking?

Obviously if many visitors are going to be directed towards the bus system, and much more expanded fleet and times are required. The bus system already feels like it is at capacity and is not a pleasant experience at high, even moderate use times. It takes away from your experience when you are wondering if you will get a spot on the bus to go home from a long hike....

I do think in some areas it is appropriate and helpful to expand a parking lot (especially if more people will be diverting to these areas), so the visitor is not completely restricted. For example, Parkman Mountain or Brown Mt gatehouse (is there another area to put a lot in, or way to expand current one?) The Tarn, Sieur de Mont, etc. Of course there are those that feel adding more parking is against environmental protection and increases the car problem, but I feel a balance could be struck and if things are getting more restricted in one area, opening up other areas will very much be beneficial. People are still going to need cars, and the bus system is not a complete answer. If other areas are not opened up near trail sites, there will eventually have to be a reservation system for every access area.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 430

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Having done a complete (as in read the entire document) review of the EIS and Draft Transportation Plan, I was struck by positives and negatives. While I understand the thinking behind putting plan C forward as the preferred alternative (trying to satisfy the most stake holders), I personally found Plan D to provide the best balance for visitor experience and managing impacts on the park's resources. I also liked some of the "out of the box" thinking with regard to Plan D. The idea of making the Gateway Center in Trenton, the visitor center, was unique and seemed to be more cost effective than building a new visitor center at Hull's Cove. I think we have a paradigm that the visitor center needs to be on island, when in fact making the visitor center off island provides yet another opportunity to get cars out of the park, and even keep them off the island. While not a huge fan of reversing the direction of the park loop road, I understood the logic of it, and would be supportive. I especially like the idea of two entrance stations - I think this gives the park an opportunity to increase the number of passes sold. Plan D seems to be the most manageable of the plans, with a higher ROI.

The items of the changes proposed across all plans (with the exception of A) that I liked were as follows:

1. Reducing the vehicle size permitted on the road. Removing the huge tour buses from the PLR will provide a safer and more enjoyable visitor experience.
2. Building a new parking area for Eagle Lake road is an absolute no brainer.
3. Eventually restricting parking in one of the lanes along the park loop road.

With regard to Plan C, the preferred alternative, my concerns are as follows:

1. If I am spending a day in the park (which I do often, when having guests), I would be required to purchase three reservations - one for Ocean Drive, one for Cadillac Mountain, and one for JPH. This seems to me to create an excessive financial burden - in addition to purchasing a park pass, I must purchase THREE reservations?! In addition, this seems like a lot to manage internally. Generally speaking, there is so much vagueness around the reservation system, and the details of implementing and managing such a system, that I question the ability of the park to be ready for roll out in 2020.

2. The time frames proposed for reservations, really only make sense for Cadillac Mountain. As a local resident, I often drive into the park after work for a short hike or to eat my dinner along the water. Even during July and August, after 5 or 6 p.m., there is ZERO overcrowding. It seems unfair and frankly, greedy, to require people to purchase a reservation during these times. Even JPH, after six p.m. has plenty of parking available. Furthermore, the timeframe of starting reservations (mid May), is simply impractical. With the exception of Memorial Day week-end, and perhaps other nice other week-ends in June, overcrowding is rarely an issue until July.

3. Along the lines of the aforementioned lack of detail surrounding use of a reservation system, I am also concerned about the lack of detail related to the assumption that ramping up the IE is practical for roll out in 2020. It seems to me there should be a concerted plan (with the park being involved) about how we will build out this system to accommodate the increase in ridership once other aspects of the plan are implemented. This is a HUGE task with many moving parts - more buses, more drivers, pay, housing - and it will take a massive effort to successfully get this in place by 2020.

4. Finally, I was generally disappointed to hear that no consideration/accommodation was going to be made for the local population. Locals have a special and unique relationship to the park - we are often its best ambassadors. People come to this area because the park is here, but it is the people that live on this island that help them to have a great experience. We catch and cook their food, we clean their rooms, we drive buses, we give tours, we are park rangers, etc.. While I understand that it is not possible to detail an "exception" in a document such as this one - this is the one area I hear the most grumbling about. How to solve? I do think applying more realistic time frames to the requirement for reservations helps to address this concern - most locals, like myself go into the park either early in the morning, or late in the afternoon in to the evening. Other ideas would be to sell local residents an all access pass (I would pay more for such a pass), or sell them an "all access" punch card, for say 10 uses.

I want to recognize the time and effort put forth by many people to bring this process to this point. It is complex and no one plan will please everyone, but as we all have said, SOMETHING needs to be done.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 431

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The plan fails to address two key issues for area residents: lack of enforcement and the role of local community-specifically, the annual pass.

Current parking rules are not enforced, with visitors parking illegally with very little incentive to follow regulations. On any given day cars can be found that are parked adjacent to "no parking" signs, on grass, in roadways, etc. Few exhibit the required hang tags, very few are ticketed, and even fewer are towed. It seems that determining the effect of enforcing existing parking regulations would be a good first step in evaluating the needs for additional measures.

Secondly, there is no integration of the annual pass into the plan. Would holding an annual pass (or a golden park pass, etc.) preclude the necessity for an entry reservation? Provide a discounted reservation? A free reservation? How will the plan address the needs of the local community, who support the park year-round?

Thank you for considering these concerns/

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 432

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Gouldsboro, ME 04607
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My husband and I have lived here for the last 17 years and have enjoyed having Acadia National Park available to us, our family, and our business, which is the [REDACTED] Gouldsboro. I'm concerned about the different ideas you have created to control the number of people visiting the park daily. I can understand the concern about crowd controlling but I'm not happy about the ideas of putting a reservation system in place to enter the park. It seems too confining and seems as if it will restrict people from spontaneous deciding today is the day to visit.

I do like the ideas about changing the loop road pattern(s) and I can see a benefit to implementing these ideas.

Thank you allowing me a voice in sharing my thoughts with you.

Regards,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 433

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660-0134
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Though I work [REDACTED] I am submitting my comments as a private citizen. These are my comments and not the comments of [REDACTED]

I am concerned with the unintended consequences of your preferred plan. Currently, parking is based on a destination. The guest wants to go to Cadillac and they drive to Cadillac and park at Cadillac. Then they want to go to Sand Beach and the process repeats itself. The same guest could be parking two or three different times on the same trip. However, once they visit the site, they get in their car and move on. I would suspect that the current time spent in a parking space is 30 - 60 minutes on average. Using the proposed plan you are in essence designating all parking lots as long-term parking. The same guest that now has a reservation at The Jordan Pond House is going to drive and park. Then they are going to get on the Island Explorer and go visit Cadillac, Sand Beach, etc. No longer does that car move once an hour, instead it will now stay in one spot while that guest moves about the park. In addition, the guests visit has now been extended. There will be waiting for the Island Explorer (I.E.), taking additional buses - that they would not have taken, and maybe they will discover parts of the park they had not intended to visit, and visit. Though a possible good thing, that visit is now longer. And the longer the visit, the longer the car will occupy a parking place. A parking place that historically another guest could have used and visited the park. I understand that the objective is not to restrict park visitation but I am concerned that it will be a very real result.

I personally conduct orientation for all of my employees, and during that orientation, I review how the park came together. How this land was set aside for others to enjoy, not just the rich and privileged. As a matter of fact, it was the rich that gave us our park. All of the public should have access to the park on an equal footing.

I would suggest a few alternatives:

Correspondences - Transportation Plan - PEPC ID: 58482

1. Gate the entrances and manage visitation on an algorithm. This is very similar to entering a highway at peak times. It is not uncommon to have to wait through a light before you enter the road. In addition, implement this at the base of Cadillac Mtn. (a gate that goes up and down, it need not be manned) with an estimated timer. Let the guest decide if they want to wait, this technology is used at Theme Parks, rollercoasters.
2. Make Park Loop Road oneway. It will be easier to manage and probably slow the speed of the road.
3. Expand the right lane parking. Let people get out, look and move on. Many people just want to get out, look and move on. Make it easier, not harder. Remove many of the boulder, blocks that are currently on the right side. Even if you don't remove them, move them so a car could park half on and half off.
4. Limit bikes to the same right lane. This would give them a place to ride.
5. No reservations, first come first served. This is the people's park. Money should not automatically gain you privilege. Once it is determined that a peak has been reached no entrances until others leave. Fundamentally, reservations are going to create more obstacles and add complexity. Keep it simple.
6. Look at implementing additional concessions contracts for shuttles, let an operator just build a business around moving people around the park for a fee (no interp offered, just transportation). \$1 - \$2 per person to get on any leg, however, the charge is always \$1 - \$2 to get on any other legs. Think of a taxi stand at an airport vs. the free shuttles to downtown. Some people will always pay for convenience. Allow them to use the same bus drop off's as the I.E. Maybe this could supplement the I.E.
7. Consider building a bus parking lot. If buses are a part of the solution, they need a place to park.
8. Do not allow tour operators to have more access than the public. Again, it is the people's park. Make everything first come first served. The fact that somebody booked a tour shouldn't allow them more access, shouldn't allow them to cut a line while others are waiting. I understand how these practices started, but I think they have outlived their usefulness. They were designed for a different era, we need new thinking.
9. I know that the NPS is hoping that taxi's and Uber will aid in the transportation. However, where will they park when the guest requests that the driver stays while they take pictures? I think that Uber and taxi's should be given special park passes that allow them to enter the park and unload in a zone and then they have to move on. No standing and taking a spot.
10. Allow the cell phones to work. Technology is a part of the solution, today and going forward. Find a way to place towers in the park. Maybe they are mounted to the back of trailers and are rolled into place for 4-6 months and then rolled out (maybe cell phone access is granted with the purchase of a park pass). Until phone signals can be delivered without towers, find a way to incorporate them into the park. No! cannot always be the best answer. New thinking needs to be a part of the plan on this issue.
11. Convert the gatehouses into overnight accommodations (I know that they are used to house NPS employees). Imagine how much you could charge for somebody to stay at the gatehouse at the Jordan Pond House (parking, access to all of the carriage trails, and walking distance to The Jordan Pond House). Could you build additional overnight accommodations? This is an untapped source of revenue.

A few questions to also consider with the preferred plan:

1. What is going to stop scalping? Somebody is going to recognize the opportunity. If all of the reservations are sold out a market may develop that sells parking spots, if you had money and wanted to visit the park in the middle of August would you buy a reservation from a scalper?
2. What will stop businesses from buying blocks of reservations? Maybe it is included in the room rate of a bed and breakfast. Maybe they would use it as a loss leader. By definition, reservations are for things that are limited and valuable. Businesses will find a way to use that resource for their own means.

Like all of you, I love living and working in this park. It is my hope that my comments will aid you in your decision making process.

Sincerely,

A black rectangular redaction mark covering the signature.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 434

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Madison, NJ 07940
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I do not think it is proper to have concessionaires be the access to an area like Cadillac Mountain if no parking is available. Any area that is restricted should have public transport access, cost should be paid for by parking fees or entry fees. Keep National Parks open to everyone, not just those that can afford to pay for premium experiences, it is not Disney land. Zion manages nicely, park a car and take the bus.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 435

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Dickerson, MD 20853
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I encourage the Park Service to address, and limit, the numbers and sizes of commercial buses that are using Acadia NP. These buses detract from the serenity and beauty of the park. Bus size and numbers should be strictly regulated, and reduced. It's time for the huge (and always increasing in size) buses to be banned from Cadillac Mountain and the Park Loop Road- -as a minimum action.

To reduce crowding and congestion, get rid of the gift shops at Jordan Pond House, Thunder Hole, and Cadillac Mountain. They should be dedicated to education and information.

Jordan Pond House no longer provides a "traditional" dining experience and only detracts from the scenery, and adds to crowding and congestion in an otherwise beautiful area. Keep the historic landscape and get rid of the non-historic facilities. Then you could probably reduce the amount of pavement dedicated to parking there.

There are too many cruise ships, and associated bus tours, coming into Bar Harbor and Acadia. The Park Service needs to work cooperatively with Bar Harbor (and other towns that might be tempted to allow ships) to restore the quiet, low-density feeling of the park and town. We don't visit Bar Harbor any longer because of crowding caused by all the cruise ships.

The NPS needs to ensure that all transportation facilities are managed to reduce, and where possible, eliminate impacts on natural resources. Too often, cost is used as an excuse not to replace undersized culverts, install bridges when a "culvert will do" and to avoid addressing wildlife crossings. The plan says that it will apply natural and cultural resource protection measures to all alternatives, but it needs to clearly state that doing so will be the highest priority actions- -even above managing numbers of visitors and types of vehicles. This will be especially critical as high intensity storms continue to increase, causing flooding, movement of road materials into the woods, etc.

The plan should address specific actions that will be taken to address facilities that are washed away again and again (Thunder Hole, low-lying areas of the Loop Road, Seawall, etc) due to rising sea level and high intensity storms. This will be important to help people accept that "iconic" facilities are not sustainable. Also to move inappropriate park development in fragile wetlands, habitats, and floodplains. The NPS should be a leader by taking bold actions to address these mistakes of the past.

The plan focuses too much on the area around the Park Loop Road. What will happen to the Schoodic Peninsula and west side of MDI when reservations are implemented along the Loop Road? The areas that are not under reservation will be swamped. I suggest that additional planning is needed to address managing areas along state and local roads, especially along Sargent Drive and in Southwest Harbor, Manset, and Bass Harbor- anywhere there is public access to the shore. It's not enough to say "we'll deal with that later" or with vague statements about implementing reservations for those areas if they become crowded.

There should be no parking allowed along the right lane of the Park Loop Road, especially at Ocean Drive. For that reason, and the need to address traffic on a system-wide basis, I prefer Alternative D/4.

However, I do not agree with adding additional parking lots at Great Head, Acadia Mountain, and at Eagle Lake for example. Instead of moving cars from roads and roadsides to parking lots, I believe that visitors would be better accommodated on public transit. There is enough parking in the park now- no more is needed.

Please address in the final plan the issue of the volume of commuter traffic coming on and off MDI at Thompson Island; it is a park service issue because it involves park employees and visitors alike traveling over park lands. It is not only a regional planning issue, but a safety issue as well. Too frequently visitors and Maine residents are caught for hours in traffic at the head of MDI at Thompson Island when an accident occurs on or near the bridge. There needs to be an alternate bridge or access point to accommodate current traffic, much less that of the future, and especially in the event of an evacuation.

So glad you are addressing crowding and transportation issues. No easy solutions, and it will be a process to implement. Adaptive management will be critical.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 436

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lamoine, ME 05605
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While I can appreciate the need to regulate parking and the flow of traffic through our popular National Park, we do need to step back and remember those who have chosen to call this home. We are here through rain, sun, sleet, and snow. Many of us are the backbone of the working community that supports ANP's millions of visitors. We must not overlook the people who choose to be here through thick and thin. We must assure that the new parking plan does not give precedence to others before the working community that supports ANP visitors. After a long day at work sometimes the thing that you need to recalibrate your being is to breathe in the beauty that ANP offers. As a local, I believe an annual pass should allow me access with no need to make a reservation. Please be sure to keep Mainers in mind when deciding your plan. We already share this place we call home with millions of folks every year - let's be sure we don't push Mainers even further off the sidewalk/roadways.

Thank you for hearing our concerns.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 437

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Lamoine, ME 05605
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While I can appreciate the need to regulate parking and the flow of traffic through our popular National Park, we do need to step back and remember those who have chosen to call this home. We are here through rain, sun, sleet, and snow. Many of us are the backbone of the working community that supports ANP's millions of visitors. We must not overlook the people who choose to be here through thick and thin. We must assure that the new parking plan does not give precedence to others before the working community that supports ANP visitors. After a long day at work sometimes the thing that you need to recalibrate your being is to breathe in the beauty that ANP offers. As a local, I believe an annual pass should allow me access with no need to make a reservation. Please be sure to keep Mainers in mind when deciding your plan. We already share this place we call home with millions of folks every year - let's be sure we don't push Mainers even further off the sidewalk/roadways.

Thank you for hearing our concerns.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 438

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Naples, FL 34110
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Call a place paradise and kiss it goodbye. Over the last few years with the Centennial Celebration and the Ken Burns National Parks series on PBS the increase in visitors has been remarkable. As a visitor to ANP for over thirty years I do lament the increase of visitors. The real problem as is not so much the number of people as it is their disregard for decorum and the rules of the park. Reservations will not change this behavior. An increase in the number of Rangers probably would do more good for the Park than limiting access. The reservation system is skewed to benefit bicycle riders. In my experience they pose as much of a problem to traffic as anything, especially on the two way sections of the roads. The reservation system is also overly burdensome to those on a fixed income. An increase in entrance fees would be a better way to limit visitors and would apply to everyone. I realize this caused an outcry but the reservation fee is the same as an entrance fee increase. Why fund a private provider to run a reservation system when all the money from a fee increase could go to Park improvements? I have a question on the reservation system. How will the vehicles that overstay their reservation be removed? By tow truck? How is that going to affect the park experience? Obviously more Island Explorer service would be good along with fewer commercial tour busses and oversized camper rigs. While the plan clearly favors bicycles it does not even mention handicapped access. In fact it seems to discriminate against those with disabilities. Some accommodation to handicapped visitors should be incorporated without a reservation fee. ANP is not overly accessible to the disabled as it is. Overall my choice would be plan A with an increase in the number of Rangers and Island Explorer busses. All of the reservation plans require more infrastructure and will only increase confusion and frustration for park visitors.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 439

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 25, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 25, 2018
Form Letter: No

Correspondence Text

My comment concerns Otter Cliff Road, an access road into the park, and the road on which I live.

My concerns are the increase in traffic going to and from the park. With the addition of the commuter buses and tour buses it has become a dangerous road to live on. The road is narrow with no shoulders making it hazardous for the many people on bikes and walking coming to and from the park, as well as the local residents such as myself. At the very least both ends of Otter Cliff Road should be posted NO TOUR BUSES ALLOWED and be enforced.

I enjoy living in such a beautiful area and next to the park, and understand that there are many things that require tolerance. However, the increase use of the park and the TOUR BUSES has put an unfair burden on the residents and created a dangerous situation for pedestrians that use this street.

Sincerely,

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 440

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New
Date Sent: Jun 25, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 25, 2018
Form Letter: No

Correspondence Text

As a "local" who uses the park with high frequency (drive, picnics, wave watch hike, bike, run, swim, ski etc) it's hard not to feel like we have more ownership of the park. However, the park belongs to everyone. I don't see any need for special accommodations for "locals" and actually think it's inappropriate. I know how to avoid crowds and use the park during non peak times.

However, I am concerned with equity. My concerns with the reservation system have to do with the preferential treatment given to those with internet, computer skills and the savvy needed to plan ahead. Online reservations also require credit cards. While it's probably true that most folks who visit the park have means to have a vacation which means they most likely have the means to make the reservation, I'm uncomfortable with the barrier that a reservation system creates for others. I'm not sure how to counteract it- can there be a certain amount of "last minute" reservations? Would that be enough? Also, if there are a certain amount of spots allocated per day- - folks visiting via commercial operators would have an advantage because commercial operators have contracts. It seems like the plan takes into account a balance- but on days with multiple cruise ships in Bar Harbor, it would be sad if they had a disproportionate amount of spots.

That being said, I like the preferred option C the best- especially the expanded Hulls Cove parking and Eagle Lake parking. Access to Eagle Lake is so sketchy in the summer. If there was also a way to connect the carriage roads into town better, that would be great- but maybe this plan will reorient us all to think of Hulls Cove as the starting point instead of in town Bar Harbor.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 441

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
Southwest Harbor, ME 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My idea is to add a parking lot at Carroll Homestead instead of parking on Rt 102 near Acadia Mountain and Echo Lake. This area on 102 is usually very crowded and people park all over the place. Add a shuttle bus starting at Acadia Gateway center in Trenton to the Bass Harbor lighthouse and back to Trenton with all the current stops and adding Wonderland, Ship's Harbor, Flying Mountain and Carroll Homestead. People could use what are the current stops to catch a bus over to Bar Harbor and the other lines. The parking lots currently at Flying Mountain, Wonderland, Ship Harbor, Acadia Mountain would remain, but be for locals only. You could do the same with the other popular areas such as Cadillac Mountain. Park could sell stickers for a window for \$10.00 in addition to needing a park pass. The month of December you sell the park pass at a discount so you can sell a resident sticker at the same time. One would only have to prove they have a pass valid through whatever date you pick, such as October 15. This would allow local and summer people the ability to have parking at these popular, hard to find parking places and still allow visitors to enjoy them also. It could be a win-win for all.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 442

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Mount Desert, ME 04605
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for the opportunity to comment- democracy at work. I prefer a blend of your alternatives as my preferred alternative. Here is a summary of the actions that I recommend:

1. Expand the Island Explorer bus system to function as intended- to enable all visitors and residents on MDI to leave their car at their lodging location. Create a pass system for the bus that generates funding for the bus system. Work with MDI communities to create metered public parking lots which charge a fee but create a parking alternative for catching the bus, renting a bicycle, or visiting each community. Work with Bar Harbor to utilize the parking lots at MDIHS and Conners Emerson school as summer parking lots from mid-June thru Labor Day. Work with Jackson Lab to use their parking on summer weekends as an Island Explorer lot.

2. Use timed-entry/exit reservation parking for Sand Beach from 9 am-4 pm from mid-June through Labor Day. Do the same with the Great Head/Schooner Head parking lot using it to expand capacity for reservations at Sand Beach. Create handicap accessible route to the beach since there are no other sandy beach options in the park. Add parking spots to encourage use of small vehicles and ebikes. Convert the small upper lot to a bus parking lot by opening an exit on the rear end. Leave Thunder Hole as it is because people do not stay there very long. Remove the concession store at Thunder Hole and return it to a ranger information station/covered bus stop.

3. Use timed-entry/exit reservation parking for the small rear lot at Jordan Pond and the front small lot- NTE 2 hrs. Leave the larger lot with the boat ramp access as first-come, first serve. Eliminate oversized vehicles from accessing this area. Add parking spots that encourage use of small vehicles and ebikes. Expand food service at Jordan Pond House to breakfast/lunch/dinner to broaden public access hours. Create a biking/hiking shuttle for this location to enable those users to park somewhere else. Encourage local taxi companies to provide special service to reservation-only areas in small vans.

Encourage local lodging to offer van transportation services to guests to encourage them to leave their cars at the hotels.

4. Create a Cadillac Summit bus shuttle service (for a fee) and eliminate cars/tour buses from Cadillac from mid-June thru Columbus Day, 24 hrs/day. Run it from multiple locations including all 3 MDI communities. If local communities, private campgrounds or large hotel chains provide van services as a guest/resident commuter option, allow them to provide transit to/from Cadillac with appropriate fees. Eliminate other vehicles from the road during this peak season, including bicycles & ebikes & segways. Hikers should have the option to catch a shuttle off of Cadillac or up it to create a one-way hiking option. Convert the gift shop on Cadillac to a ranger station for information & a covered bus stop with restrooms.

5. Add parking capacity at Eagle Lake by adding one of the two new lots. Leave the existing parking lot as handicap access & for ebike/motorcycle/moped parking. Look for an option for addressing the Acadia Mountain parking mess- a nearby parking lot option or connector trail from another location. Can Carroll Homestead be used for additional parking and be linked by trail? Look for an option for addressing congestion around the Ship Harbor trail- maybe add a bus from Seawall campground to the lighthouse and trailheads to discourage driving there. Work with the Bass Harbor community to find a metered parking lot option- like in the rock pit?

6. Create an entry experience for the park by redoing the visitor center at hulls cove, without all of the steps. Tie it into the Cadillac summit shuttles & create a quality visitor center worthy of this park. If the gateway center is finished, make sure that it has a direct shuttle to Cadillac & ocean drive. Get LLBean to move it's outlet store to this location and provide food services so that day trippers have what they need. Relocate all chambers to this location and convert the building to a covered bus stop.

7. Reduce right lane parking to eliminate conflicts between all motor vehicles, bikes, buses & pedestrians.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 443

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Winchester, MA 01890
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

A reservation system only attempts to spread out visitation. Basically there are too many cars, and travel through the park should be discouraged. That can only be achieved if there is a robust public transportation system. Yes, the Park Loop road was designed to be driven and viewed in a private vehicle, but unless one is prepared to restrict visitation to the park to the levels envisioned when the road was built, it is not realistic to continue to allow so many cars into the park. I am a 25 year summer resident of MDI, and hike ALL the trails in ANP every year, so I feel qualified to comment on crowding in the park in recent years.

I would use the bus system more if it ran more often or earlier in the day. For instance, if I want to go to Jordan Pond House to start a hike, I can't get there by bus until after 10am. Like many locals and longtime summer people, I like to get out early before the crowds come, so this is way too late for me. And like many of the tourists,, I also worry about not being able to get on a bus late in the day because it is full. So, as much as I hate to add to the parking problem at JPH, I drive there.

I am not sure a reservations system is really necessary much before 8 or 9am (the sunrise on Cadillac being the exception) or before the 2nd week of June, with the exception of Memorial Day weekend. Just this year, during the week after Memorial Day, my husband and I emerged onto the Cadillac south ridge at 11am after climbing the West Face trail and saw no one on the entire ridge until we got to the Featherbed.

I applaud the elimination of right lane parking on the Park Loop Road. Cycling the Park Loop with all those parked cars is extremely dangerous, both for the cyclists and the pedestrians darting across the road. It is a bad situation for everyone-no one can enjoy the scenery if you are concentrating in not hitting something or someone the whole time.

I think eventually all cars should be banned from the Park Loop and everyone takes the bus. Other national parks follow this model.

The park planning document speaks often about the desire to improve visitor experience. Banning large groups from the hiking trails and reconsidering the dog policy would be an improvement.. Based on my informal survey while hiking in the park, fewer than half of the dogs I meet are on leash. As much as I like animals, it is not fun to be accosted by strange dogs running loose in the woods. On a recent walk around Ship Harbor, I encountered 3 piles of dog feces in the middle of the trail. Baxter State Park has a group size limit and bans dogs, and it is amazing how peaceful it is compared to Acadia.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 444

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, FL 04679
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I recently attended one of your open forums discussing the proposed changes to Acadia National Park Access. It is obvious a lot of work has been put into the proposals. Alternative C seems to be the most favored plan. I think this plan can work for the typical vacation visitor to our island. They typically come for up to a week, and can plan their activities well in advance when making vacation plans to come to this part of Maine. The issue I see is continued access for local residents, both year round and summer residents. We do not visit the park in the same way a visitor from away would. A drive along Otter Cliffs for example, might be more spontaneous, versus someone who only has a few days to see "everything" Some talk was given to a resident pass which might give a limited number of entrances over the season at an additional cost to the annual fee we already pay for an annual pass. Nothing was addressed as to how these would be prioritized if at all in the reservation system. In essence, my fear is that having come here since the 60's as a child, and now owning property on the island for 30 years, I may find that I can no longer enjoy the access to the park which is one of the main attractions to living on this part of the coast.

Another suggestion would be to issue special passes for motorcycles. They take up much less room parking, and this area is vary popular with touring riders from across the country. Many cities and towns (Camden is a local example) have special motorcycle only parking to help alleviate parking congestion.

Thank you

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 445

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
BAR HARBOR, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 26, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 26, 2018
Form Letter: No

Correspondence Text

My wife and I live on Otter Cliff Road in Bar Harbor. We strenuously object to the increased traffic through our neighborhood with the parks current plan and that which is proposed for the following reasons:

1. Otter Cliff Road (OCR) is in a residential neighborhood
2. OCR is narrow and has no shoulders or barriers to prevent vehicles drifting off road.
3. Road is too narrow for tour buses which should be prevented from using it
4. Park Service has added a new route which doubles LLBean bus traffic thru a residential neighborhood on narrow roads
5. Park Service Police are significant violators of speed limit which is too high as it is
6. Bar Harbor police should be more active in monitoring speed limit
7. Road should be marked Local Service Only

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 446

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Henderson, NV 89012
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I support any and all options that include shuttles and ways for the kids to access the Junior Ranger material at satellite locations that allow them to complete the program while their families are away from the most crowded area.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 447

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

These are my personal comments, not comments related to my role at Friends of Acadia. I applaud ANP for taking on this critical challenge at a time that I believe the park can make a difference in traffic and congestion before the problem reaches the point of a crisis. I don't believe we are there yet but if trends continue, we could certainly reach the point of crisis.

1. Eagle Lake Pkg lot change - I am in complete agreement with the proposed approach and support the idea of closing the existing pkg lot and restoring the wetland. The only additional comment is that we could possibly expand the number of spots at the Liscomb Pit beyond what is proposed in the plan. There does not seem to be a natural barrier such as a cliff or wetland impeding expansion of the pit/parking lot.

2. Vehicle size - I support limiting the size of vehicles, for example reducing bus sizes from the 45-footers to closer to 30-footers, like the IEX. I also support requiring larger buses to disembark and transfer passengers to the smaller concession buses. I could see the Gateway Ctr in Trenton, the Hulls Cove Vis Ctr as good locations for this but I think we should also think about another, yet to be identified, location for this as the size of the pkg lot for commercial buses could be significant and take up too much room that could otherwise be used by cars.

3. Gateway Center - I completely agree that this needs to be built-out in accordance with the original vision. I would add electric vehicle charging stations and perhaps solar parking arrays to the original design to improve the overall sustainability of the operation. Solar arrays that span the parking area would generate electricity and provide shade for parked cars.

4. 3rd Party transportation - I support working with Uber, Lyft, and other 3rd parties to devise complementary solutions to IEX and private cars.

5. Alternative C vs. Alternative D. This is the choice that I have struggled with personally. I believe that by choosing Alternative C the park is doing its best to meet existing needs (and wants) of current visitors and expectations and I commend the park for that approach. I fear, however, that Alternative C

opens a pandora's box of unintended consequences that could ultimately make visiting Acadia much more complex, confusing, expensive, which could all lead to significant blowback in the local community and from visitors. Some of my concerns include:

- a. The need to purchase multiple reservations to visit the most visited areas (JPH, Sand Beach, Cad Mtn). Visitors sometimes visit all three of these places in a single day and almost certainly in a single week.
- b. Reservation costs - if this is implemented, I strongly encourage the park to keep the reservation costs as low as possible. The park just raised entrance pass rates (I know this was a federal decision, but a raise nonetheless) so any reservation costs will be added to the entrance pass increase. If reservations were \$5 each and my week long trip to Acadia includes 8 visits to JPH, SB, or Cad Mtn, that's an additional \$40; a significant amount of money for many of us. If I'm a local and I visit one of these spots once a week for 8 weeks, that adds up to \$40 as well.
- c. Funding IEX expansion with reservation fees. Instead of inflating the reservation fees to expand IEX, I would rather see the expansion come from philanthropy, corporate sponsorship, or another source. Perhaps the \$5 increase that was added to the park entrance pass instead of the reservation fee. I simply think we are hitting people too hard with a combo of entrance fee increase and reservation fees.
- d. JPH reservation management with the restaurant. This needs to be thought out carefully. If I make dining reservation at restaurant, it needs to coincide with my parking reservation
- e. Driving Ocean Drive and not parking - the reservation system would need to account for the many visitors who simply drive Ocean Drive without stopping. If we are managing for parking, we should consider allowing these passers-through to enter. Of course, this presents another problem - how do you really know people won't stop and how do you arrange cars in the queue between those entering to park and those entering to pass through?
- f. How far in advance can you make a reservation?
- g. Do you get refunded for cancelled reservation?
- h. How will we determine how many last minute reservations will be held?
- i. Weather - a good weather day will draw many more visitors to these locations than a bad weather day. How will the system account for shifts in weather?
- j. Length of season covered by the reservations - I think the dates suggested are too broad. July 4 - Labor Day seems more reasonable to me.

The questions about Alternative C I listed above are just a sampling of the questions that will arise. I don't believe they are insurmountable but I believe there is the potential for all this variability to overwhelm ANP's ability to manage the process smoothly.

Alternative D, while disrupting the way in which visitors currently use the park, may be a better management solution. By managing for the capacity of the Park Loop Road system the entire approach is greatly simplified. Fewer entry points, no complex parking reservation systems, and I think the overall costs of the system would be lower. I believe the IEX system would possibly need to be increased more dramatically than under Alternative C but I see that as potentially a good thing. One comment made by someone at the Bar Harbor information forum at the Jesup has stuck with me. He recommended the park take an overall position that we are moving to a Park Loop System that is PRIMARILY serviced by public transit but that allows for a certain number of private vehicles. This "Transit-first" position would send the message to visitors that the expectation is transit and the exception is private cars. I think this fits well with Alternative D but if the park chooses Alternative C it could also be helpful in forming public opinion and expectations.

Again, I commend the park for taking this on. I have a lot of concerns about Alternative C but understand why the park is pursuing it. Ultimately I believe Alternative D may be the better, longer-term approach, despite the significant change required up front. Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 448

Author Information

Keep Private: No
Name: N/A N/A
Organization: Royal Caribbean Cruises Ltd.
Organization Type: I-Unaffiliated Individual
Address: 1050 Caribbean Way
Miami, FL 33132
USA

E-mail:

Correspondence Information

Status: New
Date Sent: Jun 26, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 26, 2018
Form Letter: No

Correspondence Text

Mr. Kevin Schneider
Superintendent
Acadia National Park
P.O. Box 177
Bar Harbor, ME 04609

Dear Superintendent Schneider:

Royal Caribbean Cruises Ltd. (RCL) is a global cruise vacation company that comprises six distinctive companies, including global brands Royal Caribbean International and Celebrity Cruises, both of which call on Bar Harbor as part of their New England/Canada itineraries. RCL appreciates the opportunity to comment on the proposed Transportation Plan (the "Plan") for Acadia National Park and we would like to thank you and your team for your availability to discuss the Plan in advance of filing our formal comments.

Last year, RCL ships made 26 calls on Bar Harbor where our guests visited the town's shops and restaurants, went golfing at Kebo Valley, sailed with local fishermen on lobster boats, and, the highlight for many, visited Acadia National Park and Cadillac Mountain. The cruise industry is a significant economic engine for the State of Maine and for Bar Harbor, in particular. In 2016, cruise lines provided nearly \$50 million in direct spending in Maine, and supported nearly 1,000 jobs paying \$27 million in wages and benefits. RCL was proud to contribute to the Maine economy and to be able to share the beauty of Acadia National Park with over 40,000 of our guests last year. We believe the cruise industry's relationship with Maine is a win-win for everyone.

Maintaining accessibility to Acadia National Park for our guests, however, is critical for our itineraries

Correspondences - Transportation Plan - PEPC ID: 58482

that include Bar Harbor. We understand the challenges of parking, traffic, crowding and Park maintenance which have led the National Park Service (NPS) to develop the Transportation Plan for Acadia National Park. We hope that, working together, we can avoid any negative impact on our guest experience. Toward that end, we offer the following comments/suggestions to the proposed Plan:

Vehicle Height/Capacity Restrictions

We understand that the current use of 56-passenger motor coaches to transport cruise guests to the Park will be phased out and that smaller capacity vehicles will be required. Obviously, this proposal will require additional trips into the park to transport the same number of guests as the motor coaches. We are pleased with the acknowledgment by the Park that additional parking will be provided to accommodate the increase in vehicle traffic. However, the Plan does not indicate whether there will be a limit on the number of these smaller-capacity vehicles authorized to access the Park at any given time. We believe that the Plan should also expressly support maintaining, or increasing, the number of commercial visitors to the Park.

Park Access

We are concerned that shuttling guests from Bar Harbor pier to Trenton Gateway Center in order to take the Island Explorer back into the National Park may not be the most efficient routing. In addition, the Island Explorer does not start service in 2018 until June 23. If this remains similar in upcoming years, we recommend that the service schedule be adjusted to assist the May-June sailings. We do not believe that the current Island Explorer fleet is able to keep up with the current demand.

Timed Reservation System

Based on discussions with NPS officials, it is our understanding that the Timed Reservation System will not apply to Commercial Vehicles but we suggest that the final Plan clarify this point.

Additional Destinations within the Park

During discussions, NPS officials suggested that the use of smaller vehicles will allow access to new destinations within the Park. We recommend that the final Plan provide details on these locations within the Park and the size of the vehicles that will be authorized to access these locations.

Fees

The Plan does not include details of the new fee structure into Acadia National Park which is critical to our ability to assess the cost to RCL of providing this experience to our guests. It is unclear whether the new per person entrance fee and/or management fee will be \$5.00 or \$15.00. In addition, we would like clarification as to whether a lower fee will apply to guests accessing only Park Loop Road or whether the fee will be the same as that for guests accessing Cadillac Mountain.

Timetable

We understand that the initial implementation of the Plan is to occur in 2019. We recommend that the NPS strongly consider the impact on tour operators and the need to expand their fleets to include smaller-capacity vehicles. Based on our discussions with our shore excursion partners, a gradual phase-

out over a number of years will be necessary to address the fleet changes proposed under the new Plan. We believe that 2019 is too soon to implement such significant changes.

RCL would like to thank the NPS and Acadia National Park for providing a well-maintained, beautiful destination for our guests sailing to Bar Harbor. We believe that the popularity of our New England/Canada itineraries that include Bar Harbor is due, in large part, to the opportunity to experience Acadia National Park and Cadillac Mountain. We look forward to working with the NPS to ensure the sustainability of this experience while addressing the safety and traffic concerns of the Park.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 449

Author Information

Keep Private: No
Name: Tom Crikelair
Organization: Tom Crikelair Associates
Organization Type: I-Unaffiliated Individual
Address: 369 Crooked Road
Bar Harbor, ME 04609
USA
E-mail: tom@crikelair.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am the consultant hired by Downeast Transportation to provide a full range of planning services for the Island Explorer shuttle program. I designed the service in 1998 and have continued in subsequent years to provide service planning and to oversee the design of marketing materials. The fact that the bus company pays for my services does NOT mean that they necessarily endorse all of my ideas. The remarks that I am submitting here have not been reviewed by bus company management. Chances are that Paul Murphy and his team will agree with most, but perhaps not all, of what I have written here.

IMPACTS ON THE ISLAND EXPLORER, ALTERNATIVE B

Option B is quite modest, in that it would result in little material change for people who are familiar with peak season congestion. These people already know that they are unlikely to gain auto access to popular destinations during the first three weeks of August. The main impact of Alternative B will be on those who do not know that these parking lots are full. Alternative B will manage their expectations: They will know in advance that they cannot reach these places by car. Many will turn instead to the next best alternative, free Island Explorer buses. During the summer of 2015, the park displayed an electronic sign at the Hulls Cove Visitor Center that said: "Parking full. Take the bus." The bus company had to call and ask that the sign be turned off, because it resulted in a level of demand at the Visitor Center that the buses could not accommodate. I am stating the obvious: Limiting auto access to those with reservations will place intense demand on the shuttle program. Restricting right-lane parking on the Loop Road will increase the intensity. Service levels will likely need to increase so that buses run every 10 minutes on the Sand Beach and Loop Road routes, and every 15 minutes on the Jordan Pond route. Even with this increase in service, a back-up plan should be developed for the possible introduction of some sort of reservation system for Island Explorer buses.

A NEED TO STREAMLINE ACCESS TO ISLAND EXPLORER BUS STOPS AND THE OCEAN DRIVE ENTRY STATION

As service frequencies increase, the cost of delays will likewise become steeper. Let's say we want Loop Road buses to operate every ten minutes. Ten minutes of delay means we need to operate an additional bus. If it costs \$70K to operate one 8-hour-a-day bus for a full season, then each minute of delay ends up costing us about \$7K. That's seven thousand dollars a minute! It will be important to ensure that buses have immediate access through the entrance station. And bus stops at Sand Beach and Thunder Hole may need to be moved to curbside, even though this will reduce convenience for visitors. Steps will be needed to minimize the time required to serve Sieur de Monts and Wildwood Stable and Jordan Pond House. Bus stop changes may likewise be needed to ensure that buses don't get caught in delays caused by auto drivers waiting to have their reservations checked. Auto lanes and bus lanes need to be segregated, or buses need to be able to pick up and drop off without entering a reserved area.

GRID LOCK AT HULLS COVE

Demand at the Hulls Cove Visitor Center will be intense - for people trying to get into the parking lot, for people seeking last minute reservations or information about why they can't get one and what they are supposed to do now, for people seeking to board buses, for people opting to bike into the park. (Is the current narrow and steep bike path adequate for this?) Alternative C may create a peaceful situation for people once they gain access to the Loop Road, but will it do anything to address the situation in Hulls Cove? The limited size of the current VC lot helps manage demand for buses. Increase the size of the lot, and the capacity of shuttles will need to be increased accordingly. Also, buses and cars already have a tough time turning left onto Route 3 when exiting the park. With increased traffic, this will grow worse. MDOT may have said NO to a permanent traffic signal here, but the NPS should ask again and again. Keep asking until they say YES.

ALTERNATIVE B AND OTTER CLIFF ROAD

Option B calls for reservation-only auto access to Ocean Drive from the entrance station to Otter Point. But didn't I read that the plan also envisions limiting Otter Cliff Road access to EXIT ONLY? If this is true, then the reservation-only zone in fact extends from the entrance station to Wildwood Stable. If Otter Cliff Road is not limited to exit only, then we should expect a major impact on this road from people seeking to gain access to the Loop Road here.

ACCESS TO LISCOMB PIT

When we looked at staging the Bicycle Express at Liscomb Pit years ago, concerns were raised about sight distances on Route #233, given that the access road is located on a sweeping curve. Perhaps this can be addressed for an important parking lot by speed restrictions.

DEMAND FOR THE BICYCLE EXPRESS

The Bicycle Express is labor intensive and also requires a lot of curb-side space at the Village Green. With a reservation system, demand will likely increase. A per-bike fee could be implemented to help offset costs. A new staging area in Bar Harbor will likely be needed, possibly at the grammar school, possibly at the ball field. Alternatively, visitors could pay their rental fees in town and bikes could be distributed by rental companies at Liscomb Pit. (See the bike rental shed at GETT.)

ALTERNATIVE D - ONE-WAY ON PARADISE HILL?

The draft plan includes the following sentence: "The road from the Hulls Cove Visitor Center to the SR 233 / Eagle Lake Road entrance would be one way in a southbound direction." As the Island Explorer planner, I cannot comprehend this sentence. We are envisioning Loop Road buses departing the visitor center as often as every ten minutes. How exactly am I supposed to get these buses back to the Visitor Center after completing a trip around the loop? Should we exit at Route 233 and then take Cleftstone

Road to West Street Extension? I suggest to you that this is not going to happen. It is too slow, too expensive, and too disruptive for this residential street. I understand that you are trying to find room to add a Paradise Hill entrance station. I submit that you are going to need to find another way to do this, a way that preserves two-way traffic the full length of the Paradise Hill Road.

ALTERNATIVE D - BUS ACCESS TO OCEAN DRIVE FROM THE VILLAGE GREEN

We are going to need a reasonably direct way to get visitors from the Bar Harbor Village Green to Sand Beach and Ocean Drive. With clockwise Loop Road traffic, this can be accomplished by allowing buses to enter the Loop Road at Sieur de Monts. With counterclockwise travel, it can be done by allowing buses to enter the Loop Road via the Otter Cliff Road. (I suppose an option would be to somehow go back to what we did in the early 1990s, providing beach access via Schooner Head Road and the Great Head trailhead. But this does not feel realistic to me now that we have larger buses, frequent service, and large crowds of passengers. Would the park create a new turn-around and access pathway?) I am neutral on the question of direction of travel on the Loop Road. But my opinion changes if counterclockwise travel does not include bus access via Otter Point Road. It would be crazy (and unnecessarily expensive) to require people with in-town lodging to travel to Sand Beach via Jordan Pond House, after a transfer in Hulls Cove.

MOTORCOACH TRANSFERS TO SMALLER CONCESSION BUSES

The plan appears to envision that out-of-town bus tours would transfer their riders to concession buses at the Acadia Gateway Center. This might be appropriate for tours that drive onto Mount Desert Island for the day. The large buses could wait at the AGC while people go on their tours. But some bus tours include overnight stays in Bar Harbor. These groups could be picked up by the concession bus operator at their hotels, avoiding the need for coaches to travel off the island to the Gateway Center. This additional option should not materially change steps anticipated in the draft plan. Custom in-town pickups would be something for the concessionaire to arrange.

ISLAND EXPLORER BUS SERVICE FROM THE ACADIA GATEWAY CENTER

The 2007 Island Explorer service plan envisioned half-hour headways from the AGC. Because of the driver hours and miles involved, the per-passenger cost of these trips will be relatively high. The target market for this service should be limited to day visitors traveling from Ellsworth, Bangor, and other off-island origins. Motorcoach groups should not be transported to the Gateway Center in order to board Island Explorer buses - because of the impact on Island Explorer operating costs. (If they transfer to concession buses, the cost to the concessionaire of extending service to the AGC can be built into the tour fee.)

Thank you!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 450

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seal Cove, ME 04674
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am supportive of efforts to that establish a sustainable vehicle capacity for heavily used sections of the park, and management to maintain vehicle use in the park at or below that level. Ocean Drive, Cadillac Mountain, and choke points on the loop road are often gridlocked in summer, as well as on busy weekends early/late season. The amount of vehicles is detrimental to visitor experience. A reservation system for peak times and reductions in commercial vehicles seem like good starting points. In particular I agree with the proposed limitations on vehicle size on the Cadillac Mt road.

At the same time I would like to see an increased push to use public transportation and to visit the park on foot or by bicycle. I would be in favor of closing the Cadillac mountain road to private cars at high use times, making it accessible only to public transport vehicles, bicycle or pedestrian traffic.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 451

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seal Cove, ME 04674
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

1. If the stated objective is to have limited impact to less used parts of the park and MDI, the proposed restrictions on Acadia may well push traffic and usage to these currently low impact areas.
2. The Long Pond Fire Road has had a significant increase in use; parking and driving issues have started.
3. Wildlife impacts should be considered.
4. Where is MDI's residents' park experience addressed?

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 452

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I am opposed to converting the current Liscomb Pit into a parking lot. Liscomb Pit is valuable in its current form to park operations and, unlike most (if not all) logical alternative locations, is NOT known to have a population of red ants (non-native stinging ant). Since maintenance operations require stockpiling of materials, particularly dirt and gravel, we do not want to be then moving material potentially infested with red ants to other locations in the park. Alt.C mentioned moving the operations to the former alignment of 233 near Park HQ which would be a terrible idea due to the red ants in that area.

Current operations at Liscomb Pit are only minimally intrusive to our inholding neighbor. Conversion of the entry road and pit to parking lot and access would be a huge change to the character of their property and probably adversely affect its value.

If this entry/connection are is preferred, I think there is sufficient non-wetland space in the area between Eagle Lake, Liscomb Pit, Liscomb Pit Road and 233 to create a new parking lot, possibly even originating from 233. I know NPS does not like to disturb new areas, but balance that with the fact that you are removing & restoring the old parking lot and both road shoulders between the current parking and Duck Brook Road.

The area proposed as a new Eagle Lake parking lot in Alternative D, the former alignment of 233 just E of Park HQ would be a better alternate parking location than Liscomb Pit itself. While there are red ants here, construction of a parking lot and accessway should not cause the ants to spread across the park.

I would prefer that the Thompson Island Information Center, once interpretive functions have a new home, be completely removed and restored, rather than have the buildings re-purposed. The well already has problems with salt intrusion and septic disposal will also become more problematic as sea levels rise.

I am FOR seeing the Visitor Center and associated parking get rebuilt in Hulls Cove.

Correspondences - Transportation Plan - PEPC ID: 58482

In Alt.C, you describe Ocean Drive as being the section of the Loop Rd between Overlook/Sch.Hd.Rd intersection and Fabbri (which I think is the common notion of what Ocean Drive means), but you also state that you will not be allowing vehicle entry (convert to exit only) at Otter Cliff Rd or Fabbri. So it is disingenuous to say that timed entry is just Ocean Drive! It is really almost half of the Loop Road! I think you should consider allowing some entry at/near Fabbri, since that south coastal section is usually much less crowded and probably doesn't need the same level of control.

How will the park handle entry for people who sign up for a (sometimes paid for) ranger program that meets inside a timed-entry controlled area?

It is unclear with the timed-entry option (I guess mostly Alt.C, since you specify it is prohibited in Alt.D) whether or not, if once you are IN at your gate time, you may leave and then re-enter the park (say to go get lunch). People will not plan ahead and Jordan Pond House cannot accommodate everyone. If they cannot leave and re-enter, you may see an increased demand for food service in the park, which you aren't well equipped to handle. One visitor strategy might result is for the visitor, once in, to park their car in the park and take a bus to town and back to get food, but is that really the behavior the park wants to encourage?

Concept design for redesign of Jordan Pond North Lot makes it unclear how boat ramp would be managed and the existing parking up that branch might be outside of the timed entry control. In any case, I don't recall any mention of boat ramp access in any of the alternative.

Your plan mentions an additional fee/service charge for making the reservation. I strongly feel that any additional fee should be invisible to the purchaser (e.g. included in the price of the reservation) rather than tacked on at the end of the transaction. There is nothing more irritating than considering the price for an online purchase, deciding to purchase it and then having an (sometimes substantial, percent-wise) additional fee tacked on as you check out.

PLEASE, PLEASE REMEMBER that NOT EVERYONE HAS A SMARTPHONE when you are designing your reservation and information system!! 23% of US adults do not (almost a quarter!!); 43% of adults with less than a high school education do not, whereas only 9% of college graduates do not (socio-economic bias!); 35% of those from rural areas do not (infrastructure bias); 27% of adults age 50-64 do not and 54% of those ≥ 65 do not (age bias). (www.pewinternet.org/fact-sheet/mobile on 6/25/18) Part of the enjoyment of being in a National Park is the disconnection from your usual routine; don't make it necessary to always be connected while in Acadia National Park.

I am opposed to a new lot at Saterlee Pit in Alt.D I understand your desire to (a) provide access to SB to those who don't win the lottery of a timed-entry to the loop road and/or (b) don't want to drive the whole loop just to get to the beach (due to the change in direction of travel). However, it makes more sense to me to block off that lower end of Schooner Head Road entirely to vehicles (it is narrow and doesn't accommodate the demand well), use the underutilized Overlook parking lot (reconfigure it if you must) and build a connector trail to Great Head. You could allow bikes and maybe a shuttle bus on the closed section of roadway and residents of SB House could have a pass to scan to open the gate.

In some ways, I favor Alt.D over Alt.C because I think it will be easier to communicate to visitors, be easier for them to understand, and require less work to set it up. I remain skeptical about the ability of the Gateway Center to effectively capture incoming visitors to make it function well as the primary

Visitor Center, though, and would prefer to see a new VC at Hulls Cove, as in Alt.B&C, if room can be found.

Your plan speaks very little to bicycles on the paved roads. Are they included in the timed-entry systems? If so, what if they enter the paved road via the carriage road system? Will they still be allowed to ride up/down Cadillac Summit Road? The mostly one-way option (D) will probably do the most to increase bicyclist safety, although eliminating right-lane parking will also help.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 453

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I think Plan C is the way to go, though as a local resident who likes to drive to work through the Park, this may hinder that option to some degree. Change is never easy, but reducing the vehicular impact to the Park is imperative.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 454

Author Information

Keep Private: No
Name: Tandy G Bondi
Organization: Carnival Corporation
Organization Type: I-Unaffiliated Individual
Address: Miami, FL 33178
USA
E-mail: tbondi@carnival.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Mr. Kevin Schneider
Superintendent
Acadia National Park
P.O. Box 177
Bar Harbor, ME 04609

Dear Superintendent Schneider:

On behalf of the Holland America Group which is comprised of Holland America Line, Princess Cruises, Seabourn and P&O Australia, we respectfully submit the following comments on the National Park Service's draft Acadia National Park Transportation Plan.*

Holland America Group's interests are aligned with the National Park Service ("NPS") in seeking to ensure excellent visitor experiences in Acadia and safe, sustainable movement of visitors. We recognize the importance of safety and environmental measures to preserve Acadia as a premier destination for generations to come.

I. Cruise Ships are a Vital Component of the Bar Harbor Economy
Bar Harbor is an important cruise destination for Princes Cruises, Holland America Line and Seabourn. In 2017, we had over 28,000 guests cruise to Bar Harbor. Cruise ships bring visitors to Maine who are outside of the state's traditional tourism market (e.g., the northeastern and middle-Atlantic United States, and parts of Canada). Acadia National Park is a vitally important component of our cruise passengers experience in Bar Harbor. According to a 2016 survey of cruise ship passengers, approximately 60 percent visited Acadia while in port and 46 percent of the survey respondents took a cruise-line sponsored tour.

The cruise industry is an important economic contributor to Bar Harbor. An estimated 138,285 cruise ship passengers and 69,000 crew members cruised to Bar Harbor in 2016. The cruise ship passengers had an estimated annual economic impact of \$20.2 million in local spending, created 379 jobs (full-time, part-time, and seasonal), and generated \$5.4 million in labor income. Bar Harbor collected \$686,472 in passenger fees alone in 2016. This figure understates the benefit to the town because it neither captures the economic activity related to the spending of crew nor the purchases made by the cruise ships, fees for services by local ship agents, dockage fees for the tenders, payments to local ship pilots, payments for ship maintenance and repairs, and payments for services provided by government agencies.

We look forward to continuing our constructive partnership Bar Harbor and Acadia National Park to maximize our economic contributions and sustainable practices. We believe that the interests of the NPS and cruise lines both can be realized within the objectives of the proposed transportation plan.

II. Comments on "Alternative C, the Preferred Alternative"

As an initial matter, we are pleased Alternative C does not reduce the capacity for passengers in Acadia. Maintaining access to Acadia for our guests is critical to marketing cruises that visit Bar Harbor. Limitations on the number of visitors to Acadia or restrictive measures that make visiting the park too difficult or costly for cruise passengers would result in a negative impact on our cruise business in Bar Harbor. We offer the following recommendations.

1. Use of Vehicles in Acadia

To address congestion and commercial vehicle size concerns, we recommend NPS allow a third party concessionaire to operate a shuttle with round trip service from Hulls Cove to Cadillac Mountain. These shuttles would be used by our cruise passengers and allow them to visit Cadillac Mountain in a timely manner, as part of a tour, and while limiting congestion by regulating when shuttles depart.

We also recommend allowing the Holland America Group to continue operating current vehicles in higher use areas of the park such as Ocean Drive and Jordan Pond. These are well-maintained roads and can support the current traffic flow

We do not believe limitations are necessary in light of the aforementioned recommendations. However, to the extent that the NPS wishes to impose size limitations on vehicles, we recommend that the NPS adopt the criteria that we previously discussed - that is, allowing vehicles up to 30 feet in length without a limitation on passenger capacity. Nonetheless, a move to these smaller vehicles is costly and poses logistical challenges due to the unavailability of these vehicles in Maine, so we respectfully request that the effective date for any vehicle size restrictions be postponed at least 24 months.

2. Providing Adequate Parking

With the limitations imposed on traffic flow, adequate parking for vehicles is critical. We support the proposed expansion of current parking areas at Hulls Cove Visitor Center.

3. Consistent and Reliable Business Rules

The plan itself is only part of the equation. The implementation of the plan and the accompanying business rules are critical components that could greatly impact stakeholders. We strongly recommend consistent and reliable business rules once the plan is implemented, and we hope we can continue to have an open dialogue with the NPS. Due to infrastructure and program changes that could be required,

significant changes from the established plan could possibly jeopardize successful implementation.

We appreciate the time and attention that NPS has provided in explaining the proposed plan and its willingness to work cooperatively with the industry toward common goals. We look forward to partnering with the National Parks Service to achieve a sustainable path forward that preserves a positive cruise passenger experience, while accomplishing the goals of the National Parks Service.

Sincerely
Tandy Bondi
Vice President Public Affairs
Carnival North America, LLC

*Holland America Group is a business group of Carnival Corporation that oversees four cruise lines: Holland America Line, Princess Cruises, Seabourn, and P&O Australia.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 455

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
southwest harbor, ME 04679
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

NO MORE PARKING LOTS. This isn't an ever expanding island, and the whole point of the park service is to preserve our NATURAL resources- - to keep the most beautiful treasures of the land protected, safe, studied, and supported. If we can allow access for people to experience and enjoy them that's great, but that is not what our primary monetary resources should be going to.

I also hate the excuse that we need to make it accessible for everyone, NO it doesn't serve us, we need to serve the place... the rest of the land serves humanity already, let's see if we can keep a few small areas without that mindset. I am someone who is disabled, and these thoughts come from me, so I hate the excuse. IF you wanna get out there, you will. There are TONS of access, we already have paved tons of places for a bus system, its literally insane that we aren't using it. I think people can drive in up to a certain time in the AM (8:30) and after 5:30 pm or something like that, the rest of the day you have to take a bus- -- if people really want their own access, they can either get up or take he bus. That's how tons of other parks are, so I don't see any reason we can't implement the same.

Acadia has changed for me because of the focus on humans, which to me is the reverse of what the focus should be. I could go on about this endlessly.. but i think I've probably made my take clear. Let's start with preserving the place and doing a transport plan that matches that first and foremost.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 456

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 26, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 26, 2018
Form Letter: No

Correspondence Text

I would like to voice my concern regarding the reservation system. I am not against reservations but I am concerned that people who simply want to drive the Park Loop Road past Sand Beach and Thunderhole without stopping, will be denied entry. I worked at the Sand Beach Entrance Station for many years and over that period of time many local residents, especially retirees, drove the Loop Rd on a daily basis. Most of these people did not stop along the way but the excursion was often the highlight of their day. As I am now retired I find I like to drive the Loop Rd and rarely stop. My hope would be that there would be a way to accommodate the through drivers. A through driver would need to know that they would be subject to a ticket should they park in reserved areas.
Thank you

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 457

Author Information

Keep Private: No
Name: [REDACTED]
Organization: [REDACTED]
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
BAR HARBOR, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Date: June 26, 2018
Subject: ANP transportation plan comments
From: [REDACTED]
To: ANP Staff

Here are some of my thoughts on the TP. I realize that a great deal of work has gone into it:

Smart Phone technology in the park

Not sure about the idea to use 'smart phone' technology into the park would be an improvement. I have yet to see where smart phones have improved anything inside the park. Putting a QR reader or automated gate at Bubble Rock would require bringing power there, which would probably cost many thousands and seems like as bad an idea as closing the Bubble Pond parking area during the summer. Capacity at these two lots has already been cut in half by what appears to be very expensive landscaping from a very expensive company (Atlantic Landscaping). I am disappointed by the trend of reducing parking access to the hiking trails, including the above reductions, along with the reduced off-road parking near the Cadillac North Ridge, North Gorge, Stratheden, Jesup Path. This is especially unfortunate in light of the new Kebo Brook Trail in that area, which I believe is the greatest addition to the trail system in many years.

The Reservation System

Correspondences - Transportation Plan - PEPC ID: 58482

The report mentions that the reservation system may run as late as 9 pm. I don't think that it should go that late; the loop road has almost no one on it after 5:30 pm other than on Cadillac. Please consider limiting the reservation hours to only peak times and exclude the evenings (other than probably Cadillac).

Parking Lots (that would take cars off the loop road and alleviate congestion at busy spots)

I understand that the park has an easier time building parking lots where the ground has already been 'disturbed.' Given that, I suggest the following thinking:

I wish that the parking area proposed for Liscomb Pit should be doubled or tripled in size. For starters, there are regularly at least 100 cars parked on either side of Eagle Lake Road during the high season, so absorbing those cars would fill the proposed new lot rather than offer more parking.

This lot at Liscomb Pit is a great concept in that it allows access to the park from a lot that is not on the park loop road. I think that if other lots like this that could hold 250 or 400 cars would go a long way to alleviating the bottlenecks described throughout the report. For example, there are several pits south of Jordan Pond that could accommodate that many cars and would be accessible from the Jordan Pond Road or Stanley Brook Road.

There is also a pit at the southern end of Schooner Head Road that could absorb more cars in the Sand Beach area.

The proposed lot expansion that would be designed to encourage access to the carriage road system at the Hulls Cove Visitors Center is another good idea, but I also believe that the number of spaces for this purpose should be doubled or tripled.

A similar lot could be located near the Brown Mountain Gatehouse or the Parkman Mountain area. I think it would be better situated near Brown Mountain, and overflow from the Parkman parking area could be directed there; access to the carriage roads would be achieved from route 198 instead of the loop road.

If there was an aggregate of 1,000 to 1,500 parking spaces that allowed visitors to access the carriage roads and the trails from lots that are primarily accessible from outside the park or the park loop road, they would prove to be an excellent way to reduce congestion from within the park and would function as a way to allow access to the park without creating congestion along the loop road.

Inclusion of North Ridge & South Ridge of Cadillac in TP

I'm not sure why the two trails are mentioned, but neither qualifies as a low-volume trail in the way they are mentioned/measured (at less than 10 interactions per mile). I count the people I pass on the trails, and last summer on two trips down the North Ridge, I counted 125 and 152 people, meaning that trail is six or seven times more busy than your definition. On the South Ridge, I passed 150 people on a busy July day, and counted 108 one day in August. The parking lot at Blackwoods often has 60-100 cars at it on nice days in season. Neither trail is remote by any measure.

Calling those two trails low volume is not accurate. They are already very popular, and the inference within the report seems to be that if the volume on those two trails becomes 'high' then volume limits might be placed on them.

Car Volume & Visitor Estimates

Estimated daily volume of traffic on the loop road, as shown on page 110, shows an eyeballed average of 3,000 vehicles per day but in order to get to the number of 3,500,000 visitors over the same 180 days, an average of 20,000 visitors would need to get into the park each day, so either: there are 7 people per car (clearly not the case) the methodology of estimating the overall number of visitors needs adjustment or explanation.

My main takeaway from the proposed plan is that the park clearly favors option C with the reservation system. I am concerned that the lack of parking within the park will cause more problems than the plan might solve. It will continue to create overflows into the surrounding villages of Bar Harbor, Seal Harbor, Otter Creek, and Northeast Harbor.

If my assessment of the car totals and the (possible) parking lot numbers are considered together, however, perhaps the park and the surrounding communities could solve several problems together. If ANP worked with the surrounding communities to create additional parking that are not on the loop road, perhaps the overflow into each community and on the park loop road at Sand Beach, Jordan Pond, Ocean Drive (and maybe Cadillac) could be alleviated.

Thanks for your consideration.


Bar Harbor

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 458

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Marlboro, ME 04605
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have read your plan and the EIS and make the following comments.

Generally I agree with your proposal C.

I particularly endorse opening a new parking lot in Liscombs Pit and in fact I recommended this idea to Kevin Schneider at the FOA meeting last summer. I would note that there is an existing abandoned road that connects this site to the carriage road. The alternative of using the old Rt. 233 bend for parking is much inferior as it is further and at a much higher level than the roads around Eagle Lake. Many people park here to simply walk to the lake and Liscombs Pit is much more suited to this. I should add that I am familiar with both places. Incidentally, this decision is completely independent of the other choices.

I fully endorse the limits on vehicle size.

I support expanding the public transportation system. In fact it would be essential if reservations are required.

I basically like the idea of reservations, especially for Cadillac Mountain. However I have some serious concerns regarding ALL your reservation proposals.

Timed reservations have become common in Europe for popular tourist sites. Last fall we visited two - Leonardo's Last Supper and Giotto's Scrovegni Chapel. In both cases, people arrived 15 minutes to an hour early. These spots can accommodate this because the Last supper is in a refectory that is part of a large church and the Scrovegni Chapel is adjacent and connected to the Padua City Museum. In addition there are numerous cafes in the areas. Nevertheless, there were large numbers of people simply gathered around on the street and in the waiting rooms. Another example might be automobile ferries.

Correspondences - Transportation Plan - PEPC ID: 58482

We were in Scotland earlier this Spring where there are many ferries connecting to the Hebrides. The ferry terminals required a staging area that could hold as many vehicles as the ferry. You might look into what the defunct Bar Harbor-Nova Scotia ferry terminal had provided.


My point is that once you set up a reservation system you are going to get a large number of people who arrive well in advance of their time. There is no place to accommodate them at the foot of the Cadillac Summit Road or at Jordan Pond. Perhaps offering a longer window when people can enter will solve the problem somewhat. I strongly encourage you to investigate this issue and find out what other parks or similar situations have done to address this problem. Moving the congestion from Cadillac Summit to the foot of the Summit Road is not a solution.

The diagram of the section of Ocean Drive that would be subject to reservations only shows the section from the Fee Station to the Fabbri Picnic Area. However, the detailed report says that the connections to the Otter Point Road would become exit only. Thus the Black Woods Road and Day Mountain Road sections would also be subject to reservations.

Making the entire Ocean Drive subject to reservations to alleviate the parking problem seems like overkill. There are plenty of people who just want to drive through without stopping. Couldn't you make it that one needed a reservation to park along Ocean Drive but other cars could just drive through? Parked cars would display a permit, which could be a large paper with a big "P" that would be easily identified by rangers. Many cities in Europe and now the US use this system.

Reversing the direction of travel on Ocean Drive is a very bad idea. I remember when the road was two way, and although we sometimes drove it counter-clockwise, the views are much better going clockwise.

Thank you for the opportunity to comment.



PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 459

Author Information

Keep Private: No
Name: Paul Matte
Organization: Destinations North America
Organization Type: I-Unaffiliated Individual
Address: 1900 Purdy Ave
2314
Miami Beach, FL 33139
USA
E-mail: paul@destinationsna.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you very much for the opportunity to provide our comments regarding the transportation plan. Destinations North America is a tour operator that works exclusively with the cruise line industry. We have contracts with most of the cruise lines calling on Bar Harbor and operate their shore excursion programs.

These shore excursions all begin and end at the cruise tender piers located in downtown Bar Harbor. The tours visit many venues both inside and outside of Acadia National Park to support the wide variety of tour programs each cruise line operates so their guests can explore Bar Harbor, Mount Desert Island and Acadia National Park including Schoodic Peninsula.

To support these tours, we have partnered with the local Maine bus companies to operate the transportation using 45-foot, 56-passenger motor coaches. Please note there are currently less than 80 of these coaches based in the state of Maine. The motor coach companies we presently use only operate a fleet of full size motor coaches and currently only one operator owns and operates one (1) vehicle that is 30 feet or less.

For capacity reasons we prefer to continue using larger motor coaches but in the event coach size limits are implemented we plan to partner with these local motor coach companies and encourage them to purchase vehicles that are 30 feet or less so we can use them on cruise ship days to handle shore excursions inside Acadia National Park. We do not feel that these companies currently have a market to use these vehicles outside of the shore excursion programs that visit Acadia National Park. We also do not expect these companies to be able to handle the total number of vehicles that will be required to support the shore excursion programs.

Below are some suggestions, ideas, and questions.

- We need intend reduce the tour durations and increase our tour departure frequency to support the smaller size vehicles that are going to be used in Acadia National park when this policy is implemented
- We understand (and wish to confirm) there will be a transition period to allow for the transport companies to update their fleets to include smaller vehicles
- Recommendation - Most tours will only have 1 stop in the park and will use specific stops for certain tours so we are sustainable and not overlapping due to volume and ANP park requirements limiting the number of vehicles at any one time.
- Recommend lowering the road level under the bridges to allow full size motor coaches to drive the park loop road ONLY to support the heights of these buses as the current local motor coach companies do not have smaller sized vehicles. This would allow most of the shore excursions to use local motor coach companies. These companies we assume would purchase a certain number of smaller sized vehicles (30 feet or less) that would be used on the tours that visit Cadillac Mountain.
- o Provided the bridge issue is resolved. Would a regular size bus be allowed? What about driving the road but not stopping in the park?

Concerns

- What are the costs and benefits of becoming a concessionaire of ANP and how will this affect our operations?
- o What are the rules/regulations for each (CUA/ concessionaire) as it pertains to all of our questions?
- Will the park limit the number of smaller vehicles (30 feet) in the park at one time?
- How many, and where will these smaller vehicles be allowed to stop in the park?
- Will additional places to stop be made available in the park?
- Will the number of spaces be increase at the summit of Cadillac Mt for these smaller vehicles?
- What are the fee structure changes to be implemented and when (1 OCT 2019?) (**URGENT**)
- We have concerns about supporting the existing capacities our cruise line clients expect using the small vehicles (more vehicles on the road) and additional cost of operating more vehicles
- The logistics if needing additional guides/drivers/staff to operate more vehicles would require a ramp-up period. We want to ensure an appropriate and reasonable transition period to accomplish this

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 460

Author Information

Keep Private: No
Name: Catherine B Johnson
Organization: Natural Resources Council of Maine
Organization Type: I-Unaffiliated Individual
Address: 3 Wade St.
Augusta, ME 04330
Augusta, ME 04330
USA
E-mail: cjohnson@nrcm.org

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The Natural Resources Council of Maine is a citizen supported conservation organization dedicated to protecting, restoring, and conserving Maine's environment, now and for future generations. We have 20,000 members and supporters. For more than 50 years, we have been working to protect the places and way of life that make Maine so special.

Acadia is unquestionably one of Maine's crown jewels. NRCM has watched with growing concern over the past decade as steadily increasing numbers of visitors have threatened both the quality of the visitor experience and the natural resources the park is intended to protect. We are, therefore, very pleased that the park is proposing changes to its transportation system that will improve the visitor experience and protect the park's resources. We believe that Alternative A, the no-action alternative, is not a good option and would allow a continued degradation of the visitor experience and the park's resources.

Overall, we are supportive of Alternative C, the preferred alternative. The reservation system described in Alternative C seems to be the alternative mostly likely to avoid congestion in the key congestion areas. The proposal in Alternative D to change the direction of the Loop Road to counterclockwise would seem to greatly degrade the visitor experience and it is unclear what goal would be accomplished by reversing the direction of traffic.

Phasing out right lane parking on the Loop Road over time seems desirable along the busiest sections, though there may be other sections where right lane parking continues to be a reasonable practice. The proposals for Eagle Lake, Hulls Cove Visitor Center area, Acadia Gateway Center, and Thompson Island Information Center all seem desirable.

The key to making all of these proposed changes successful will be a significantly expanded Island

Explorer bus system. If there is adequate parking at Hulls Cove and the buses run frequently and until after sunset, we believe that it is likely that visitors will come to appreciate that the bus system actually provides them with a better experience in the park, with more freedom to get off the bus wherever they want to sightsee or hike, knowing that they can easily get back on a later bus, and never having to worry about or spend time finding a parking space. Other national parks such as Denali and Zion have implemented very successful shuttle bus systems.

Thank you for the opportunity to comment.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 461

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
bar harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The main comments I have are:

- ~ preferred dates for reservations (Mid June-Late Sept.) and Columbus Day weekend if necessary - although really don't like idea at all
- ~ timed entry with no end time might/will cause overlapping of parked vehicles - space problems
- ~ parking reservations should start at 9 am as most folks are eating breakfast, getting ready for day before - would allow locals to go early w/out as much parking problems & end reservations earlier (5 or 6:00) again as most visitors are wrapping up their day thinking about cleaning up for dinner
- ~ Ocean Drive cars will "pause" if they can't park causing backups
- ~ problem for visitors to obtain parking reservation tickets to display in car (print where? or go thru gate to receive?), especially if last minute reservation and how Park will enforce
- ~ Lipscomb Pit best parking option; I like the idea of keeping right-side parking area (not on roadside) on Eagle Lake Rd.- avoid cost of closing/removing

Good luck on this huge project!

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 462

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

My comments below fall into three categories: 1) advent of a reservation system, 2) more parking lots and built environment squeezed onto the park's already small footprint, and 3) visitor alienation/inconvenience. There is an appearance of a great deal of construction, paving, reservation staffing, contracting, and infrastructure activity is imminent.

1) Reservation system, preferred Alternative C: If the infrastructure and contractor/staff to operate it would not be stationed within the park and instead be located in Trenton at the Gateway Center, this might help with public understanding/acceptance of the plan. The proposed reservation system hours of operation (though intended to be "tweaked" during phase-in) could be a disappointment to "spontaneous work arounds" by local residents and the visitors who arrive early in the AM/late in PM to use the currently unreserved areas. I can envision visitors being stymied as well from getting their "reservation" slot worked out once they arrive in the area.

2) Increasing the total acreage of park that is paved for parking, even if "restoration" offsets are available, should be avoided unless all other actions are not possible. The reveg/restoration of the linear parking shoulders along 233, and the North Eagle Lake lot do not expiate or equal out the downside of opening up undisturbed area near the Liscomb Pit road. That action is not a "plus" for park resources. The speed limit on 233 could be lowered without construction and resource impacts. Could the roadside parking could be "made permanent" and managed officially, in situ, after all the years of precedent? The impact is already there, cars and paved roads are more sympatico than cars in woods. Safety concerns are cited for decisions in many projects but omission of actual accident data along the road section in question is not supplied for justification/fact checking. Note: An earlier park project to manage Loop Road traffic was interrupted because there was no actual accident/safety data supporting the preferred alternative.

3) In Alt. C, there is another proposed large parking area addition at Hulls Cove off the existing lot

there. Arches National Park's recent parking lot at expansions are intrusive flat, large paved surfaces near Delicate Arch. At Grand Canyon where the paved parking and bus disembarkation areas at the VC rival those of Wal-Mart there are also examples of development "gone wrong". These come to mind when looking at site graphics in this plan that indicate the existing VC lot will accommodate loading buses, another lot area next to new VC, and new pavement area for overflow. Was a multilevel parking garage placed on the already existing paved footprint investigated? The height and siting (trees ringing the current lot) might avoid it being seen from the carriage roads and preclude additional spread of paving in a very small National Park.

Also in the theme of visitor convenience: removing the parking at Eagle Lake north side will remove a popular accessibility access point for the entire Witch Hole Pond portion of the carriage roads. The parking at this lot is key for visitors with mobility limitations. Alternative C does indicate a rerouting of the access from the visitor center area to the Paradise Hill loop of Carriage Roads. Perhaps that is to lessen the grade on the current trail. However, that Paradise Hill/Duck Brook area is not very wheelchair friendly, with steeper grades than are found in the Breakneck Ponds area closer to Eagle Lake north lot. The use of the Eagle Lake loop is very heavy with bicyclists and will likely remain that way with the additional flow from the Liscomb pit area if it is built. Currently the Bike Shuttle adds a steady stream of bikes to that side. In my opinion it would be very useful to continue the North Eagle Lake parking for this reason (in addition to avoiding new development at Liscomb) and continue and improve the accessible parking there for those who use wheelchairs/need less steep grades.

This is a complex plan that shows the large amount of work that went into its creation. Thank you for the opportunity to read and comment on it.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 463

Author Information

Keep Private: No
Name: Stephanie M Clement
Organization: Friends of Acadia
Organization Type: I-Unaffiliated Individual
Address: 43 Cottage Street
P.O. Box 45
Bar Harbor, ME 04609
USA
E-mail: stephanie@friendsofacadia.org

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Friends of Acadia Comments on the Acadia National Park Draft Transportation Plan/Environmental Impact Statement
June 26, 2018

Friends of Acadia (FOA) would like to thank the National Park Service for the opportunity to comment on the Acadia National Park Draft Transportation Plan and Environmental Impact Statement. Our national park is more popular than ever, evidenced by the 58% growth in visitation seen at Acadia over the last decade. The current traffic congestion and crowding issues are unsustainable, and change is needed to ensure that Acadia National Park remains a distinctive place of natural beauty, ecological integrity, rich cultural history, and joyful connection with the outdoors for future generations.

Friends of Acadia supports the preferred alternative, Alternative C, and we commend the National Park Service for providing forward-thinking solutions to address traffic congestion, enhance the visitor experience, protect natural resources, and improve visitor safety. We also thank the National Park Service for reaching out to stakeholders extensively during the planning process and offering ample opportunities for the public to provide feedback on the issues and ways to address them.

Below are the elements of the draft transportation plan that Friends of Acadia would like to highlight in our comments:

1. We support the adaptive management approach that the National Park Service is using in this plan and recommend that the National Park Service prioritize filling staff positions to adequately monitor, understand, and manage public use, and adjust/improve management tools, such as reservation systems,

as needed. Visitor use patterns will likely change as the plan is implemented, so it will be important for the park to understand the effects that new management practices are having on popular visitor destinations, as well as the sites that have traditionally offered a quieter visitor experience. In order to effectively do so, the National Park Service must prioritize not just the implementation of projects, but also adequate staffing to monitor, understand, and manage public use.

2. We support implementing time entry reservation systems for Cadillac Mountain, Jordan Pond, and Ocean Drive. Reservation systems for these locations should help reduce traffic congestion and improve the visitor experience by enhancing safety and reducing visitor frustration due to lack of parking. Friends of Acadia helped fund the creation of visitor use and transportation models for Cadillac and Ocean Drive that should help the National Park Service design the reservation systems efficiently and effectively based on current visitor patterns. These models will also enable the National Park Service to predict how any potential modifications to the reservation system could change visitor usage.

3. We support limiting the size of vehicles on the Cadillac Mountain Road and other locations in the park where warranted for safety concerns. Large buses and RVs currently are not able to navigate one curve without traveling into the opposite lane, which presents safety hazards. Limiting the size of vehicles according to the road geometry will eliminate these concerns.

4. We request that the National Park Service consider ways to reduce the impacts of the Ocean Drive reservation system on people who use the park frequently, including possibly scaling back the hours and season for which reservations are required on Ocean Drive. The visitor use model for Ocean Drive shows that parking lot capacity is exceeded on a typically busy summer day between the hours of 9 a.m. and 5 p.m. In recognition of these usage patterns and peak times, and in acknowledgement that the Ocean Drive corridor also involves through drivers (unlike Jordan Pond and Cadillac Mountain), FOA would suggest that the park consider a less expansive time frame when reservations are required on Ocean Drive than the 4 a.m. - 9 p.m. time period listed in the draft plan. The 9 a.m. to 5 p.m. timeframe during July, August and September would be a reasonable starting point, given the existing data, and it could be adjusted in future years as visitor use is monitored and as right-lane parking is eliminated.

5. We request that the National Park Service accommodate volunteers and employees as new reservation systems are established. Friends of Acadia hosts seasonal staff and volunteers who work throughout the park including at Jordan Pond, Sieur de Monts, Cadillac Mountain, and along Ocean Drive. We respectfully request that the reservation system be set up so that employees, volunteers, and researchers doing business in the park are able to secure parking either through a special permit system or dedicated parking spaces.

6. We support the proposal to phase out or significantly reduce right-lane parking along the Ocean Drive portion of the Park Loop Road as other alternatives are made available. The existing practice of hundreds of cars parked in the right-hand lane creates unsafe conditions for park visitors and creates vehicular congestion that detracts from the visitor experience; it is also inconsistent with goals and strategies outlined in park management plans.

7. We support the plan to construct a new parking area at Eagle Lake and to identify solutions to address roadside parking at Acadia Mountain. We encourage the National Park Service to also explore safer alternatives to growing roadside parking along Route 198 (Parkman Mountain and Brown Mountain Gatehouse trailheads) and Route 102A (Wonderland and Ship Harbor trailheads). In both

areas, visitation appears to have exceeded parking capacity, and automobiles are parking on the roadsides, creating safety concerns and natural resources damage on the road shoulders. We agree that Eagle Lake should be the highest priority for reducing roadside parking, but Routes 198 and 102A should be added to the list of areas of concern.

8. We support increasing transit services and improving the Acadia Gateway Center in Trenton and the ANP Visitor Center property in Hulls Cove as facilities for visitor access to transit. Friends of Acadia has supported and helped fund the Island Explorer since its initiation. Over 7 million passengers have ridden the bus system, and we anticipate that transit demand will grow as vehicle reservations are implemented in the park. FOA has also invested in the Acadia Gateway Center in Trenton. Combined with the ANP Visitor Center in Hulls Cove, we believe these facilities have great potential to work in tandem as vital short- and long-term facilities where different sectors of the visiting public can park and ride and access important information about their visit to Acadia. These facilities provide an opportunity to reduce congestion and improve the ANP visitor experience for generations to come.

In conclusion, Friends of Acadia would like to thank the National Park Service for putting forward many positive ideas to address traffic congestion, improve safety, prevent natural resources degradation, and enhance the visitor experience. We look forward to working in partnership with Acadia National Park to implement cooperative projects in the months and years to come to diversify how visitors access and enjoy the park.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 464

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Orrington, ME 04474
USA
E-mail: [REDACTED]

Correspondence Information

Status: New
Date Sent: Jun 26, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 26, 2018
Form Letter: No

Correspondence Text

I think MDI should be just like Venice, Italy- a place only locals can drive to. All others should have to take ferries or water taxis. There could be huge parking lots in Tremton and Lamoine, with docks and water taxis and ferry terminals right there. It is what works in Venice and I am sure would work here as well. It's just a matter of time before the island would otherwise be completely overwhelmed with vehicles.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 465

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

While no plan is perfect, all of the transportation plans proposed are an improvement on doing nothing. I agree that the park's preferred alternative plan is the best path forward.

I would like to see an increase in Island Explorer service. I believe it would be a great benefit if this service began running a few days prior to Memorial Day and continued through to Take Pride in Acadia Day (1st Saturday in November). Additionally, service continuing much later in the day would enhance the attraction of using both the Acadia Gateway Center and the Visitors Parking Area. If visitors had the opportunity to go into one of the towns on MDI and have dinner or go to an evening event and knew that the busses would still be running, more people would be comfortable leaving their cars in at the gateway center. Also, with the increased congestion at Cadillac Mountain, I believe adding an Island Explorer route that includes Cadillac Mountain would relieve this pressure.

For the Eagle Lake Carriage Road parking lot: I understand the need to close this during the season to avoid having it be an "attractive-nuisance" and encouraging parking on 233. I would hope that this parking lot could still be available in the off-season.

Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 466

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seal Cove, ME 04674
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

When thinking about parking and parking reservations, keep in mind that there are different kinds of people that use handicapped parking. There are some people that have regular vehicles that need a parking spot closer to the entrance. There are others who have a specialized vehicle (with a ramp or lift) that also require extra space to get out of the vehicle. I use a van with a ramp. There are certain handicapped spots that are "van accessible" that have an extra large hashed spot to the passenger side of the vehicle. This allows the extra space required to get in and out of the vehicle. If there are no handicapped spots or none with the extra wide space to the passenger side, I must get out of the vehicle somewhere else - possibly in the middle of the parking lot, possibly causing other vehicles to have to wait for me to get out and the driver to park the car. There is also the option of having a "drop-off" space where someone could drop me off and then park. This takes time, about 5-10 minutes, sometimes backing up the other vehicles or busses trying to drop off people.

Please keep this in mind when figuring out the parking reservation and if there will be a set of parking reservations for handicapped accessible spots. Most people do not understand the difference between handicapped parking and van accessible handicapped parking. There are often regular cars parked in the "van accessible" spots when they do not need it.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 467

Author Information

Keep Private: No
Name: Lauren Cosgrove
Organization: National Parks Conservation Association
Organization Type: I-Unaffiliated Individual
Address: 256 West 36th Street, Floor 12
New York, NY 10018
USA
E-mail: lcosgrove@npca.org

Correspondence Information

Status: New
Date Sent: Jun 26, 2018
Number of Signatures: 1
Notes:
Park Correspondence Log:
Date Received: Jun 26, 2018
Form Letter: No

Correspondence Text

Dear Superintendent Schneider,

Thank you for the opportunity to comment on the draft Environmental Impact Statement (EIS) for Acadia National Park's Transportation Plan. National Parks Conservation Association (NPCA) was formed in 1919 to advocate for and in support of our national parks. On behalf of our more than 1.3 million members and supporters, I am pleased to offer the following comments on the draft EIS.

We applaud your ongoing efforts to effectively manage transportation systems at Acadia National Park, ("the park"), home to a treasured landscape important to national and international visitors and the local economy and quality of life. NPCA continues to encourage the National Park Service (NPS) to ensure park resources are protected for the enjoyment of future generations as stipulated in the Organic Act of 1916, while working to enhance parks to preserve the visitor experience. Ideally, the agreed upon alternative will balance these factors while also maintaining the robust tourism economy of Bar Harbor, Maine that relies heavily on visitation to the park.

NPCA supports the planning process and evaluating solutions to the congestion and overcrowding challenges at the park, but we cannot support Alternative A, the No Action alternative. While we recognize that under current management, park staff are actively managing visitor flow and use of the park, we believe the limited, existing tools available under Alternative A are not enough to protect park resources and visitor experiences during peak visitation.

Reservation System

NPCA supports the NPS's preferred Alternative C which establishes parking reservation systems at three of the most popular sites in Acadia, namely Cadillac Mountain, Jordan Pond, and Ocean Drive

corridor including Thunder Hole and Sand Beach. However, we recommend adjusting the proposed reservation system to alleviate congestion during peak season while retaining equal access for all.

To retain equal access for all visitors, NPCA would like to see reservation costs kept to a minimum. We recommend establishing rolling reservations (percentage of reservations available 18, 12, 6 months in advance and smaller percentages available 48 hours prior and day-of) to ensure reservations are not unduly weighted toward more affluent visitors.

To help NPS better evaluate the implementation of the reservation system, we highly encourage the Park to conduct simulation models, similar to the 2007 Simulation Model of traffic on the Park Loop Road, to understand how people are using the park and during what times of day/year. For example, the 2007 simulation for Acadia's Ocean Drive portion of Park Loop Road revealed that visitors spend, on average, 23.8 minutes at this destination. Similar models for Jordan Pond and Cadillac Mountain would be helpful.

Pending results of these models, we propose that Acadia offer a timed entry reservation using 3-4-hour time slots to accommodate rotating visitors in the early morning and throughout the day. This recommendation was also proposed in the Traffic Congestion Management Plan at Arches National Park. The plan uses traffic simulation models to predict how long visitors stay at one given destination. Then, they propose reservation times based on the simulation model results. For example, if visitors are spending on average four hours at a destination like Cadillac Mountain, Acadia should offer reservations from 4am-8am; 8am-12pm; 12pm-4pm; 4pm-8pm. These time slots can vary depending on the destination's model results and should be adjusted over time as NPS implements reservation systems and continues to monitor traffic flow throughout peak season.

NPCA recommends NPS address other areas within the park that might see increased traffic as a result of the reservation systems. We are particularly concerned with the subsequent increase in visitation and traffic that might occur just north of Sandy Beach at the start of the one-way Ocean Drive corridor. By instituting a reservation system for the entire Ocean Drive corridor, visitors who do not obtain a reservation will be required to go a different way at the Sieur de Monts entrance. If visitors do not make that critical decision at Sieur de Monts, they will get stuck on the one-way Park Loop Road and will be forced to exit the park along Schooner Head Road to continue driving north back to the Sieur de Monts entrance. This may exacerbate congestion on city streets and inadvertently affect neighboring residential areas, businesses and municipalities. To this end, NPCA recommends the reservation system for specific parking lots along the Ocean Drive Corridor, as mentioned in Alternative B.

Alternative B retains the reservation system at the Cadillac Mountain and Jordan Pond while proposing separate reservations for Sand Beach, Thunder Hole, and Sieur de Monts. We recommend extrapolating the reservation systems at Sand Beach and Thunder Hole from Alternative B since these two sites are the most visited along the Ocean drive Corridor.

We also recommend that NPS gauge the merits of time-of-day congestion pricing at Acadia. For 48-hour release and day-of reservations, congestion pricing could be used to manage overcrowding at popular sites during busy hours in the peak season. But we encourage keeping some reservations available at a lower price to ensure all visitors can enjoy the park.

For Phase 1 of the Transportation Plan, we recommend timed entry slots, all at the same price. Information regarding visitation can be collected from the timed entry and used to assess the need for

congestion pricing in Phase 2 or 3.

Commercial Use Authorization

Acadia's tentatively selected plan, Alternative C, does not limit the number of commercial vehicles that may enter the park on any given day. While Acadia's reservation systems are intended to regulate private vehicles, it leaves out commercial vehicles managed by Commercial Use Authorization (CUA) contracts with NPS. Alternative C does not require CUA holders to obtain a reservation. NPCA strongly recommends setting a threshold for the maximum number of CUAs to enter the park. By setting a maximum threshold for CUAs in the park, we can avoid possible congestion from taxi, Uber, Lyft and other car service providers from queuing along the Ocean Drive corridor to bring visitors along the reserved corridor from Sandy Beach to Fabbri campgrounds. We urge NPS to consider placing a limit on the number of CUAs to enter the park on any given day by working with a 4th party operator to manage CUA reservations, as they do at Muir Woods National Monument.

The plan should also clearly indicate maximum number of CUA, advance and day of/day before reservations in the final EIS report. If the demand for CUA reservations exceeding the maximum number allowed, a lottery system for CUA reservations could be offered as proposed in Arches National Park Traffic Congestion Management Plan.

Signage and Telecommunication Infrastructure

While NPCA appreciates NPS's intention to improve signage in the park, these suggestions are more general, park-wide measures to improve the visitor experience. NPCA strongly reinforces the need for better signage at critical intersections within the park where visitors will need to make decisions based on parking availability and reservations. We recommend the use of management changeable message signs (CMS) at every reservation system: Sieur de Monts entrance, at the Bar Harbor visitor center, Acadia Gateway Center, Hulls Cove visitor center, Cadillac Mountain entrance, and at the intersection of Eagle Lake Road Rt. 233, Rt. 3 and Rt. 198.

These CMS indicators will help people navigate the park based on reservation availability, especially before they enter the one-way Park Loop Road without a reservation. These signs should identify the remaining available parking as a fraction of the total parking at all three reservation lots (e.g. 30 spaces open at Cadillac out of 100 total) so the visitor can better assess their chances of obtaining a day-of reservation before heading down the one-way road without a reservation. Acadia's CMS should be multi-lingual and display digital numbers, so they can be managed by a central point in park Head Quarters or another appropriate location. As necessary, the park may consider increasing telecommunication infrastructure within the park to improve cell service and allow for remotely operated CMS and app-based services for day-of parking reservations. This infrastructure should be proposed through the proper environmental analysis process and should not compromise scenic views and park resources.

Oversize Vehicles

In addition to supporting oversize vehicle regulations in the park, NPCA recommends that NPS consider specific times for oversize vehicles to enter, exit, navigate or drop off within the park similar to Zion National Park's Visitor Use Management Plan. Oversize vehicles should not be allowed to park or line up along roadways at Rt. 3, Rt. 233 and Park Loop Road. We propose designating Oversize

vehicles drop off areas e.g. freight drop off at Jordan Pond House, Hulls Cove visitor center, Acadia Gateway Center, and Park headquarters.

Moreover, NPS should also consider creating a threshold for the maximum number of oversize tour buses that enter the park at one time on any given day. Such a strategy could be undertaken when considering CUA reservation systems with a 4th party operator. Tour buses should enter into contract agreements with the Park Service, pay a fee, meet size requirements, abide by dedicated areas for drop off and pick up.

Shuttle Bus Service

NPCA supports the expansion of the Island Explorer shuttle at Hulls Cove visitor center and Acadia Gateway Center. Furthermore, we recommend that the operator of the Island Explorer, Downeast Transportation, build adequate size shuttle buses to meet the new NPS requirements. It is important that the Island Explorer or another free shuttle service continue to provide access to Cadillac Mountain with smaller vehicles.

Native American communities

NPCA requests that NPS consider granting Native American communities access to the park without or parking reservation. The Wabanaki community of Maine comprises five Native American tribes - the Abenaki, Maliseet, Micmac, Penobscot and Passamaquoddy - who have historically used the Acadia National Park for a range of traditional practices. In fact, the 2016 Plant Gathering Rule which promoted easier access for native communities with traditional ties to national parks, included the Wabanaki community in various public scoping meetings. Given the traditional association of the Wabanaki community with Acadia, especially Cadillac Mountain, we recommend NPS make exceptions for members of these indigenous tribes who wish to enter Acadia for spiritual or traditional practices, while understanding there are no sacred areas within the park that have been identified by the local tribes so far. Other national parks, such as Haleakala National Park in Hawaii and Arches National Park in Utah, make similar exceptions by waiving entrance fees for native community members.

Right Lane Parking

There are likely many visitors to the park who would prefer to walk or ride bikes, but do not currently feel safe doing so. By phasing out right lane parking along Park Look Road and restricting the height and length of oversize vehicles, we can make sure cyclists have an equal right-of-way and a safe opportunity to visit popular destinations along Park Loop Road.

Emergency Vehicle Access

A certain percentage of parking should be made available to ensure vehicle access for park operations, NPS staff, emergency vehicles, and in the case of Schooner Head road, local residents.

Schoodic Peninsula

NPCA supports the continued management of the Schoodic Peninsula as a quieter, primitive experience than Mount Desert Island. We greatly encourage NPS to move forward in building the hike/bike trail

connection to Schoodic Point to keep pedestrians safe and out of the roadway.

Thank you again for the opportunity to comment on Acadia's Transportation draft EIS. NPCA looks forward to seeing the final EIS and the much greater detail it entails. Please feel free to contact us with any questions, lcosgrove@npca.org or 202-823-2947.

Sincerely,

Lauren Cosgrove
Northeast Program Manager
National Parks Conservation Association

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 468

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bernard, ME 04612
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

This transportation plan is sorely needed, and I am glad to see that the process for implementing changes to travel and parking at Acadia has begun.

Schoodic: I am in favor of the trail from SERC to Schoodic Point, providing connectivity between the Point and Sundew Trail.

MDI: The reservation system may be a good option, though there will be many headaches in implementing it. Are there other parks using such a system now? One of the reasons that so many people drive the Loop Road is to get to the top of Cadillac. Why is the Island Explorer not adding this route? I understand the propane buses may not be strong enough for this wear and tear, can there be a stronger bus designated for a HCVC to Cadillac shuttle on a regular basis? Other buses already go up there, it seems silly that the IE buses do not. How about a route called Sunrise Express? Make a reservation system for these buses, and encourage those who are willing to hike down and catch a different early morning bus back to Bar Harbor.

I am in favor of phasing out right lane parking, both for scenic views, and as a cyclist.

I had no idea the Liscomb Pit was even there, what a perfect place for Eagle Lake Carriage Road parking lot, I think this is a good idea.

Creating a new parking area for Acadia Mountain might not be as straightforward, but seems necessary. Maybe a new bus line that goes to Acadia and Echo Lake on a more regular basis would encourage visitors to use that system. As it is, the IE bus that goes to the Westside takes a long time, and doesn't run frequently.

I am unsure how successful the Gateway Center will be, given how many visitors stay on MDI, but it will likely be a great asset to the many people who commute in to work on the island. On that note, the IE bus schedules are limited in their scope for local commuting options, adding early morning and later evening buses to island villages might make bus use possible for many work schedules.

Thompson Island is an odd place to greet visitors to Acadia. The restrooms and picnic area make sense, and I imagine they are fairly well used, but it doesn't make sense to have a pre-Visitor Center before

they arrive at the HCVC. I'm in favor of simplifying the network of park information centers by eliminating TI.

The HCVC as it is now, is a huge disappointment. The interim remodel planned for next winter will likely be a big improvement, though the plan doesn't seem to include bringing back the raised relief map, which is a shame. People will be frustrated that the park spends money on a remodel, if the plan is to build a new VC at the current parking lot level, but I understand that it might be some time before a new VC is built. I'm in favor of a new VC, one that includes an informative park film, and compelling exhibits. It should be a place where people could spend 20-30 minutes or more learning about the wide array of resources in Acadia, as well as getting their pass, maps, and information from rangers. It should be a place worthy of a visit, not simply utilitarian. Updated offices for park staff and Eastern National are equally as important. The expanded parking lot needs to happen soon, though I hate the idea of covering more land with asphalt. Can more drainage friendly materials be used, like the paving that is in the IE bus turnaround at Echo Lake?

People will be resistant to any change, especially changes that require people to make advance plans and to get out of their cars, but I applaud the park for starting the momentum needed to enact change in transportation in Acadia. Let Round II of the MDI Auto Wars begin!

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 469

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I comment as a (mostly) local.

My wife and I bought a (seasonal) house in Bar Harbor in October 2013; it became our full-time residence in June 2017; it may become seasonal again, but we consider it a permanent part of our lives.

We have chosen to live in Bar Harbor because of the accessibility of ANP, most specifically because of the bicycling opportunities: both the carriage roads and the Park Loop Road, including the Cadillac Mountain road.

It is imperative to us that those features remain available and usable.

Additionally, we are volunteer crew leaders with Friends of Acadia's drop-in program; we are more than casual users of the Park and its many amenities.

I have been briefed on much of the Transportation Plan and am gratified to see that the Park has taken bicyclists' concerns seriously. I endorse the Park's Proposed Action (Alternative C: Corridor Management).

Additional Comments:

The Island Explorer buses must remain a fundamental part of the Park's strategy. I am aware that funding is always an issue, but extending the season so that it starts on Memorial Day weekend would improve visitor experience considerably. (I am also aware that driver availability, with local schools still in session, is a serious impediment.)

An Island Explorer route to the summit of Cadillac Mountain is clearly in order. This surely would cause conflict with some local commercial ventures (Oli's Trolley comes to mind), but a summit Island Explorer would certainly reduce the number of passenger cars making the ascent. That should be part of the consideration.

[You might even consider making the maximum length of vehicles allowed on the summit road to be that of the Island Explorers , even if that means investing in new, shorter versions for that route.]

The closure of the Bubble Pond lot during high season is unfortunate. Kayakers are especially negatively impacted. Bubble Pond is a kayaker's paradise particularly because the lot provides a short portage to the water. You might consider offering special passes to ensure boaters continue to have at least limited Summer access. The logistical hurdles would be worth it to that community. (We do own kayaks.)

I understand that Ocean Drive is a corridor of paramount interest. Those of us who are local would like to be able to maintain the ability to drive through without stopping at all hours. It is unclear to me how restrictive the current plan would be for those without reservations for a particular lot/spot/time. You might consider some sort of (trust-based?) pass/wave-through for those with no intention to park their cars anywhere along the regulated corridor.

In closing, I want to thank you for the proactive approach the Park has taken both in deciding to take action and in ardently seeking community participation. I look forward to doing my small part in helping husband Acadia National Park into her second century.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 470

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Southwest Harbor, ME 04679
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

It would maybe be a good idea to have many large public parking lots where people park and then the island explorer bus picks you up there to take you to the many Acadia sites. The buses should run frequently so people are not stuck there or not able to get there. Maybe places like Cadillac Mountain and Jordan Pond, the bus transportation would be the only transportation allowed. I think a reservation system wouldn't work and would limit visitors to those with money and there would still be a back load cause you still have personal vehicles competing for space. Utilize the buses/mass transportaion more. More people with less vehicles. Less pollution too.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 471

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

June 26, 2018
Acadia National Park
ATTN: Draft Transportation Plan
PO Box 177
Bar Harbor, ME 04609

Re: Acadia National Park's Draft Transportation Plan and Environmental Impact Statement

Dear Superintendent Schneider:

As a 29-year resident of Bar Harbor, [REDACTED]

[REDACTED] offer the following comments on Acadia National Park's Draft Transportation Plan and Environmental Impact Statement (hereinafter "Plan").

As someone who both studies and recreates in Acadia National Park, I agree with the Park Service's conclusion that "the fundamental resources and values ... and the park's purpose and significance are currently under threat" by the current transportation management in Acadia. (Plan p. 1) The No Action alternative is not an option if the Park Service is to leave Acadia "unimpaired for future generations" as required by the Organic Act.

My comments will first address the overall goals and desired conditions set forth in the Plan. I will then focus on some of the specific details proposed by the Preferred Alternative. As a general matter, I support Alternative C (the Preferred Alternative and Proposed Action) as set forth by the National Park Service in its Draft Transportation Plan/Environmental Impact Statement. My comments will focus on where I agree and disagree with specific provisions in that proposed alternative. I will then finish by

Correspondences - Transportation Plan - PEPC ID: 58482

discussing two strong areas of concern related to the Proposed Action.

1. Goals.

The stated Plan Goals (p.3) are appropriate and are generally adhered to throughout the draft Plan. However, reducing private vehicle use in Acadia should be an additional, explicit goal. Moreover, expanded bicycle, pedestrian, and public transportation within the park should be part of this explicit goal. Although it is important for the Park Service to provide reasonable access to the Park for all users, that access does not have to be through private automobiles.

In addition, Goal #7 should be expanded beyond just incorporating the park's transportation planning efforts with those of neighboring communities. The Park needs to participate in a broader transportation planning effort beyond MDI and Trenton. None of the laudable measures contained in the Plan will work in the long run, if we do not devise ways for people to come to Acadia National Park other than by private automobiles. By only addressing public transport within the Park, the Transportation Plan will require parking for thousands of cars as we move those visitors from their cars onto the Island Explorer or other public transport system for Cadillac Mountain. Although expansion of the transportation center in Trenton might assist in that endeavor, the real solution involves expanded rail, ferry, and bus service to Mt. Desert Island and Acadia from Bangor and beyond. To this end, any and all alternatives proposed by the Park Service for Acadia's transportation should be compatible with and encourage an expanded public transportation system to and from Mount Desert Island. At the same time, working with area towns to improve bicycle paths and lanes would be a great way forward.

Finally, it would behoove the Park to explicitly state in the Plan that where there is a conflict between stated goals, the protection of Park resources must be given priority over visitor experience per National Park Management Policy.

2. Desired Conditions.

The Plan specifies a set of excellent goals and desired conditions for the Fundamental Resources and Values (FRVs) for Acadia. It is not clear to me what the relationship is between the stated goals in this section (e.g. under Range of Visitor Experience you list the goal of "Provide for a range of opportunities to experience the landscape...") and the plan goals stated on page 3 of the Plan. It seems as though these goals should be connected, if not inclusive of each other. Still, these stated goals and their related desired conditions (pp. 8-12) are vital to the plan - they should be more prominent. As I understand it, these desired conditions will guide the development of monitoring indicators and the management needed to realize those conditions for the Plan.

Some specific observations:

- I strongly support keeping the Western Mountain Roads and surrounding areas managed for low-density use and solitude. (p. 9)
- I strongly support visitors being able to have a quiet, contemplative experience at Sieur de Monts. (p.10)
- I strongly support the desired condition that vehicles do not dominate visitor views and experiences at key attractions. (p. 12)
- I agree that giving visitors a variety of options to access areas throughout the park is a good thing. I am not sure that all of those options should be equally weighted - if nothing else, the Park Service could list foot and bicycle first. Even though I agree with variety of options statement, I don't know that this

point needs to be made twice in this section. And it seems that the "throughout the park" is contradicted by the determination not to provide public transit for the Western Mountain Roads. (pp. 9 & 10)

- The third Desired Conditions for the "Mosaic of Habitats supporting Diverse Flora and Fauna" should read "An associated abundance of native flora and fauna, including terrestrial and aquatic ecosystems, are supported." Such a change is consistent with National Park Service and Acadia policy. (p. 11)
- As greenhouse gasses are pollutants under the Clean Air Act, it would be appropriate to state somewhere in that section that the Park's transportation activities and systems seek to reduce the amount of greenhouse gasses emitted in the park.

3. Alternative C within an adaptive management framework is the best alternative for Acadia's Transportation Plan.

A. Positive Aspects of Alternative C

- A timed-entry reservation system for the Ocean Drive Corridor, Cadillac Summit Road, and the Jordan Pond House parking lots is an appropriate way to protect Park resources and ensure visitor safety. The Park Service should not institute reservations for Island Explorer riders, pedestrians, or bicyclists. This will serve as an incentive to get people out of their private vehicles. The proposed measures for setting and assessing the appropriate number of reservations seem appropriate. Having both on-line sales and local purchase options for the reservations are very important. A percentage of these reservations should be set aside for short-term purchase (i.e. 48 hour purchase).
- It is essential that vehicle size requirements be established and enforced so as to provide safe travel on park roads. Going up Cadillac Mountain in a car or on a bicycle is presently very dangerous when you encounter a large motorcoach in your lane on a curve.
- It is crucial that the number of commercial vehicles be limited in the Park so that desired conditions are met and visitor capacity is not exceeded (and thus visitor experiences are not impaired). Motor coaches should be eliminated from Park roads.
- The Park Service should focus its efforts on reducing vehicle use, not on expanding parking. Thus, you should not build additional parking lots within the Park (with the limited exceptions provided in Alternative C). With the exception of the proposed lot near Eagle Lake (at what is now the Liscomb Pit) to replace the unsafe informal parking along State Route 233 and the expanded parking at the Hulls Cove Visitor Center, no destruction of habitat should occur to accommodate new parking. The additional parking lots, especially the ones at the redesigned Hulls Cove Visitor Center should minimize impact on the environment and should avoid sensitive habitats such as wetlands.
- The Island Explorer bus service needs to be expanded within the park. The operating season of the Island Explorer should start by Memorial Day weekend and run through at least Columbus Day with monitoring to determine if additional temporal expansion is needed. The number of routes and the frequency of the buses should also be expanded. Ideally, for the most popular routes, the frequency and reliability should be similar to that experienced with the shuttle in Zion National Park. The Park Service should monitor indicators at key locations to make sure that the Island Explorer discharges are not impairing park resources.
- Encouraging the use of "ride-sharing services" within the park is an option that is worth experimenting with as these vehicles will not require parking spaces. Although these services might compete with established taxi services, both systems offer potential benefits to the Park.

B. Troubling aspects or omissions of Alternative C

- The Cadillac Mountain and Thunder Hole gift shops should be closed under the plan or at the latest in

2023 when the current concession contract is renewed. Neither of these shops are "necessary" under National Park Service Management Policies given their proximity to similar shops in Bar Harbor and they increase the length of time visitors stay in the very places where the Park Service is hoping to reduce congestion. Neither the summit of Cadillac Mountain nor Ocean Drive need an additional attraction and the additional time spent in these stores will only increase the amount of time people spend in limited parking in these congested sites.

- A public transportation system for Cadillac Mountain needs to be part of the Plan from the outset. Research (and experience with the Island Explorer) has shown that alternative public transportation systems methods can be used to reduce the social stress of pro-driving norms by offering greater perceived benefits (e.g., convenience, comfort, and cost). Moreover, research has also shown that increasing public transportation facilities and service will reduce the likelihood of visitors blaming park managers for changes that conflict with their pro-driving norms. (Zhang, H., Chen, W., Zhang, Y., Buhalis, D., Lu, L., 2018, National park visitors' car-use intention: A norm-neutralization model, *Tourism Management*, Vol.69, December 2018, pp.97-108) It would be better to assume and plan for Cadillac Summit bus service and then make the conscious decision to postpone or eliminate that service if forced to by budget constraints than the Plan's current approach of making the public transit to the summit of Cadillac optional.
- Although the Plan's recognition of the special parking needs of boaters is important, the Plan should not only recognize the needs of trailered boats. Most boat use at both Jordan Pond and Eagle Lake are hand carried craft (canoes or kayaks) and these users have a physical limitation on how far they can carry their crafts (especially with the new proposed parking at Eagle Lake). Motor boats on both lakes are limited to 10 h.p. motors so trailering is not a predominant use. The parking lot on the north shore of Eagle Lake and some part of the Jordan Pond North lot should be reserved for vehicles with boats, trailered or not. Although this may be difficult to enforce, signage and the presence of roof racks on cars parked in the boater's lot would be one feasible approach. I frequently canoe on Eagle Lake, but I rarely do so during the afternoon because there is rarely a parking place near the boat launch during the summer.
- The timing of the proposed reservation system needs to be adjusted. The Plan's own data (represented by graphs on p. 64 and p. 112) strongly indicate that a reservation system is not really needed until mid-June with the exception of Memorial Day weekend. For that reason and as a way to give more visitation options to Maine residents, commencing the reservation system on the Friday before Memorial Day makes more sense. Similarly, the daily timing of the reservations strongly depends on which site is being considered. Cadillac Mountain will require reservations from 4 a.m. until dark, whereas Jordan Pond House will only need them from 11 a.m. until 6 p.m. and Ocean Drive for a similar period. It would be better to start conservatively and then expand the reservation hours if necessary than to exclude people by starting the reservations outside of actual congested periods.
- Otter Cliffs Road entrance to the Park Loop Road should not be converted to an exit only. Unless there is strong evidence that the part of the Park Loop Road beyond Otter Cliffs Road is experiencing significant congestion, it would help assuage tensions with local people if there was a non-reservation way for locals to travel part of the Park Loop Road along the ocean without a reservation. If this becomes a problem, the Park Service can always make Otter Cliffs Road an exit only in the future.
- As a frequent bicyclist on the Park Loop Road, I believe that the Park Service should eliminate right lane parking on the Park Loop Road immediately upon implementation of the Plan. Doing so will make bicycling safer and more inviting (thereby giving more opportunities for people to not enter the Park in their cars). Furthermore, history has shown that without bold action on the part of the Park Service to address this "tradition," inertia will overcome good planning. The Park Service promised to eliminate right-lane parking in 1992 in the general management plan once a public transport system was in place. It failed to do so and there is no evidence that it will be able to do so in the future, absent action now.

Further research should be done on converting the Park Loop Road between Jordan Pond House and Cadillac Mountain to one way traffic.

- Although I appreciate the Park Service's willingness to restore the disturbed wetlands on the north side of Eagle Lake Road that is currently an access point and parking lot for the carriage roads, I am not sure that it is prudent to remove this parking lot and the associated composting toilet at this time. This area is severely disturbed already and this parking lot could serve as both a parking lot for mobility impaired individuals and as a winter parking lot for use of the carriage roads (which could eliminate the need to plow the road to the new parking lot in winter). The concern that this lot will encourage unlawful parking along Eagle Lake Road can be addressed by signage and minimal enforcement.
- All of the parking lots at Jordan Pond House should be subject to the timed-entry reservation system. The Plan proposes to only require reservations for the Jordan Pond House North parking lot, leaving the south parking lot open to the same congestion and conflict as currently exists. Although the current concessionaire who runs the Jordan Pond House has some management authority over the south lot, that lot in fact is an important access point for Park features and should be included in the same reservation system. Otherwise, people of means who can afford a meal at the Jordan Pond House will use that meal to purchase a parking space at the coveted location any time of day, whereas regular park visitors will be excluded.

3. Some broader concerns

A. Reservation Fees

Although I believe that the institution of a timed-entry reservation system for Cadillac Mountain, Ocean Drive, and the Jordan Pond parking lots is necessary, I am concerned about the impact that such a charge might have on access to the Park (particularly for Maine residents from the region). Fees should not be used as a way to control visitor use and impact on an area - the Park Service should set appropriate capacity limits through regulations to accomplish that. It is imperative that fees provide additional income for Acadia rather than replace existing general revenues. Any additional funding from fees should be used to administer the reservation system, expand public transportation in the Park, or protect Park resources. Still, there is a limit to the amount that can be fairly charged for a visitor who wants to experience all three of Acadia's iconic sites. It is important that our national heritage not be priced out of the reach of average Americans - it is part of our birthright.

I would prefer that the reservation system was administered by the Park Service (as it does with Blackwoods Campground) and not a private vendor who would require a percentage of the reservation fee. Although the Park Service has not set a fee amount in the Draft Transportation Plan, it appears as though you are contemplating a fee structures that would provide a significant margin to cover other expenses. Adding another \$15 to \$30 on top of the recently increased \$30 fee to purchase a park pass makes it very expensive for a family to visit the best-loved features of Acadia. Combining these fees with the costs of accommodations or camping near the Park quickly will make the cost of accessing Acadia beyond the reach of an average family. The inevitable increase in reservation fees will only exacerbate this. Muir Woods' new reservation system explicitly states that it will increase the reservation cost 50 cents every 2 years. Whereas Haleakala National park has a modest \$1.50 charge that merely covers the cost of administering the reservation system. Acadia should not use the reservation fee to pay for existing Park services but only to expand the available options for people not to take a private vehicle into the Park.

Park-town relations are important for the protection of Acadia's resources. Although enforcement prevents some resource misuse or damage, respect and stewardship by people from neighboring

communities goes a much longer way toward protecting park resources and values. They become shared values. Further impediments to local use and enjoyment of the Park is problematic for that reason among others. I would encourage the Park Service to find creative mechanisms that might allow for free or reduced-price reservation options to help ameliorate this problem. The idea of the Park selling "packs" of discounted tickets on-site early in the season or over the holidays when it sells discounted annual passes is one way to do this. Although this device does not expressly favor local residents - it applies to anyone who purchases the reservation pack - it would take some of the sting out of this new set of restrictions. I encourage the Park Service to look around the National Park System for other such devices to maintain positive community relations while protecting the Park's resources.

B. Adaptive Management Approach

In several public presentations, Park Service personnel have stressed that Acadia will use an adaptive management approach in its implementation of Alternative C and the overall Draft Transportation Plan and that such an approach will be essential to its success. As I understand it, this adaptive management approach means that the Park Service will experiment with management options, monitor the impacts, and make changes as necessary. This seems like a wise approach. However, the success of such an approach is predicated upon a full commitment by the Park Service to monitoring the impacts of the measures being taken. This full commitment requires funding from the US Congress and the Department of the Interior or through partner groups. The federal government does not have a great track record in this regard. This adaptive management approach should be stated explicitly in the Plan, with a commitment to seeking the necessary funding to actually implement it. Without an explicit commitment to funding and implementing the monitoring and management responses, the proposal for adaptive management seems hollow.

Thank you for the thoughtful effort that you and your staff have put into this Plan. The Plan and the draft EIS are consistent with much of the public comment that I heard at several of the public sessions held by the Park and they are a fair and thoughtful way of moving forward to address the transportation issues in Acadia.

If you have any questions about these comments, please do not hesitate to contact me.

Sincerely Yours,

A large, dark, irregularly shaped redacted area covering the signature of the letter.

Bar Harbor, ME 04609

A redacted area covering the address, consisting of several horizontal black bars.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 472

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Friends of Acadia
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Mount Desert, ME 04660
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I appreciate the current difficulty with congestion. First, Has the Park Service done any demographic analysis to inform the recent jump in attendance and what the future may hold as a result of that analysis. Are we looking at a baby boom - now retired phenomenon? Perhaps this sudden growth is to be short lived?

The plan C seems least draconian but I'm not sure it will really solve the problem. The issues I see are: 1) People will come to Acadia with the expectation of driving the loop road and be thwarted (there is no way to communicate this completely); 2) people will make multiple reservations (I have two families coming to stay with me so I make reservations for every day of the week to insure that we always have the option of going on the loop road but only intend to go once). It seems like rental houses would be wise to make sure that they have a reservation for their guests; 3) once people are in the park, you can't remove them so in the actuality there would really be no control of overall capacity.

It seems like banning private vehicles all together and providing ample parking and many more shuttle buses is the long term solution if indeed a solution (see demographic question above) is required.

No matter what you do, the Eagle Lake parking and the Visitor Center parking needs to be expanded. The Gateway Center is only practical for people coming from off the island. Many people who visit the park (I assume) are staying on the island so driving off the island to access the park via bus is really ridiculous.

One additional note: as governmental agency I believe that you are subject to Freedom of Information Act and thus must make comments public or they will be made public for you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 473

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I-Unaffiliated Individual
Address:
Bar Harbor, ME 04609
USA
E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Agree with: Li's mob parking, expand Hulls Cove Visitor Center, increased use of gateway center. Eliminating motor coaches and oversized vehicles in the park.possible reservation system for Cadillac mountain during July and August.

Strong Oppostion to: reservation system for Sand beach,Ocean Drive, Thunder hole, Jordan Pond. This is an extreme measure.

Suggestions: passes for local people to have access to park without reservations because of shift and unpredictable work schedules.

Difficulty for seniors, families to have access to buses and to be able to bring beach equipment, picnic lunches, etc. on buses. If reservation plan is implemented to should be for July and August only. If reservation system is implemented there should be a special program for locals.(residents who pay taxes and live here at least six month a year.)

Expand parking at Great Head.

Enforce idling rule. This is not honored by motor coaches. Put a cap on number of motor coach buses allowed in the park or do not allow these and other oversized vehicles in the park because they are a hazard.

Put a cap on the amount of people allowed onto the island not into the park.

Cons: bar harbor cannot accommodate increased motor traffic and or tourists due to reservation system. There is no room for staging of extra Island Explorer buses by current staging area in Bar Harbor.

Unfair and increased traffic and visitor burden to residents of Bar Harbor.many residents visit the park every day. Reservation system will not work for residents. Very costly \$\$\$\$

Increase in Taxi's and buses. Reservation system is too restrictive. Defeats vision of founding fathers. Not practical for pedestrian and bike lanes on ocean drive with increased buses and taxi's.

- A reservation system will especially impact local residents. Mount Desert Island has an extremely strong community base of supporters and volunteers who, as dedicated Stewards of the Park, stand committed to maintain the Park's integrity. Acadia National Park comprises almost fifty percent of the island and is located within the boundaries of towns comprised of local residents. Acadia is strongly enmeshed into the Islands history, culture and institutions. It is ironic that the community members and residents- the parks most ardent supporters and protectors can be essentially prohibited from essentially accessing it. Decisions should be made at a local level. Not in Philadelphia.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 474

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Chocorua, NH 03817
Chocorua, NH 03817
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you for the opportunity to comment on the Transportation Plan.

We have been coming to Acadia NP since 1981, at all times of year, because we feel that Acadia Park has the most-amazing range of outdoor recreation that we can imagine. We bought a part-time home near Eagle Lake so that some of our family members can enjoy those experiences with us.

We urge you to consider ways to decentralize visitors in the Park. The proposed plan seems to focus on eliminating various parking - along the Park Loop Road, at Bubble Pond, etc. However, the now-blocked parking along Park Loop Road near Jessup Path allowed people to enjoy Jessup, Hemlock, Stratheden, and Kebo Mountain without burdening the Sieur de Monte parking. Likewise, we can drive to the Fabbri lot (usually not full) without burdening the Park Loop Road, and walk from there to Ocean Path or Gorham Mountain or Otter Cove, and we can envision another connector trail from Fabbri through the woods to the parking lot near Otter Cliffs, or even to a new parking lot, to give access to Ocean Path without walking on the Park Loop Road from Fabbri. It seems that would relieve some of the parking congestion near Thunder Hole. And after several episodes of circling the parking lot at Jordan Pond to find a space, we realized that by parking in the tiny area on Park Loop Road above Jordan Pond, we could just walk down that connector trail to the trail around Jordan Pond - problem solved!

Providing those opportunities would keep the current character of Acadia NP.

It would be an enormous shame for Acadia NP to become just a crowd-scene where only the large parking lots are used, and are filled to capacity by the reservation system.

Perhaps a drastic solution like that is needed for June through September, especially on the weekends. But what about the rest of the year, and what about usage before 8 a.m. and after 6 pm? We request that you consider better alternatives.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 475

Author Information

Keep Private: No
Name: [REDACTED]
Organization: Friends of Acadia
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Seal Cove, ME 04674
USA
E-mail: [REDACTED]

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The number of directional and parking signs are too great and are starting to negatively impact the view of Acadia (especially true near Parkman Mountain and the approach to the HQ). Whatever you do in the plan, please be mindful of this.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 476

Author Information

Keep Private: No
Name: Janna Richards
Organization: Town of Bar Harbor
Organization Type: T - Town or City Government
Address: n/a
Bar Harbor, ME 04609
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The purpose of this memorandum is to briefly outline areas of the Park's proposed Transportation Plan that may have an impact on the Town of Bar Harbor's transportation patterns, existing and future land use, and resources. Listed below are comments that were reviewed and recommended to be sent to the National Park Service and those involved in developing the Acadia National Park Transportation Plan by the Bar Harbor Town Council, Bar Harbor Planning Board, and Bar Harbor Town Staff.

Transportation Patterns:

- Overall, the Town requests to be included in the transportation planning process as the process moves forward.
- The proposed improvements to the Acadia Gateway Center in Trenton may serve to reduce the amount of vehicles that traverse on to Mount Desert Island and utilize the Town's roadways. While the center may only cater to those who are staying off the island or to those who are day tripping on to the island, the reduction of these vehicles may help improve the level of service of Town roads for residents and visitors. Town Staff would be interested in learning, through transportation modeling, the number of vehicles that could be expected to be removed from Mount Desert Island roadways with the improvements to the Acadia Gateway Center and the Island Explorer.
- The proposed improvements to Eagle Lake and Hulls Cove parking areas may help alleviate traffic congestion and associated safety concerns on the Town's roadways, as well as improve the level of service of Town roads for residents and visitors. The removal of roadside parking/smaller roadside parking areas to create larger transportation hubs seems like it would help manage traffic congestion and minimize safety issues; however, Town Staff would like to learn more about the impacts of larger transportation hubs on the Town's road system and how these larger transportation hubs would be managed to not negatively impact existing and future traffic patterns as well as future growth and development in the Town. The Town would like to be present during meetings to discuss these proposed larger parking areas with the Park and the Maine DOT.

- Understanding that the Park may be limited in further expanding the proposed Liscomb Pit Road parking area by environmental impacts and Maine DOT permitting, the Town asserts that, given the amount of vehicles parked on Eagle Lake Road and the Eagle Lake parking areas, that the proposed parking lot may be able to be increased in parking space capacity.
- The Plan notes that parking within the Park would not be reduced until alternative parking locations are provided in locations external to the Park. This will be important in helping reduce the likelihood of negatively impacting surrounding communities.
- Town Staff would be interested in learning, through transportation modeling, how larger transportation hubs that will provide more parking at locations such as Hulls Cove will help alleviate any negative traffic impacts on surrounding communities that may result from the reservation system.
- The Town would be interested in learning of options to create other larger, satellite parking areas throughout Town that may help alleviate traffic safety issues and congestion on local roads, such as Schooner Head Road and roads in the vicinity of Kebo Golf Course.
- The Town would be interested in learning of options to create larger, satellite parking areas in surrounding communities that may help alleviate traffic safety issues and congestion on surrounding community local roads, such as near the Jordan Pond House. While these roads are not within the Town's jurisdiction, the traffic safety and congestion issues on surrounding community local roads do have an impact on the quality of life of local Bar Harbor residents as well as visitors.

Public Transportation:

- Improvements to the public transportation system, including an increase in the number of Island Explorer buses and routes, may reduce the number of vehicles on Town roads, improving the level of service for residents and visitors. To be successful in obtaining this improvement, the Park may consider the following related to the Island Explorer public transportation service:

(1) Increase the number of buses and routes;

(2) Increase the number of bus stops - consider conducting a bus stop site location analysis study that would help designate bus stops that reach the greatest number of riders, including those staying at both commercial properties and private residences, as well as those who are not staying overnight in the vicinity of the Park. This study should also take into consideration the conditions of the proposed bus stop locations to ensure they meet a designated set of criteria. For example, the bus stop located near the Village Green in downtown Bar Harbor has its limitations. While it reaches a significant number of people, that area of downtown is congested with both vehicular and pedestrian traffic and the streets are narrow in comparison to the size of the buses. This has resulted in incidents between buses and vehicles as well as buses and pedestrians and increased traffic congestion in the vicinity of the bus stop that compacts upon traffic congestion in the downtown as a whole. The Park's plan has asserted that "should monitoring of indicators at key locations in the park find that Island Explorer service is contributing to surges of activity at popular destinations that cause congestion, degrade visitor experience, and/or damage cultural and natural resources, Island Explorer service would be modified to correct this condition." The Town is asking that a modification to the downtown bus stop locations be explored as part of this process as well; and

(2) Increase rider usability - consider creating a mobile real time app that would allow riders to know where the bus is and when it will be arriving at designated stops. Also, consider increasing advertising and promotion of the Island Explorer service.

Land Use:

- The Plan references improving cellular service throughout the Park. The Town would like to learn more about these proposed improvements and, if the improvements are planned to impact property located outside the Park but within the Town of Bar Harbor, the Town would like to engage in preliminary conversations on the Town's land use policies for communications facilities with the appropriate parties.

Town Resources:

- The Plan states that "the National Park Service would work to develop a memorandum of understanding with state, local, and county departments of transportation and law enforcement to improve safety through enforcement of roadside parking restrictions near these and other trailheads along state highways and local roads." Given that more parking restrictions will result as a part of this plan, the Town will need to assess if it has the staffing resources necessary to assist with enforcement.

Public Comment:

- The Town understands the federal government's privacy policy; however, the Town requests a summary of public comment regarding the proposed Plan.

Local Access:

- The Park provides an increased quality of life for local residents and, therefore, the Town would like the Park to consider a means for local residents to access the Park without being restricted by the reservation system or other constraints.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 477

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: N/a
N/A, UN N/A
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 25, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Thank you and the entire team for drafting such a comprehensive document and allowing public input. I recognize the pressing need to address crowded conditions in the park. I have three concerns: access to the Wild Gardens, some parking decisions, and what will increasingly become a park for visitors, not residents, and yes I understand that it is a national park, not our park. But the combination of congestion and lack of access to the park could result in increased town/gown conflicts since residents will have to cope with the traffic and crowding and could feel excluded from the park.

As you know the Wild Gardens is staffed primarily by volunteers. The reservation system for Sieur de Monts Spring could be problematic for us. Throughout the season the Gardens have to be opened in the morning and closed at night. Right now Geneva and our intern are opening them for 6 of the 7 mornings, but volunteers are closing them. Because it is light for so long now, we sometimes close the gates around 6 but go back to be sure they remain closed. The deer have been in and despite our signs, visitors do not always close the gate behind them. We continue to search out options for self-closing gates; we recognize that the ones we have are not adequate.

In addition to opening and closing, volunteers come at various times to check on the Gardens and intern. If there is a reservation system, where do we park. I am not sure what decisions will be made re entrances and exits, but traversing the whole Loop Road to close gates or to check on things would not be optional. I have had bronchitis for 3 weeks, so have not been in the Gardens regularly, but generally I go there everyday, sometimes a day, during the season, and a few times a week in the offseason.

I continue to feel that some closures such as the one below Jordan Pond House and near

Stanley Brook Road are arbitrary. The area in front of the gates has always been parking and the two loops on Rockefeller land that can be accessed from those gates are very pleasant and dog friendly. Some times those barriers are removed, but they seem to go back up. Similarly there are trail markers near the Hemlock and Jesup Paths but no parking, yet there is pull off parking by the Great Meadow.

As I mentioned in comments in 2016, residents, unlike visitors who are on vacation and can leave their vehicle in a motel or campground parking lot, are working and have perhaps an hour or two to take a walk or run. Using the Island Explorer is generally not an option since there is a parking issue. While initially I thought making reservations to drive on the Loop Road or go up Cadillac could be difficult and burdensome, two weeks ago on a Monday I took a former student on the Loop Road and realized I probably would avoid the Loop Road for the remainder of the summer. Similarly because of traffic, I did not go up Cadillac last year, but there are some nice weekend days when one thinks wouldn't it be nice to walk from Jordan Pond up to the Loop around Little Long Pond and back by way of the Stanley Brook Bridge and Jordan Stream trail.

At times, some residents feel the park is a little too diligent in ensuring that everyone has a park pass, even to park on a state road like Eagle Lake Road. If residents are increasingly frustrated by the crowding and the lack of access, they may feel purchasing an annual pass is simply a waste of money. Ensuring that park passes are half price in November and December could help to alleviate tensions.

I would also recommend keeping the parking lot on the north side of Eagle Lake even if the park builds a new lot at Liscomb's pit. In much of the offseason particularly early in the day and in late afternoon, it is usually not crowded, and the options for walks are many.

I appreciate the park's effort to limit the size and number of commercial vehicles and ensure that their dimensions fit the historic road and bridge system. It would be nice if the town of Bar Harbor did something similar.

Thanks again for your efforts and openness to comments. And thank you, too, for the irrigation system.

Thanks again for your efforts and providing an opportunity for public comment.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 478

* DUPLICATE

Author Information

Keep Private: No
Name: Lauren Cosgrove
Organization: National Parks Conservation Association
Organization Type: P - Conservation/Preservation
Address: 256 West 36th Street
Floor 12
New York, NY 10018
USA
E-mail: lcosgrove@npca.org

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 27, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear Superintendent Schneider,

Thank you for the opportunity to comment on the draft Environmental Impact Statement (EIS) for Acadia National Park's Transportation Plan. National Parks Conservation Association (NPCA) was formed in 1919 to advocate for and in support of our national parks. On behalf of our more than 1.3 million members and supporters, I am pleased to offer the following comments on the draft EIS.

We applaud your ongoing efforts to effectively manage transportation systems at Acadia National Park, ("the park"), home to a treasured landscape important to national and international visitors and the local economy and quality of life. NPCA continues to encourage the National Park Service (NPS) to ensure park resources are protected for the enjoyment of future generations as stipulated in the Organic Act of 1916, while working to enhance parks to preserve the visitor experience. Ideally, the agreed upon alternative will balance these factors while also maintaining the robust tourism economy of Bar Harbor, Maine that relies heavily on visitation to the park.

NPCA supports the planning process and evaluating solutions to the congestion and overcrowding challenges at the park, but we cannot support Alternative A, the No Action alternative. While we recognize that under current management, park staff are actively managing visitor flow and use of the park, we believe the limited, existing tools available under Alternative A are not enough to protect park resources and visitor experiences during peak visitation.

Reservation System

NPCA supports the NPS's preferred Alternative C which establishes parking reservation systems at

three of the most popular sites in Acadia, namely Cadillac Mountain, Jordan Pond, and Ocean Drive corridor including Thunder Hole and Sand Beach. However, we recommend adjusting the proposed reservation system to alleviate congestion during peak season while retaining equal access for all. To retain equal access for all visitors, NPCA would like to see reservation costs kept to a minimum. We recommend establishing rolling reservations (percentage of reservations available 18, 12, 6 months in advance and smaller percentages available 48 hours prior and day-of) to ensure reservations are not unduly weighted toward more affluent visitors.

To help NPS better evaluate the implementation of the reservation system, we highly encourage the Park to conduct simulation models, similar to the 2007 Simulation Model of traffic on the Park Loop Road, to understand how people are using the park and during what times of day /year. For example, the 2007 simulation for Acadia's Ocean Drive portion of Park Loop Road revealed that visitors spend, on average, 23.8 minutes at this destination. Similar models for Jordan Pond and Cadillac Mountain would be helpful.

Pending results of these models, we propose that Acadia offer a timed entry reservation using 3-4-hour time slots to accommodate rotating visitors in the early morning and throughout the day. This recommendation was also proposed in the Traffic Congestion Management Plan at Arches National Park. The plan uses traffic simulation models to predict how long visitors stay at one given destination. Then, they propose reservation times based on the simulation model results. For example, if visitors are spending on average four hours at a destination like Cadillac Mountain, Acadia should offer reservations from 4am-8am; 8am-12pm; 12pm-4pm; 4pm-8pm. These time slots can vary depending on the destination's model results and should be adjusted over time as NPS implements reservation systems and continues to monitor traffic flow throughout peak season.

NPCA recommends NPS address other areas within the park that might see increased traffic as a result of the reservation systems. We are particularly concerned with the subsequent increase in visitation and traffic that might occur just north of Sandy Beach at the start of the one-way Ocean Drive corridor. By instituting a reservation system for the entire Ocean Drive corridor, visitors who do not obtain a reservation will be required to go a different way at the Sieur de Monts entrance. If visitors do not make that critical decision at Sieur de Monts, they will get stuck on the one-way Park Loop Road and will be forced to exit the park along Schooner Head Road to continue driving north back to the Sieur de Monts entrance. This may exacerbate congestion on city streets and inadvertently affect neighboring residential areas, businesses and municipalities. To this end, NPCA recommends the reservation system for specific parking lots along the Ocean Drive Corridor, as mentioned in Alternative B.

Alternative B retains the reservation system at the Cadillac Mountain and Jordan Pond while proposing separate reservations for Sand Beach, Thunder Hole, and Sieur de Monts. We recommend extrapolating the reservation systems at Sand Beach and Thunder Hole from Alternative B since these two sites are the most visited along the Ocean drive Corridor.

We also recommend that NPS gauge the merits of time-of-day congestion pricing at Acadia. For 48-hour release and day-of reservations, congestion pricing could be used to manage overcrowding at popular sites during busy hours in the peak season. But we encourage keeping some reservations available at a lower price to ensure all visitors can enjoy the park.

For Phase 1 of the Transportation Plan, we recommend timed entry slots, all at the same price.

Information regarding visitation can be collected from the timed entry and used to assess the need for congestion pricing in Phase 2 or 3.

Commercial Use Authorization

Acadia's tentatively selected plan, Alternative C, does not limit the number of commercial vehicles that may enter the park on any given day. While Acadia's reservation systems are intended to regulate private vehicles, it leaves out commercial vehicles managed by Commercial Use Authorization (CUA) contracts with NPS. Alternative C does not require CUA holders to obtain a reservation .. NPCA strongly recommends setting a threshold for the maximum number of CUAs to enter the park. By setting a maximum threshold for CUAs in the park, we can avoid possible congestion from taxi, Uber, Lyft and other car service providers from queuing along the Ocean Drive corridor to bring visitors along the reserved corridor from Sandy Beach to Fabbri campgrounds. We urge NPS to consider placing a limit on the number of CUAs to enter the park on any given day by working with a 4th party operator to manage CUA reservations, as they do at Muir Woods National Monument.

The plan should also clearly indicate maximum number of CUA, advance and day of/ day before reservations in the final EIS report. If the demand for CUA reservations exceeding the maximum number allowed, a lottery system for CUA reservations could be offered as proposed in Arches National Park Traffic Congestion Management Plan.

Signage and Telecommunication Infrastructure

While NPCA appreciates NPS's intention to improve signage in the park, these suggestions are more general, park-wide measures to improve the visitor experience. NPCA strongly reinforces the need for better signage at critical intersections within the park where visitors will need to make decisions based on parking availability and reservations. We recommend the use of management changeable message signs (CMS) at every reservation system: Sieur de Monts entrance, at the Bar Harbor visitor center, Acadia Gateway Center, Hulls Cove visitor center, Cadillac Mountain entrance, and at the intersection of Eagle Lake Road Rt. 233, Rt. 3 and Rt. 198.

These CMS indicators will help people navigate the park based on reservation availability, especially before they enter the one-way Park Loop Road without a reservation. These signs should identify the remaining available parking as a fraction of the total parking at all three reservation lots (e.g. 30 spaces open at Cadillac out of 100 total) so the visitor can better assess their chances of obtaining a day-of reservation before heading down the one-way road without a reservation. Acadia's CMS should be multi-lingual and display digital numbers, so they can be managed by a central point in park Head Quarters or another appropriate location. As necessary, the park may consider increasing telecommunication infrastructure within the park to improve cell service and allow for remotely operated CMS and app-based services for day-of parking reservations. This infrastructure should be proposed through the proper environmental analysis process and should not compromise scenic views and park resources.

Oversize Vehicles

In addition to supporting oversize vehicle regulations in the park, NPCA recommends that NPS consider specific times for oversize vehicles to enter, exit, navigate or drop off within the park similar

to Zion National Park's Visitor Use Management Plan. Oversize vehicles should not be allowed to park or line up along roadways at Rt. 3, Rt. 233 and Park Loop Road. We propose designating Oversize vehicles drop off areas e.g. freight drop off at Jordan Pond House, Hulls Cove visitor center, Acadia Gateway Center, and Park headquarters.

Moreover, NPS should also consider creating a threshold for the maximum number of oversize tour buses that enter the park at one time on any given day. Such a strategy could be undertaken when considering CUA reservation systems with a 4th party operator. Tour buses should enter into contract agreements with the Park Service, pay a fee, meet size requirements, abide by dedicated areas for drop off and pick up.

Shuttle Bus Service

NPCA supports the expansion of the Island Explorer shuttle at Hulls Cove visitor center and Acadia Gateway Center. Furthermore, we recommend that the operator of the Island Explorer, Downeast Transportation, build adequate size shuttle buses to meet the new NPS requirements. It is important that the Island Explorer or another free shuttle service continue to provide access to Cadillac Mountain with smaller vehicles.

Native American communities

NPCA requests that NPS consider granting Native American communities access to the park without or parking reservation. The Wabanaki community of Maine comprises five Native American tribes - the Abenaki, Maliseet, Micmac, Penobscot and Passamaquoddy - who have historically used the Acadia National Park for a range of traditional practices. In fact, the 2016 Plant Gathering Rule which promoted easier access for native communities with traditional ties to national parks, included the Wabanaki community in various public scoping meetings. Given the traditional association of the Wabanaki community with Acadia, especially Cadillac Mountain, we recommend NPS make exceptions for members of these indigenous tribes who wish to enter Acadia for spiritual or traditional practices, while understanding there are no sacred areas within the park that have been identified by the local tribes so far. Other national parks, such as Haleakala National Park in Hawaii and Arches National Park in Utah, make similar exceptions by waiving entrance fees for native community members.

Right Lane Parking

There are likely many visitors to the park who would prefer to walk or ride bikes, but do not currently feel safe doing so. By phasing out right lane parking along Park Loop Road and restricting the height and length of oversize vehicles, we can make sure cyclists have an equal right-of-way and a safe opportunity to visit popular destinations along Park Loop Road.

Emergency Vehicle Access

A certain percentage of parking should be made available to ensure vehicle access for park operations, NPS staff, emergency vehicles, and in the case of Schooner Head road, local residents.

Schoodic Peninsula

NPCA supports the continued management of the Schoodic Peninsula as a quieter, primitive experience than Mount Desert Island. We greatly encourage NPS to move forward in building the hike/bike trail connection to Schoodic Point to keep pedestrians safe and out of the roadway.

Thank you again for the opportunity to comment on Acadia's Transportation draft EIS. NPCA looks forward to seeing the final EIS and the much greater detail it entails. Please feel free to contact us with any questions, lcogrove@npca.org or 202-823-2947.

Sincerely,
Lauren Cosgrove

Northeast Program Manager
National Parks Conservation Association

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 479

Author Information

Keep Private: No
Name: John Tierney
Organization: Acadia Mountain Guides
Organization Type: B - Business
Address: PO Box 121
Orono, ME 04473
USA
E-mail: climb@acadiamountainguides.com

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 3 Form Letter: No
Notes:

Correspondence Text

Mr Kelly,

Thank you for taking the time to meet with us to go over the transportation plan. We subsequently met with Eli from ACS and came up with the following cumulative maximum parking spot numbers we would need at each climbing area.

The Canyon. Trailhead for orange & black trail on Mt Champlain. Parking in right lane of the Park Loop Road. Max parking spots = 2

Pebble Beach. Two Lots: Thunder Hole & Lot to the north. Max parking spots = 6. Would like the ability to meet large groups coming in oversized vehicles at this area to load and unload guests. The oversized vehicle driver would not park here for the duration of the climbing session, only drop off and pick up guests.

South Bubble. Two Lots: The bubble rock (smaller lot) is closer to the climbing site. Max parking spots = 4. Perhaps two at each lot.

Otter Cliffs. One Lot: Max parking spots = 10

Fabbi Picnic area. One Lot: Max parking spots = 4 Would like the ability to meet large groups coming in oversized vehicles at this area to load and unload guests. The oversized vehicle driver would not park here for the duration of the climbing session, only drop off and pick up guests.

The South Wall/Precipice. Parking in right lane of the Park Loop Road. Max parking spots = 8

Gorham Mountain. Max parking spots = 2

Having a vehicle at the climbing site is an important risk management factor and is likely the quickest method to self rescue. We provide custom experiences in the park and make the decision where to take them in the Park after meeting them in person on the day of the climb thus having flexibility for parking and access is very useful. Many factors play into the experiences we provide such as other park visitors, client ability, weather, and time of day.

Thank you for offering the comment period, taking the climbing school and the Park's rock climbing venues into consideration as you plan ahead to accommodate the anticipated visitor numbers and provide all a better experience in the Park. Please let us know if there is anything we can do to further assist you, we are more than happy to help out!

Sincerely,
Jon Tierney
International IFMGA/AMGA Mountain Guide
PCIA Education Director
Owner, Acadia Mountain Guides, Inc
Brad Wilson
Climbing School Manager
Dick Chasse
Senior Guide, PCIA SPI and SAT Provider

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 480

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Salsbury Cove, ME 04672
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 16, 2018 Date Received: Jun 16, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

First of all, thank you for all the hard work that has been done to develop this document. I hope my comments are useful and help inform the final plan.

We know park visitorship is rising year over year resulting in crowding, traffic congestion, illegal parking and stress on emergency services. This Plan attempts to patch some of the holes in the Park, but leaves many opportunities for visitor activity that diminish the visitor experience and may actually damage the Park itself. A good example of this problem is May 27, 2018 (Memorial Day weekend Sunday). Huge numbers of people visited the Park that day, and there was a medium-sized cruise ship in Bar Harbor. Cadillac Mountain was very crowded but barely manageable for both cars and busses, although three to five cars were circling the parking area much of the time looking for parking. The Park Loop Road was another story entirely. Cars were parked along both sides of the road just after the Porcupine Islands overlook and at the Gorge Trail head. Ocean Drive was Ocean Drive on a busy day. On the Lower Mountain Road cars were parked up against the parking management stones from the Stanley Brook exit almost to the Jordan Pond House. The North Lot was overflowing, leading to extensive illegal parking on the right side of the Lower Mountain Road heading away from the Pond House, reducing the two-way road to only one lane in several places. I even observed a bicyclist shooting the gap between two oncoming vehicles in the area with barely inches to spare. There was scarcely a Park Ranger to be seen. With respect, I see nothing in Alternatives A, B, or C that effectively addresses this situation.

I will comment on Alternatives C, B, and D in that order and will close with a few more general observations.

Alternative C, the preferred alternative

Reservation System - This will probably relieve congestion in the three lots that are proposed, especially for Cadillac Mountain. However, it does little to reduce the crowded right lane parking in the Sand Beach area (there have been occasions when cars were parked on both sides of the road) and at Jordan Pond. The Jordan Pond North Lot is a jumping off place for hikers and bicyclists and accordingly attracts lots of cars. In the May 27 example, the lot was full to overflowing. I submit that had a reservation system been in place it would still be full and cars without reservations would still be parked illegally in large numbers. It would appear that the Park's carrying capacity in this area, including use of trails and carriage roads, is significantly greater than the supporting parking capacity. I am confident you are aware of the safety issues here in addition to the crowding and diminished visitor experience.

A reservation system could also add directly to crowded, illegal parking at other locations on the Park Loop Road (The North Ridge Trail head, Gorge Trail head, Kebo trail, Jessup Trail, Sieur de Monts, Bubble Pond, Bubble Rock, Otter Cove, and even the South Ridge Trail head at Black Woods immediately come to mind, to say nothing of the myriad of social trails that lead off the Loop Road). Visitors who can't get reservations will consciously plan to stop elsewhere on the Loop Road. Sand Beach parking reservations face the same issues at Jordan Pond in that it is also a starting point for the Ocean Trail and the Beehive. As long as the Park's carrying capacity for Sand Beach and the surrounding area exceed parking capacity, there will be serious and growing problems.

Solutions to these issues are few. The immediate one is vigorous parking enforcement, including tow away zones, at all three parking areas and surrounding roads. A longer term solution is robust, frequent, convenient bus service that starts early in the day and runs nearly to sunset and can carry lots of people. I have more to say on this below.

Right Lane Parking- I submit that it will be the Park's bicentennial before you are able to build enough alternate parking to balance the elimination of right lane parking under this scenario. It may be feasible on a few parts of the Park Loop Road but probably not in the most congested areas like Ocean Drive and the Jordan Pond area. Please build more parking anyway....PLEASE.

Eagle Lake Parking - Sadly, I agree with the proposed action. Please build as large a parking facility as possible at Liscomb Pit. Also, please be respectful of the homeowners who live along that road. Some of them have (or had) special needs.

Hulls Cove Visitor Center - I love this proposal. Also, please make the parking lot really big. This will be the hub of the public transportation system.

Acadia Gateway Center - Development and actual use of this facility would be a definite plus. Emphasis should be placed on parking with frequent, convenient bus service to Hulls Cove for connections with other busses to the park, or even continuing on the same bus into the Park. There would need to be an opportunity to purchase passes at the Gateway Center for this to work.

Thompson Island - Why give up parking here? This could be another satellite parking area with bus service to Hulls Cove. Please see my additional comments below.

In Summary, Alternative C does little to achieve the goals set out in the study with the exception of providing some additional parking. Public transportation is a must to have any hope of achieving the plan's goals. This should be the top priority. Then, and only then, do the other proposed actions have any hope of being effective.

Alternative B

This alternative covers more parking lots, which in and of itself does little to help with congestion. The significant improvement is the inclusion of a specified period of time for parking. This is most welcome at Cadillac Mountain, where I would suggest a 60 to 90 minute maximum limit for parking. The same applies to Thunder Hole, albeit with a recommended 30 to 45 minute limit. The other three locations are more problematic since they are jumping off locations for bicycling and hiking. Parking times of up to 5 or 6 hours may be needed at these locations to be practical. However, this still leaves the problem of illegal parking by those without reservations as described under Alternative C.

Right Lane Parking - My comments in Alternative C still apply although the timed parking limits may ease this problem marginally. Of course, the bigger fix is a robust bus system to draw people out of their cars.

Eagle Lake Parking - This is agreeable as far as it goes. However, a new parking lot at Liscomb Pit may enable you to limit roadside parking and improve safety in that area.

Hulls Cove Visitor Center - Same comments as Alternative C. Acadia Gateway Center - Same comments as Alternative C.

Thompson Island - What repurposing do you have in mind? I have two suggestions: 1) Keep and expand parking and add bus service, and 2) there are some very nice sunset views from behind the building. If the building comes down, make the shore area behind it a scenic view. This might take a tiny bit of pressure off other sunset sites.

Alternative D

Reservation system - This alternative of requiring reservations for virtually all of the Park Loop Road is the most alternative for limiting congestion and illegal parking. It is also the most contentious and could lead to severe backlash in the local communities as well as with the summer community (where most of the Park volunteers come from) as well as farther afield in the US. This would also require careful real-time monitoring to assure that as many cars as possible can enter, taking into account longer stops and parking at scenic spots.

I fail to see how changing the direction of travel has any bearing on relieving traffic congestion or improving the visitor experience. The Environmental Consequences of the plan point to mostly negative consequences. I would be grateful if you would name any advantages of reversing the direction of travel that could possibly justify such a change. Also, what happens to the bus and handicapped parking at Thunder Hole? If you make the Lower Mountain Road part of the one-way, visitors will be forced to drive the entire Park Loop Road to return to Bar Harbor if they only want to visit (and even have reservations for) Cadillac Mountain, Jordan Pond or Wildwood Stables. This makes little sense.

Right Lane Parking - Perhaps this should now be left lane parking. Otherwise, I have the same observations at Alternatives Band C.

Eagle Lake Parking - Why not add Liscomb Pit to the new parking list? Again, I suspect the carrying capacity of this venue is significantly higher than the related parking capacity.

Hulls Cove Visitor Center - I heartily agree as long as the expanded parking is massive.

Acadia Gateway Center - This is a good idea. I have seen in Ireland where visitor centers have been located some distance from the actual attractions (such as Neolithic sites or areas that are

geographically restrictive like the Giants Causeway or several scenic cliffs). The only way for visitors to actually get to these sites is by using a mandatory bus system that runs very frequently. This will require major signage at the Gateway Center and massive education. The Gateway Center will need as much parking as you can muster. The bus service will need to provide for bicycles, strollers, picnic baskets and all sorts of other visitor paraphernalia

Thompson Island - Please see my comments under Alternative B.

In reviewing Alternatives B, C, and D several issues have become apparent.

1. People continue to visit the Park. Alternatives B and C may ease congestions in some parking lots but do almost nothing to manage the overall numbers. That means major congestion issues remain as well as diminished visitor experiences. Alternative D may help alleviate these issues but given how the communities on Mount Desert Island are intertwined with the Park, this alternative could possibly lead to an unpleasant level of hostility with the communities who depend on the Park for their economic survival.

2. For any of these alternatives to be effective, two things need to be in place before any restrictions are applied: a) a vastly improved bus system that visitors will prefer to use instead of their own private vehicles, and b) vastly increased parking and/or other bus connections to the Park bus hub. Doing these two things first may prove highly instructive.

I have additional comments related to the various alternatives, including Alternative A that do not fit neatly into those categories.

1. If you do set up a reservations system in Alternative C, why not include a specified time limit for Cadillac Mountain, while leaving the other two parking lots as timed entry only. This would give you hard data on how both systems work and better inform future decisions.

2. I have heard many comments that local residents should be allowed to enter the Park whenever they want to without reservations. I do not agree with this. The Park belongs to everyone and no class of people should expect special treatment. However, the park may want to consider a select few exceptions to this general proposition based on recognition for service to the Park or for other deserving groups. For instance, park volunteers might be eligible to enter either without reservations or for no fee or a reduced reservation fee. (I am a seven year volunteer trail crew member.) The Park could establish eligibility criteria based, say, on the number of volunteer hours in the last 12 months. There may be other special exceptions that could also reduce local opposition to reservations.

3. Nowhere in the Plan is there any discussion of managing bicycle traffic. I realize the Park sees bicycles as a feasible alternative to private cars. However, the mix of bicycles and motor vehicles on congested roads poses a major safety issue. At the very least, please take a hard look at the Cadillac Mountain Road during particularly busy times. The lack of bicycle fatalities seems to be more luck than skill, and luck is rapidly running out. In the earlier concepts plan MDI 2 and 3 had some bicycle restrictions. What happened to them?

4. There are significant parking issues on the Western side of the island too, such as Wonderland, Ship Harbor, Bass Harbor Light, Beech Mountain and sometimes at other trail heads. A reactionary approach is not a plan. Pressure will undoubtedly increase in these areas, so please plan for it.

5. The use of buses, especially tour buses needs more attention. Based on my 50 years of visiting the

Park and 18 years as a tour guide for visiting cruise ship passengers here are some thoughts:

- Currently tour buses are not allowed to stop in the right (or left) lane on the Park Loop Road. Cars are allowed to stop. This ruins the visitor experience for tour passengers. Please allow tour buses to stop where there are interesting things to see. A limit of one or two minutes would be highly acceptable, and no one would be allowed to get off the buses other than at approved locations. This would dramatically improve the visitor experience with little or no inconvenience to others.

- Lengthen the scenic view at Jordan Pond. Currently there is only a small opening to view the Pond from the road. By trimming the post 1947 growth to create a, say, 300 yard vista buses would not have to stop or even slow down significantly on the Lower Mountain Road for passengers to enjoy one of the iconic views of the Park. This improves both the the visitor experience and traffic flow.

- With respect to bus length and height, I am sure the tour vendors and bus companies will have something to say. Here are my observations:

- I can't see any bus provider assigning both long and short busses for tours. The shortest bus required to access the entire Park will become the standard. The proposed 30 foot bus carries about 25 passengers, half the number of the current standard 45 foot bus. Given that the number of tour passengers is unlikely to go down, that means there will be at least twice the number of buses in the Park. Two 30 foot buses take up 50% more space than one 45 foot bus with twice the emissions. Shorter buses don't necessarily mean narrower buses, which will continue to be a problem on the Cadillac Mountain Road no matter how nimble they are on the turns. This is highly problematic with bicycle traffic.

- Most of the newer 45 foot buses have rear wheels that turn, making them far more maneuverable on turns. This should be taken into account in the Park's engineering studies.

- In the transition period to shorter buses provision needs to be made for parking larger numbers of busses at the designated parking places.

- * Perhaps there is a good reason, but the center line at the S curve on the Cadillac Mountain Road is two feet off center. Given the improvements in bus maneuverability, perhaps this should be reviewed.

- * Regarding bus height, what is wrong with buses traveling under bridges in the center of the one way road? Cars change lanes all the time, as do buses. Straddling the center line for a short distance under a bridge should not hinder traffic. Has there actually been damage to bridges from tall vehicles?

- * As an operational matter, of the many CUA holders each year, there are a consistent handful that constitute the majority of bus trips into the Park and have very experienced drivers and guides and who are extremely diligent in complying with all permitting, park passes and rules. Please restrict random document checks with these CUA holders. You surely have a list! Especially on Cadillac Mountain document checks take time. The cruise ship tours have tight schedules to get their many daily trips up the mountain while complying with the 2 bus limit per vendor. Delays could cause the vendor to be in violation of that limit even though they are in full compliance. I have no problem with stops for observed violations.

I appreciate the opportunity to comment on the Transportation Plan and on the Concepts earlier. I would ask that the dialogue continue after the Plan is finalized and moves into the implementation

phase. I am confident we will have much more to talk about.
Thank you.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 481

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
[REDACTED]
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

I have worked at Acadia National Park since 1991 and have seen many changes in the years. I would like to comment on my thoughts about the Transportation Plan. I think that Alternative D would protect Acadia's resources and improve the visitors experience.

No new parking lots should be allow in the transportation plan. We have enough parking as it is and many such as the largest one at the Halls Cove Visitor center is only full or overfull two to three times out of the year. (This I have seen for the first time in the last two years). The rest of the year, there is always room for vehicles to park. The Liscomb Pit parking is wrong- for one, you will be sending way too muc traffic past the only house on the road and this is not something we, as a park, should be doing. Two is the road goes through a wetland that I have seen flood at least two times a year with siz inches of water going over the main road (233). We need to leave this wetland alon. Also it is the current location for the park maintenance to store materials and equipment for year round use. If they cannot use this area, where will they keep the material and equipment. And lastly, it would be too close to Eagle Lake's intake pipe (from the current location you can look through the trees and see Eagle Lake) this could cause an increase in non-point source pollution and impact the drinking water supply.

The transportation plan should be like some of the Maine State Parks, when the parking spaces have filled up, the lot is closed and no parking or limited parking outside and you have to wait for visitors to leave or come back another day, visitors need to understand that if you want to enjoy the visit, they need to plan ahead and make reservations. Too many visitors expect to be able to go anywhere and anytime when they arrive.

Besides making the Park Loop road a reservation system with only three or four entrances and exits, it would be a great idea to close the Jordan Pond House when the current contract ends. There is no reason to have gift shops and a resturant in Acadia. There are enough of these located in the four towns

on the Island and it would reduce traffic in this area of the park which has some visitors who only go to the gift shop and restaurant, this is not what a National Park is all about. The building can be converted into a new visitor/information center and the dorms for seasonal housing. Both Cadillac and Thunder Hole gift shops should be closed as well.

Another reason to make the loop road a reservation system is to improve the visitors experience of bikers and walkers. I have biked and walked the entire park loop system and I can tell you that the majority of drivers could care less about bikers and walkers along the loop road. If the road is on a reservation system, the experience for others will be safer with less vehicle traffic.

Two reasons Acadia has the traffic problem it has is the cruise ships and the local and state chambers advertise the park. Back in the 90's it was busy for a short period of the time, and large buses were here in the fall for the leaves. Now with the cruise ships here May to Nov, the number of large buses has increased to the point that we do not have enough parking for them. We have a chance to do something about this. By making the entire loop road a reservation system and allow only a certain amount of vehicles along the road will reduce the amount of large vehicles. I have spoken to many of the bus drivers and they do not like driving up the Cadillac Mountain Rd with the large vehicles and some have to do it twice a day with the cruise ships.

Another reason to place the park loop road on reservation is because way too many visitors want and expect to see a sunrise or sunset on Cadillac. In the last two years we have closed the summit when the lot is full or we have gridlock. Many visitors are upset or they ignore the Rangers and Summit Stewards when asked to move on or find up the road is closed due to being full. One day last year we had bumper to bumper traffic in the north bound lane from Bubble Pond to Cadillac because visitors just parked their cars in the road because they wanted to see the sunset. When Rangers asked them to move, they just stood there or sat on their vehicles and ignored us. They did not move until the sun had set. I have seen a major change in the visitors in the past 20+ years.

I have spent more and more time dealing with vehicle traffic and visitors who pull up signs to park on the Jordan Pond lawn, visitors who are running late for Dinner at Jordan Pond and drive 50 mph. Many of the employees who work at Acadia really care about the park, the wildlife, the plants, and trees and the beauty of the place, really wish the visitors would take the time to enjoy the park and slow down. The park has let too much commercial activity in the Park, and this has placed too much pressure on the wildlife and plants.

By placing the entire park loop road on a reservation system will protect the park animals and plants. The park Service and park management at Acadia need to understand we do not have to please everyone who comes to Acadia and visitors need to understand that they have to plan ahead and not always expect that they can always get into the park and drive anywhere and at anytime they want.

Acadia does not need more parking lots, it needs to be smart about how they manage the park. Baxter State Park is a great example. When the park is full, it's closed and no long lines or illegal parking outside. At the roadside parking along Rt 233 can be solved, the town of Bar Harbor has to close the roadside parking like Mount Desert has at Parkman and Brown. All four towns can help out the Park and its management Plan by preventing vehicles from roadside parking.

I would like to patrol the park less by vehicle and more by foot and bike. The visitors who really care will enjoy the park better if the entire loop road is on reservation.

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 482

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 21, 2018 Date Received: Jun 25, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear ANP,

I've been a resident of Bar Harbor since 1974. I have some ideas for your transportation plan.

1. Why NOT make it cheaper for bicycles? or free? We want to decrease the # of cars. We want to decrease air pollution. Better use of car- rent parking.
2. Couldn't there be a 2hr parking limit on the summit of Cadillac? Few people drive there to hike.
3. Only small busses (who can make the turns) should be allowed in the Cadillac summit road. Put a sign at the entrance to the road with maximum dimensions. its's very dangerous when the busses take up 1.5 or even 2 lanes!
4. Put photos on Lifetime Senior Passes. (Don't want to take my driver's license when biking). After a certain age, appearances don't change that much.

Thank you

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 483

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Bar Harbor, ME 04609
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: May 28, 2018 Date Received: Jun 1, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear Mr. Schneider,

I am very supportive of all the ideas proposed for the park's transportation plan. The status quo is no longer a viable option.

My concerns are as follows:

1. That the timed entry vehicle reservation system have a telephone number and a real person to talk to- not everyone (myself included) has a computer or a smart phone. There should also be a way to pay with cash as not everyone has a cred card, especially the young. The park should be accessible to all kinds of people.

(on a related topic, last year I went to the NPS information place across from Bar Harbor Village Green to inquire about going on a walk with a ranger. I was told I needed to find a computer both for the information and reservation. I never went on the walk people without computers should not be excluded.)

2. The Island Explorer will be used more and this is problematic. It may need a reservation system as well. I am told more drivers are not available and the visitor center parking lot in Hulls Cove is too small for cars as it is. The Trenton Gateway Center is good for people off island, but not for MDI residents.

The cost of the Island Explorer could be 25[cents] when you board the bus, the easy part of the problem.

It seems to me that in the areas of the park that are the most crowded need reservations whether or go by car, bus or Island Explorer.

Sincerely, (and sadly)

[REDACTED]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 484

Author Information

Keep Private: No
Name: n/a n/a
Organization: Maine Coast Heritage Trust
Organization Type: P - Conservation/Preservation
Address: 1034 Main Street
Mount Desert, ME 04660
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 29, 2018 Date Received: Jun 29, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Maine Coast Heritage Trust (MCHT) appreciates the opportunity to comment on the Acadia National Park Draft Transportation Plan and Environmental Impact Statement. MCHT conserves and stewards Maine's coastal lands and islands for their renowned scenic beauty, ecological value, outdoor recreational opportunities, and contribution to community well-being. We provide statewide conservation leadership through our work with land trusts, coastal communities and other partners. Over the past four decades, we have conserved more than 145,000 acres in Maine.

Mount Desert Island is widely known for its scenic beauty, outstanding natural habitat and outdoor recreation opportunities. As an organization, we have been working since 1970 to help protect these important conservation values- both inside and around the boundaries of Acadia National Park. In reviewing the draft transportation plan and its potential impact on the Acadia region, we have the following observations:

- Plan Needs to Ensure Expanded Public Transportation

The current traffic congestion and crowding issues in Acadia National Park are unsustainable, unsafe, and unpleasant. Change is needed and to do nothing is not an option. A key factor in MCHT's support of the plan is the proposed expansion of public transportation infrastructure. Increasing capacity of the Island Explorer system and developing public transit infrastructure are critical components of the plan as they are the primary way Acadia can continue to be accessible to increasing amounts of visitors while minimizing congestion. The Hulls Cove Visitor Center and the Acadia Gateway Center are important points for access to the bus system as are village centers.

- Plan Should be Incremental and Adaptive

Seeing that the proposed timed-entry reservation system seems to be one of the most contentious parts of the plan, we suggest the system be initially implemented on a smaller scale - only during the most critical windows. For example, the Park Service should consider implementing a weekends-only reservation system in the shoulder seasons. Similarly, we would

recommend the reservations only apply until 5 p.m.; except for at Cadillac Mountain where sunrise and sunsets draw big crowds. Using this more customized approach will have less impact on local Park users and the adaptive nature of the plan will allow the system to be expanded if necessary in the future. Lastly, for the system to be truly adaptive, the Park Service should commit resources to produce data to assess necessary changes. Ideally, the transportation plan should be adaptable on an annual basis, with decisions being made at the local level.

- Public Comments Should be Made Public

The Mount Desert Islander reported on June 15, 2018 that public comments on the plan may not be made public. We strongly urge the Park Service to remain consistent to our nation's democratic principles, which includes full transparency in government activities such as this. People and organizations concerned about their private views should keep their views private. Once they decide to share those views in a public process, the public should be aware of what they are saying and who is saying what. These principles of transparency and due process have served the nation well for more than two hundred years and should continue today.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 485

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Franklin, ME 04634
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Protection of the natural resources of Acadia National Park should be the top priority of park officials and policy makers when developing a sustainable transportation plan for this park. The health and well-being of wildlife, high air quality, unpolluted waterways, and unimpaired habitats are key components of a well-functioning ecosystem within and outside park boundaries.

The carrying capacity of visitors and vehicle traffic has exceeded Acadia NP limits, thus creating adverse affects to the natural resources and visitor experience. ANP has a set amount of parking spaces, therefore the reservation system should be implemented based on existing parking spaces with no expansion of parking lots or any new parking lots developed. Visitor reservations should be based on sustainable number of visitors per day and not to exceed this to ensure a quality experience.

The proposed expansion of 250 parking spaces at the Halls Cove Visitor Center parking lot is not a sustainable plan. For the few times from May through November that it may be fully utilized is not worth the disturbance of development to the forested habitat. This is also a great place for people to observe many bird species, many warbler species utilize this area.

The proposed parking lot at Liscom Pit is also not a good idea. This Liscom Pit road runs through a wet habitat with a stream along one side of the road. Two acres of pavement is a lot of impervious substrate with potential excess runoff into the surrounding forest that could adversely impact the water quality of the area.

The proposed parking lot at Satterlee Pit off the Great Head Road is another unsustainable plan. I propose the Great Head Road be closed to vehicle traffic and utilized as a pedestrian and bicycle route. It's a lovely, peaceful walk to the Great Head Trail system and to Sand Beach.

The Jordan Pond House restaurant and gift shop should be closed and the buildings be used as a ranger station or an additional satellite visitor center for educational opportunities and guidance, with no expansion of the existing parking areas. Traffic congestion could be reduced or even eliminated at the Jordan Pond house site if the restaurant is closed and people are required to have a reservation and take a bus. many people visit this area specifically for the Restaurant and for no other park-related reason. Space will be freed up for hikers and bicyclists.

The Cadillac Summitt and Thunder Hold Gift shops should be closed as well. They are two more unneeded commercial entities operating in the park. The buildings could be used as satellite ranger stations with the bathroom facilities still available.

The dormitories at the Jordan Pond House site could be used as park employee housing.

Patrol rangers spend way too much time dealing with traffic and traffic violations and congestion and less time in the backcountry interacting with visitors on the parks trails and carriage roads. A strong reservation system and bus transportation will free up park rangers from traffic related issues and allow them to have a more pleasurable working environment.

Restrict access points into Acadia National Park to help deal with uncontrolled traffic volume.

In the age of Global Climate Change and worldwide environmental degradation with Acadia National Park and Mount Desert Island a microcosm of this reality. We have an opportunity to develop a Transportation Plan that could help protect Acadia's natural resources and to provide first-rate experiences for visitors.

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 486

Author Information

Keep Private: No
Name: Anthony Donovan
Organization: Sierra Club Maine
Organization Type: P - Conservation/Preservation
Address: 565 Congress St. Ste. 206B
Portland, ME 04101
USA
E-mail: maine.chapter@sierraclub.org

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

Dear Superintendent Schneider:

The Maine Chapter of the Sierra Club has a long history of use of and support for Acadia National Park. Our 5000+ members regularly recreate in the park, volunteer on park maintenance and stewardship projects, advocate for Acadia, and value its ecological and economic significance to the state of Maine. More generally, the Sierra Club has been committed to the protection and care of our national parks since our inception as an organization in 1892. Whether it was the great parks of the Sierra, Mt. Rainer, Grand Canyon, Dinosaur, Redwoods, or the myriad of lesser known parks, we have supported and fought for the values of the national park system and have worked to keep the parks "unimpaired for future generations." This is especially true when we believe that resources of a national parks are threatened.

Like you, we believe that Acadia National Park is at a juncture - the fundamental resources and values of the park and its purpose and significance are threatened by the current transportation-related conditions. The future of the park's fundamental resources and its fidelity to the Organic Act demand bold management measures.

The Sierra Club's comments will provide some suggestions regarding the overall goals and desired conditions set forth in the plan. We will then move quickly into the specific details proposed by the Preferred Alternative. Sierra Club generally supports Alternative C (the Preferred Alternative and Proposed Action) as set forth by the National Park Service in its Draft Transportation Plan/Environmental Impact Statement (hereinafter "Plan"). Our comments will focus on that proposal and then finish with two areas of concern related to the Preferred Alternative.

1. Goals and Desired Conditions.

The Sierra Club supports the stated Plan Goals except that we would like to see an explicitly stated goal to reduce private vehicle use in Acadia while providing reasonable access to the park. Expanded bicycle, pedestrian, and public transportation within the park should be an express part of this additional goal.

Where there is a conflict between stated plan goals, Sierra Club would like to see the protection of park resources to be given priority over visitor experience per National Park Management Policy.

We would also like to see Goal #7 expanded to include park participation in a broader transportation planning effort beyond just the local communities. None of the positive measures contained in the Plan will work in the long run, if we do not devise ways for people to come to Acadia National Park other than by private automobiles. By only addressing public transport within the park, the Transportation Plan will require parking for thousands of cars as we move those visitors from their cars onto the Island Explorer or other public transport system for Cadillac Mountain. Although expansion of the Gateway transportation center in Trenton might assist in that endeavor, the real solution involves expanded rail, ferry, and bus service Mt. Desert Island. To this end, any and all alternatives proposed by the Park Service for Acadia's transportation must be compatible with and encourage an expanded public transportation system to and from Mount Desert Island.

The Plan specifies a set of excellent goals and desired conditions for the Fundamental Resources and Values (FRVs) for Acadia. We would like to see these stated more prominently in the document as they guide the development of monitoring indicators and the management needed to realize those conditions. It would also be helpful if the relationship between the "plan goals" and the goals associated with the desired conditions were clarified or connected. We would note that the third Desired Conditions for the "Mosaic of Habitats supporting Diverse Flora and Fauna" should read "An associated abundance of [NATIVE] flora and fauna, including terrestrial and aquatic ecosystems, are supported." Such a change is consistent with National Park Service and Acadia National Park policy.

2. Alternative C within an adaptive management framework is the best alternative for Acadia's Transportation Plan.

A. Aspects of Alternative C the Sierra Club supports.

1. A timed-entry reservation system for the Ocean Drive Corridor, Cadillac Summit Road, and the Jordan Pond House parking lots is an appropriate way to protect park resources and ensure visitor safety. The Park Service should not institute reservations for bus riders, pedestrians, or bicyclists. The proposed measures for setting and assessing the appropriate number of reservations seem appropriate. Having both on-line sales and local purchase options for the reservations are important. A percentage of these reservations should be set aside for short-term purchase (i.e. 24-48 hour purchase).

2. It is important that vehicle size requirements be established and enforced so as to provide safe travel on park roads. It is crucial that the number of commercial vehicles be limited in the Park so that desired conditions are met and visitor capacity is not exceeded (and thus visitor experiences are not impaired). We support the elimination of motor coaches from Park roads.

3. The National Park Service should not build additional parking lots within the Park, beyond the two proposed expansions under Alternative C. With the exception of the proposed lot near Eagle Lake (at what is now the Liscomb Pit) to replace the unsafe informal parking along State Route 233 and the

expanded parking at the Hulls Cove Visitor Center, no destruction of habitat should occur to accommodate new parking. The NPS should focus its efforts on reducing vehicles, not expanding parking. The additional parking lots, especially the ones at the redesigned Hulls Cove Visitor Center should minimize impact on the environment and should avoid sensitive habitats such as wetlands.

4. The Island Explorer bus service should be expanded within the park. The operating season of the Island Explorer needs to be expanded to include Memorial Day weekend through at least Columbus Day with monitoring to determine if additional temporal expansion is needed. The number of routes and the frequency of the buses should also be expanded. Ideally, for the most popular routes, the frequency and reliability should be similar to that experienced with the shuttle in Zion National Park. The Park Service should monitor indicators at key locations to make sure that the Island Explorer discharges are not impairing park resources.

B. Aspects of Alternative C the Sierra Club does not support.

1. A public transportation system should be implemented for Cadillac Mountain. Although this appears to be contemplated by the Plan, it is not guaranteed and could get easily dropped due to budgetary constraints. It would be better to assume and plan for Cadillac Summit bus service and then make the conscious decision to postpone or eliminate that service if forced to by budget constraints than the Plan's current approach of making the public transit to the summit of Cadillac optional.

2. The Cadillac Mountain and Thunder Hole gift shops should be closed under the plan or at the latest in 2023 when the current concession contract is renewed. Neither of these shops are "necessary" as required by National Park Service Management Policies given the proximity of similar shops in Bar Harbor. Furthermore, they increase the length of visitor stay in the very places where the Park Service is hoping to reduce congestion. Neither the summit of Cadillac Mountain nor Ocean Drive need an additional attraction and additional time spent in these stores will only increase the amount of time people spend in limited parking in these congested sites.

3. The Park Service should eliminate right lane parking on the Park Loop Road immediately upon implementation of the Plan. Doing so will make bicycling safer and more inviting (thereby giving more opportunities for people to enter the Park not in their cars). Furthermore, history has shown that without bold action on the part of the Park Service to address this "tradition," inertia will overcome good planning. The Park Service promised to eliminate right-lane parking in 1992 in the general management plan once a public transport system was in place. It failed to do so and there is no evidence that it will be able to do so in the future absent action now.

4. The timing of the proposed reservation system needs to be adjusted. The Plans own data (represented by graphs on p. 64 and p. 112) strongly indicate that a reservation system is not really needed until mid-June with the exception of Memorial Day weekend. For that reason and as a way to encourage off-season visitation (especially by regional residents), commencing the reservation system on the Friday before Memorial Day makes more sense. Similarly, the daily timing of the reservations strongly depends on which site is being considered. Cadillac Mountain will require reservations from 4 a.m. until dark, whereas Jordan Pond House will only need them from 11 a.m. until 6 p.m. and Ocean Drive for a similar period. It would be better to start conservatively and then expand the reservation hours if necessary than to exclude people by starting the reservations outside of actual congested periods.

5. The small parking lot on the north shore of Eagle Lake by the boat launch and some part of the

Jordan Pond North lot should be reserved for vehicles with boats, trailered or not. Although the Plan's recognition of the special parking needs of boaters is important, the Plan should not just recognize the needs of trailered boats. Most boat use at both Jordan Pond and Eagle Lake are hand carried craft (canoes or kayaks) and these users have a physical limitation on how far they can carry their crafts (especially with the new proposed parking at Eagle Lake). Motor boats on both lakes are limited to 10 h.p. motors so trailering is not a predominant use.

6. Although the Sierra Club applauds the Park Service's willingness to restore the disturbed wetlands on the north side of Eagle Lake Road that is currently an access point and parking lot for the carriage roads, we do not believe that it is prudent to remove this parking lot and the associated composting toilet at this time. This area is severely disturbed already and this parking lot could serve as both a handicapped accessible parking spot for mobility impaired individuals and as a winter parking lot for use of the carriage roads (which could eliminate the need to plow the road to the new parking lot in winter). The concern that this lot will encourage unlawful parking along Eagle Lake Road can be addressed by signage and minimal enforcement.

7. The Plan proposes to only require reservations for the Jordan Pond House North parking lot, leaving the south parking lot open to the same congestion and conflict as currently exists. Although the current concessionaire who runs the Jordan Pond House has some management authority over the south lot, that lot in fact is an important access to Park features and should be included in the same reservation system.

3. Lingering Concerns

A. Reservation Fees

Although the Maine Sierra Club supports the institution of a time-entry reservation system for Cadillac Mountain, Ocean Drive, and Jordan Pond parking lots, we have some concerns about the impact that such a charge might have on access to the Park (particularly for less affluent people from the region). Fees should not be used as a way to control visitor use and impact on an area - the Park Service should set appropriate capacity limits through regulations to accomplish that. And fees should provide additional income for Acadia rather than replace general revenues. Any additional funding from fees should be used to administer the reservation system, expand public transportation in the Park, or provide for research, interpretation, and park resource protection. Still, there is a limit to the amount that can be fairly charged for a visitor who wants to experience all three of Acadia's iconic sites.

Preferably the reservations would be administered by the Park Service and not a private vendor who would require a percentage of the reservation fee. Although the Park Service has not set a fee amount in the Draft Transportation Plan, other NPS units have adopted fee structures that have a significant margin to cover other expenses and some have merely charged the cost of administering the reservation system. Acadia should not use the reservation fee to pay for existing services but to expand the available options for people not to take a private vehicle into the Park. A reasonable fee that does this would be our preference.

The combination of the recent entrance fee increase (to \$30.00) with the cost of accommodations or camping near the park quickly will make the cost of accessing Acadia beyond the reach of an average visitor. Adding another \$15 to \$30 on top of that for the family to visit the best loved features of the Acadia may further diminish an average family's ability to enjoy their national park. Creative mechanisms that might allow for some free or reduced price reservation options would help ameliorate

this problem. The idea of the park selling "packs" of discounted tickets on site early in the season or over the holidays when it sells discounted annual passes is one way to do this. Keeping a significant percentage of reservations available for the day of visit that can be obtained on a "first-come, first-served" basis is another. We encourage the Park Service to consider others.

Although the Sierra Club strongly supports the Park Service's efforts to improve the visitor experience and to protect park resources, we are concerned that, if not thoughtfully structured, high reservation fees will make Acadia the prefecture of private tours and moneyed interests. Entrance to a National Park should not be a commercial transaction, it is a birthright.

B. Adaptive Management Approach

In several public presentations, Park Service personnel have stressed that there is an adaptive management approach inherent in Alternative C and the overall Draft Transportation Plan and that such an approach will be essential to the Plans success. This adaptive management approach means that the Park Service will experiment with management options, monitor the impacts, and make changes as necessary. This seems like a reasonable (perhaps essential) approach. However, the success of such an approach is predicated upon a full commitment by the Park Service to monitoring the impacts of the measures being taken. This full commitment requires funding from the US Congress and the Department of the Interior or through partner organizations. The federal government does not have a great track record in this regard. This adaptive management approach should be stated explicitly in the Plan with a commitment to seeking the necessary funding to actually implement it. Sierra Club will work through our Congressional delegation to help ensure that there are adequate funds to successfully implement this strategy. Without an explicit commitment to funding and implementing the monitoring and management responses, the proposal for adaptive management is a hollow promise.

Thank you for the thoughtful effort that you have put into this Plan. The Plan and the draft EIS are consistent with most of the comments that the Sierra Club submitted on the preliminary concepts document. We appreciate that you listened to the concerns of the public in seeking to strike a balance between the many competing interests related to conservation of Acadia National Park's resources.

If you have any questions about the above material, please do not hesitate to contact me.

On behalf of the Sierra Club,
Anthony Donovan
Chair Sierra Club Maine Email: maine.chapter@sierraclub.org

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 487

Author Information

Keep Private: No
Name: n/a n/a
Organization: National Parks Conservation Association ; Member
Organization Type: P - Conservation/Preservation
Address: n/a
n/a, UN n/a
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jun 26, 2018 Date Received: Jun 26, 2018
Number of Signatures: 5750 Form Letter: No
Notes:

Correspondence Text

Dear Superintendent Schneider,

As one of the 1.3 million supporters of National Parks Conservation Association, I respectfully submit my comments in support of the Acadia National Park Transportation Plan.

As more people learn to cherish Acadia, the park's landscape, wildlife and visitors are increasingly impacted by vehicle congestion which has increased by 60% over the past decade. With more cars in the park than ever before, popular sites like Thunder Hole, Cadillac Mountain, and Jordan Pond are bottlenecked by vehicle traffic.

Acadia needs a new way to manage vehicles within the park. Increasing vehicle congestion on the roadway is degrading park resources, marring the visitor experience and causing safety issues for visitors on foot and bike.

Therefore, I support the National Park Service's preferred parking reservation system to manage Acadia's parking lot congestion. Parking reservations are an important tool to protect park ecosystems while providing public access.

Thank you for considering my views and for taking the lead on addressing traffic congestion at the Acadia National Park.

Sincerely,

[NAME]

[ADDRESS]

[CITY, STATE, ZIP CODE]

PEPC Project ID: 58482, DocumentID: 87579

Correspondence: 488

Author Information

Keep Private: No
Name: [REDACTED]
Organization:
Organization Type: I-Unaffiliated Individual
Address: [REDACTED]
Southwest Harbor, ME 049679
USA
E-mail: [REDACTED]

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jul 2, 2018 Date Received: Jun 30, 2018
Number of Signatures: 1 Form Letter: No
Notes:


Correspondence Text

June 30, 2018 Mr. Kevin Schneider, Superintendent Acadia National Park P. O. Box 177 Bar Harbor, Maine 04609 Dear Mr. Schneider: [REDACTED] I am respectfully providing comments about the options for the proposed transportation plan options that Acadia National Park. As a permanent resident of Mount Desert Island, I both understand and experience the challenges ANP is trying to address. While I see benefits and challenges to each of the plans, I reluctantly support Plan B for further consideration. My comments are below. The mission of Acadia National Park ... PRESERVES UNIMPAIRED THE NATURAL AND CULTURAL RESOURCES AND VALUES OF THE NATIONAL PARK SYSTEM FOR THE ENJOYMENT, EDUCATION, AN INSPIRATION OF THIS AND FUTURE GENERATIONS. I begin with the mission because the mission guides all plans and decisions. What is missing from the mission is recognizing local communities within the concept of preserving "cultural resources." Unlike Yellowstone and other parks, the local communities are intertwined in the Park. The overflow of visitors is having a negative impact on our communities. Southwest Harbor do not want to become Bar Harborized. We voted against cruise ships discharging their thousands of visitors here, thereby changing our community into seasonal economy. Therefore, I have the following recommendations: • Recognize the Park plan is not only to accommodate visitors, but also the local communities and residents. We are sometimes treated as secondary citizens, the accommodation of the visitor more important than the welfare of the local communities. We are also the ones, who along with you are the Park staff, are the stewards of this treasured land and water. • Discontinue any and all marketing of ANP as a destination. The Park is already unable to accommodate its current visitors, the reason for this transportation study. • Do not overwhelm our local communities and create more problems by sending more visitors to this side of the island. Parking along Route 102 is a dangerous situation with cars parked along the roadside. Wonderlands and Shop Harbor Trails grow worse every year. The transportation plan seems to focus on private vehicles. Large commercial busses are a more serious problem. I recommend: • Large commercial busses are not permitted on any Park roads. Small commercial vehicles, the size of the Island Shuttle would be permitted to use Park roads. • If the

reservation system is implemented, it must apply to both private and commercial vehicles. • The number of daily reservations for commercial vehicles must be limited so they do not take up all the reservations, thereby excluding private vehicles. I also provide the following recommendations for your consideration: • Inforce the use of the Park pass. It is my experience that many times, less than 50 percent of the cars have a Park pass. If you do not have a pass, you must purchase one (with a significant penalty) or not use the Park, thereby either increasing revenues or decreasing the number of cars and people. • Provide a day-of or day-before reservation system. Unlike day trippers, weekly renters, or cruise shippers, permanent residents often find family and friends arriving at the last minute. We often do not have a lot of advance notice. Providing a day-of or day-before reservation allows us the opportunity to experience the Park. This recommendation goes back to my first recommendation, recognizing the mission of the Park is to accommodate the permanent residents as well as visitors. Thank you for the opportunity to provide these comments. I am available if you or your staff would like discuss. Sincerely, [REDACTED] Southwest Harbor, Maine 04679

PEPC Project ID: 58482, DocumentID: 87579
Correspondence: 489

Author Information

Keep Private: No
Name: 
Organization:
Organization Type: I-Unaffiliated Individual
Address: na
na, UN na
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: Jul 2, 2018 Date Received: Jun 29, 2018
Number of Signatures: 2 Form Letter: No
Notes:

Correspondence Text

Dear John,

Thank you for taking time to speak with me regarding submission of comments for the proposed Acadia National Park (ANP) reservation system. As we discussed, the NPS website was down for maintenance the evening of June 26, 2018 - the last day to submit comments. As you advised, I may submit my comments in letter form, despite the expired deadline and I do so here now:

My husband and I are strongly opposed to the proposed ANP reservation system. A reservation system would unfairly, and disproportionately impact local residents.

The founders of ANP were summer and year-round residents of Mount Desert Island (MDI) who endeavored to protect and create access to the magnificent and wild beauty ANP offers. ANP is unique in that it comprises over fifty percent of MDI - local residents' lives and homes are symbiotically enmeshed with the Park. For many, it is the very reason why generations of families have settled on MDI, nestled on the edges of ANP. For residents, visiting ANP at varying times during the day is an integral part life, even during the the busy high season. Currently, tax-paying residents are able to appreciate freedom to enter and exit the park unencumbered by a scheduling system - which is essential for a working resident who does not possess the privilege of availability and flexibility of schedule, as does a tourist. A restrictive metered and/or reservation system unfairly and disproportionately subjects residents to lack of access to their own backyard - a notion that flies in the face of the vision and legacy the Acadia founders contemplated and brought to fruition.

We respectfully ask that NPS take these points into consideration and allow MDI residents to continue to enjoy ANP without the restriction of a reservation system.

Sincerely,

A black rectangular redaction mark covering the signature of the sender.