



## WHAT is Adaptive Management?

**Adaptive management** is a systematic way to improve and maintain conditions by learning from management outcomes.

**Adaptive strategies** are strategies that would be implemented if and when triggers or thresholds are reached, to continue to maintain desired conditions and visitor experiences. Some of the concepts presented here include adaptive strategies.



**Desired conditions** are statements of aspiration that describe resource conditions, visitor experiences and opportunities, and facilities and services that an agency strives to achieve and maintain in a particular area.



**Indicators and thresholds** are tools to monitor how well the proposed management strategies are meeting desired conditions. In some cases, park managers may choose to implement certain management strategies (referred to as adaptive strategies above) only when certain triggers or thresholds are met.

**Indicators** are specific resource or experiential attributes that can be measured to track changes in conditions so that progress toward achieving and maintaining desired conditions can be assessed.

**Thresholds** are minimally acceptable conditions associated with each indicator. The National Park Service is working to establish indicators and thresholds as part of this planning process.

Please note that while the process of identifying indicators and thresholds has been initiated, the indicators, thresholds, and monitoring methods are in the early stages of development. The specific details relevant to this plan will be available for public review as part of the draft plan and environmental impact statement.

**Management**

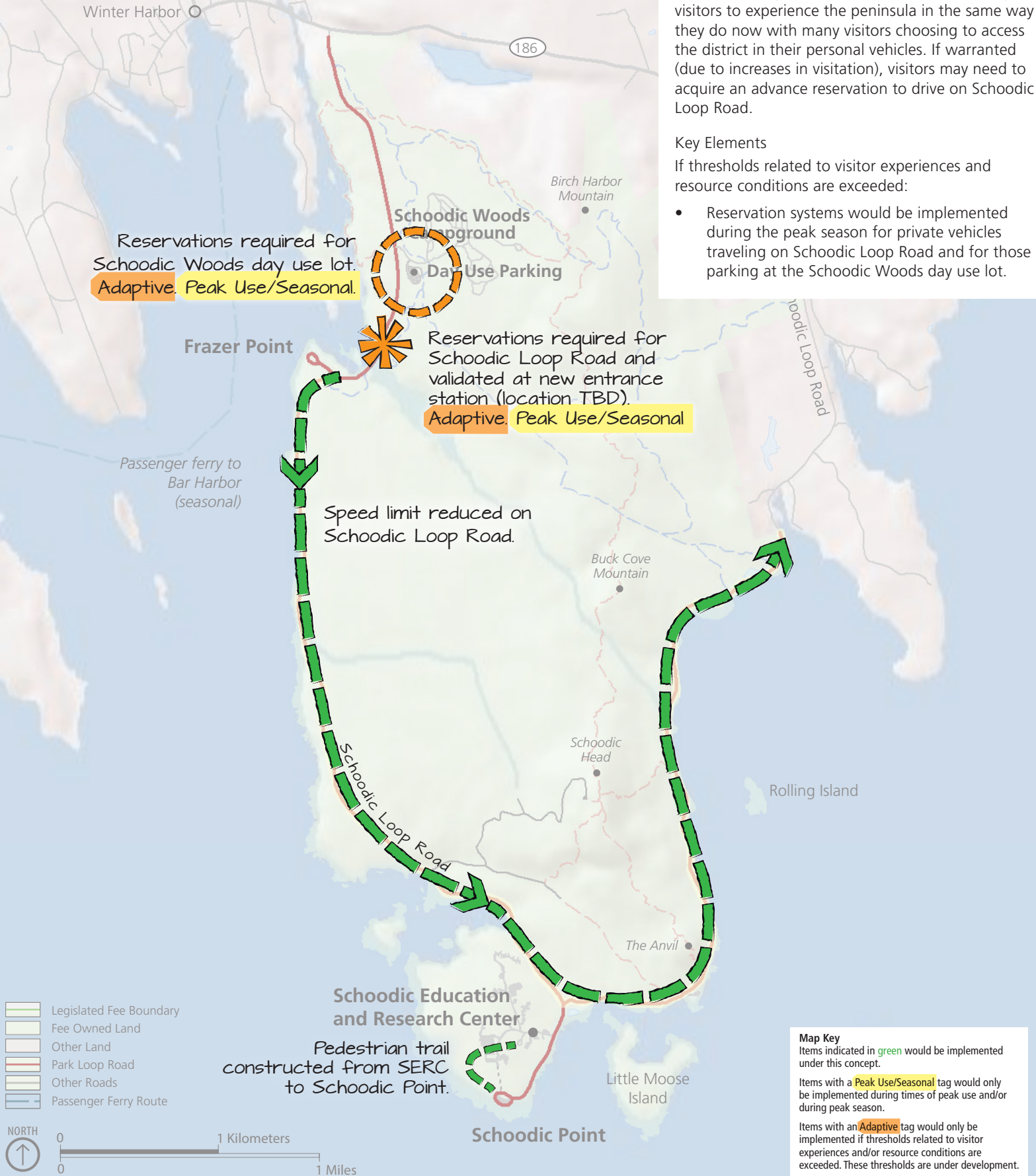


**Monitoring**





## Concept Schoodic 1: Peak Season Reservation System



### Summary

This preliminary concept provides an opportunity for visitors to experience the peninsula in the same way they do now with many visitors choosing to access the district in their personal vehicles. If warranted (due to increases in visitation), visitors may need to acquire an advance reservation to drive on Schoodic Loop Road.

### Key Elements

If thresholds related to visitor experiences and resource conditions are exceeded:

- Reservation systems would be implemented during the peak season for private vehicles traveling on Schoodic Loop Road and for those parking at the Schoodic Woods day use lot.

**Map Key**

Items indicated in **green** would be implemented under this concept.

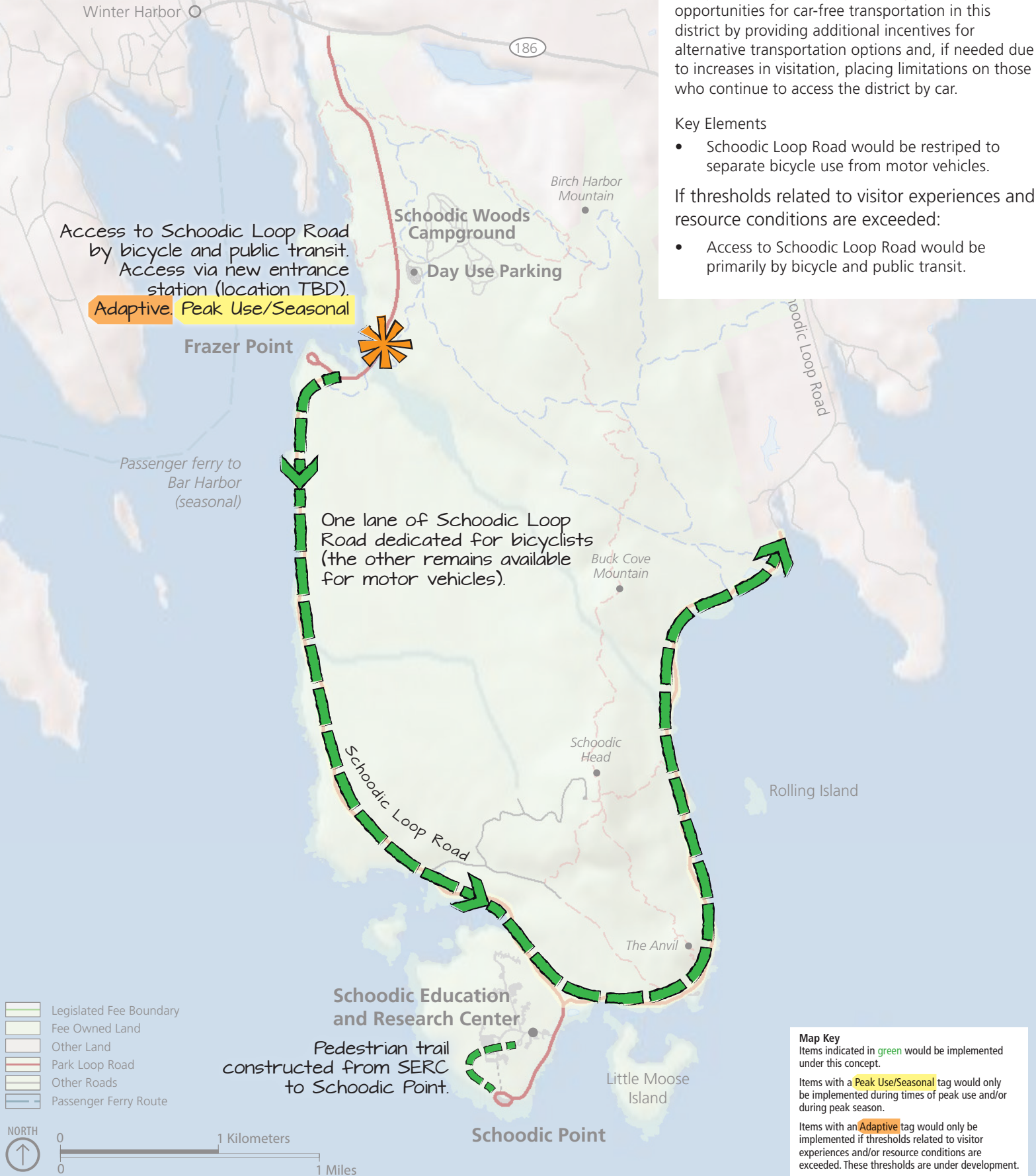
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Items with an **Adaptive** tag would only be implemented if thresholds related to visitor experiences and/or resource conditions are exceeded. These thresholds are under development.





## Concept Schoodic 2: Peak Season Car-Free Access



### Summary

This preliminary concept more fully embraces opportunities for car-free transportation in this district by providing additional incentives for alternative transportation options and, if needed due to increases in visitation, placing limitations on those who continue to access the district by car.

### Key Elements

- Schoodic Loop Road would be restriped to separate bicycle use from motor vehicles.

If thresholds related to visitor experiences and resource conditions are exceeded:

- Access to Schoodic Loop Road would be primarily by bicycle and public transit.

**Map Key**  
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## Concept Mount Desert Island 1: Increased Public Transit and Parking Reservations

### Summary

This preliminary concept allows visitors to experience a congestion-free visit by providing enhanced options for car-free mobility in the park and better information about congestion conditions. Safety concerns are addressed by providing increased alternative transportation options, reducing the amount of right lane parking along Park Loop Road, developing a new parking lot to replace informal parking along Route 233 at Eagle Lake, and working with the state to consider viable parking improvements or relocations along state roads.

### Key Elements

- In order to better disperse vehicle use throughout the day and season and provide visitors greater assurances of travel plans during their trip planning, reservation systems would be established during peak use times for private vehicle access to the Cadillac Mountain summit, as well as for parking at Jordan Pond House and Sand Beach.
- Most right lane parking on the one-way section of Park Loop Road would be eliminated to improve traffic flows and allow for passing of bicycles and vehicles travelling at low speeds.
- Public transit service would be expanded throughout Mount Desert Island to facilitate access to those areas previously accessed from right lane parking.
- In order to better manage the volume and timing of commercial tour vehicles entering the park, a commercial tour vehicle reservation system would be established for tour bus access past the Sand Beach Entrance Station and/or to the Cadillac Mountain summit.

New parking with carriage roads connection created.

Size restrictions implemented for all vehicles.  
Sieur de Monts

Reservation system implemented for commercial tours on Park Loop Road.

Reservations required for access. Public transit service provided.  
Peak Use/Seasonal.

Reservations required for parking.  
Peak Use/Seasonal

Reservations required for parking.  
Peak Use/Seasonal

Right lane parking eliminated.

New public transit connection established between Park Loop Road and Blackwoods Campground.

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- Legislated Fee Boundary
- Fee Owned Land
- Other Land
- Park Loop Road
- Other Roads
- Passenger Ferry Route

- Boat Launch
- Campground
- Lighthouse
- Museum
- Parking
- Picnic Area
- Ranger Station
- Swimming





## Concept Mount Desert Island 2: Traffic Metering and Parking Reservations

### Summary

This preliminary concept improves visitor experiences and reduces congestion on Park Loop Road by metering the number of private vehicles on Ocean Drive during peak season and consolidating tour bus operations. Visitor safety would be improved by eliminating the right lane parking along Ocean Drive, by metering the number of cars on Ocean Drive, by designating hours for bicycle use on Lower Mountain Road, and by implementing vehicle size restrictions, consolidating bus operations, and designating hours for bicycle use on Cadillac Summit Road.

### Key Elements

- During peak use times, access to Ocean Drive by private vehicles would be metered to ensure free flowing roadway conditions and adequate parking availability for visitors.
- Most right lane parking on the one-way section of Park Loop Road would be eliminated to improve traffic flows and allow for passing of bicycles and vehicles travelling at low speeds.
- The frequency of the Sand Beach and Loop Road transit routes would be increased to partially offset vehicles displaced by the removal of right lane parking.
- In order to better disperse vehicle use throughout the day and season and provide visitors greater assurances of travel plans during their trip planning, reservation systems would be established during peak use times for private vehicle access to the Cadillac Mountain summit and parking at the Jordan Pond House.
- Commercial tour vehicle access to Park Loop Road and Cadillac Mountain would be replaced with a concession bus operation to provide consistent orientation and information to visitors and provide a means to more closely coordinate the timing and volume of tour buses entering the park. Large tour groups arriving to Mount Desert Island on a commercial tour bus or by cruise ship would transfer to the concession bus in order to access the park.

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	Boat Launch
	Campground
	Lighthouse
	Museum
	Parking
	Picnic Area
	Ranger Station
	Swimming





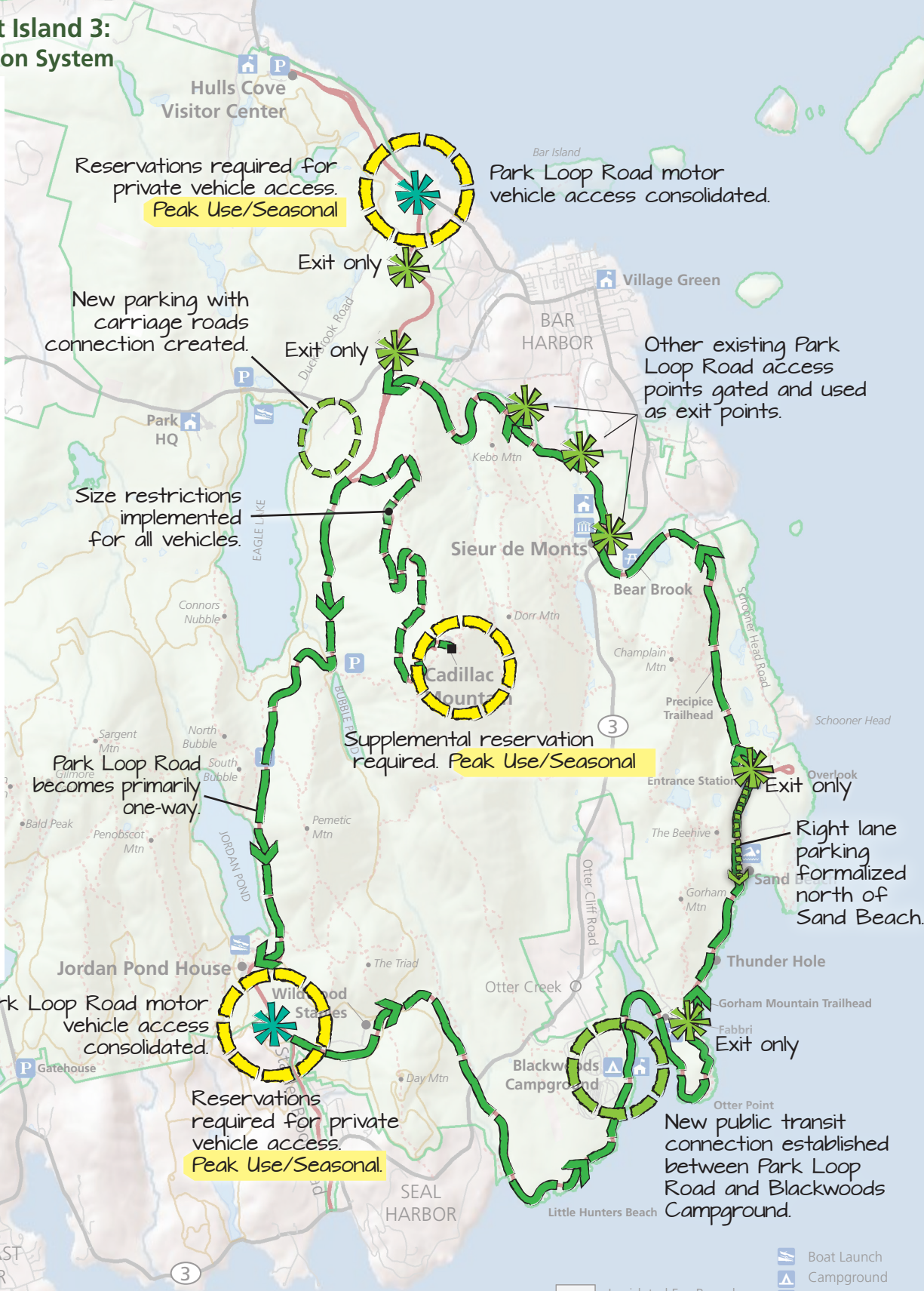
## Concept Mount Desert Island 3: Vehicle Access Reservation System

### Summary

This preliminary concept improves visitor experiences, reduces congestion on Park Loop Road, and creates a safer experience for bicyclists by making the entire Park Loop Road one way, reversing the one-way travel on Park Loop Road to counterclockwise, and consolidating entrances to the park.

### Key Elements

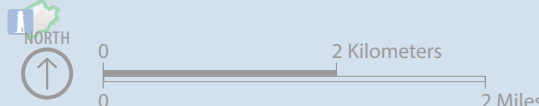
- A new entrance station at Paradise Hill Road (i.e., the segment of Park Loop Road from Hulls Cove Visitor Center to Route 233) would be established as the primary gateway into the park with a secondary entrance station at Stanley Brook Road. During peak use times, all other existing entrances would be used as exit points only for private vehicles, and entrances and exits for buses, commercial service vehicles, and emergency responders.
- To better manage and distribute the overall volume of vehicles on Park Loop Road, private vehicles would obtain an advanced reservation to proceed past the Paradise Hill or Stanley Brook entrance stations during peak use times. Also during peak use times, a supplemental reservation system for Cadillac Mountain would be established to ensure parking availability and greater assurances in advanced trip planning.
- The two-way section of Park Loop Road between Cadillac Mountain and Jordan Pond House would become one way to improve safety for bicyclists.
- The one way direction on Park Loop Road would be reversed to counter clockwise in order to allow bicycles and slow-moving vehicles to travel in the right hand (ocean side) lane. This strategy would reduce travel speeds immediately adjacent to the popular Ocean Path and improve the scenic driving experience for visitors.
- Right lane parking would be allowed between Sand Beach and the Sand Beach entrance station. A path paralleling the right lane parking in this area would be constructed to facilitate safe access to the beach and Ocean Path.
- Commercial tour vehicle access to Park Loop Road and Cadillac Mountain would be replaced with a concession bus operation to provide consistent orientation and information to visitors and provide a means to more closely coordinate the timing and volume of tour buses entering the park. Large tour groups arriving to Mount Desert Island on a commercial tour bus or by cruise ship would transfer to the concession bus in order to access the park.



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	Boat Launch
	Campground
	Lighthouse
	Museum
	Parking
	Picnic Area
	Ranger Station
	Swimming
	Legislated Fee Boundary
	Fee Owned Land
	Other Land
	Park Loop Road
	Other Roads
	Passenger Ferry Route





## Concept Mount Desert Island 4: Park Loop Road Public Transit

### Summary

This preliminary concept enhances visitor experiences, reduces congestion, and improves safety by making the entirety of Park Loop Road two way and, during peak seasons, by replacing private automobile access with a concession operation for both scenic tours and rapid shuttle service. During the shoulder seasons, private vehicles would be able to access Park Loop Road and attractions through a metered system, and circulation would remain two-way.

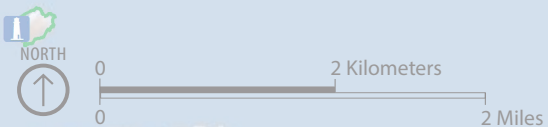
### Key Elements

- All of Park Loop Road would be converted back to the historic two-way circulation pattern to facilitate efficient and flexible travel options for visitors.
- During the peak season, access to Park Loop Road would be by transit only, with both shuttle and tour buses. While buses would be wheelchair accessible, a permit would be available to visitors with disabilities to access Park Loop Road in their own vehicle.
- The Hulls Cove Visitor Center would serve as a transportation hub for shuttle and tours. Parking would be expanded at Hulls Cove in addition to expanded parking at remote locations such as the Acadia Gateway Center or other private or public facilities.
- During the shoulder season, private vehicle access to Park Loop Road would be metered.
- Passengers on commercial tours would be transferred to concessioner buses.

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	Legislated Fee Boundary		Boat Launch
	Fee Owned Land		Campground
	Other Land		Lighthouse
	Park Loop Road		Museum
	Other Roads		Parking
	Passenger Ferry Route		Picnic Area
			Ranger Station
			Swimming