Volunteer This Summer…

It’s Work You Could Love!

Outdoor volunteer projects are scheduled June - October
8:30 to 12:30, Tuesday, Thursday, and Saturday mornings.
Wear sturdy shoes and bring water, insect repellent, snack, and lunch.
Volunteers meet at Park Headquarters on Route 233/Eagle Lake Road at 8:30 am.

For more information call 207-288-3340, or 288-3934 for a recorded message of work projects and locations.

Partners

Friends of Acadia, Island Explorer and L.L.Bean have formed a partnership to preserve and protect Acadia National Park for future generations.

Many species of birds live in the Mount Desert Island area.

Protect

Acadia National Park with approximately 35,000 acres, includes 41 miles of coastline, 16 islands, more than 100 species of birds, and numerous historic buildings and trails.

Join us in protecting our national parks.

Preseve

Island Explorer is propane powered for cleaner air and a healthier environment.

Fragrant water lily, found in fresh water ponds throughout Acadia National Park.

Participate

Buy a park pass
Your contribution helps:
• rebuild trails and carriage roads
• protect natural and cultural resources
• support the fare-free Island Explorer

Acadia’s coastal landscape provides opportunities for hiking, biking and kayaking.
THE LITTLE BUS THAT COULD

Acadia National Park recently received permission to raise its seven-day entry fee, in 2004, from $10 to as much as $20 — still a bargain. This will put Acadia in good company with twenty-dollar national parks such as Grand Canyon, Yellowstone, Yosemite and Zion. By law, 100 percent of Acadia’s added money must go toward public transportation, in this case the Island Explorer propane bus serving the park and Mount Desert Island.

The park has shown excellent leadership in seeking this unusual form of funding, which helps move Acadia in the direction of financial self-sufficiency in an era when all national parks are experiencing enormous fiscal stress. (Acadia is 53 percent underfunded according to an analysis paid for by the National Parks Conservation Association and Friends of Acadia.) The fee increase should deliver more than a million new dollars to the Island Explorer each year. This will strengthen Acadia National Park as the annual producer of $130 million in goods and services in the region.

As public transit goes, the 17-bus Island Explorer system is modest, running for only two months a year, usually from late June to Labor Day (and through Columbus Day starting this fall). But in its 295 days of total operations (1999-2002), the Explorer has carried a whopping 856,000 passengers. An average day last summer saw 3,900 riders, the peak day 5,600. Often it’s standing room only. Paradoxically, the Little Bus System That Could may be comparable, proportionately, to Bangor’s or Portland’s, according to the Maine Department of Transportation.

Whether they enter by foot, bicycle, private vehicle or Island Explorer, Acadia National Park visitors must have a pass. In 2002, visitor fees contributed $306,000 of the system’s $573,000 operational cost, and sales of park passes at the Bar Harbor Village Green doubled from the previous year. With the revised park fee in 2004, the Island Explorer will remain fare-box free but will receive much more funding.

The no-fare-box policy is a major draw for riders, and part of the hospitality quotient of MDI. It also minimizes transaction costs, keeps buses on schedule, and lets bus drivers concentrate on driving. Although details have not been worked out, the additional fee income will mean more buses, shorter waiting times, new fall service (to be initiated this year thanks to a $1-million LL Bean gift to Friends of Acadia), and cleaner air and less road congestion for all.

The major operational funders of the Explorer are park visitors (through fees), Friends of Acadia, LL Bean, the U.S. and Maine Departments of Transportation, local businesses and municipalities. In 2002 Bar Harbor contributed $30,000, Mount Desert $14,000, Southwest Harbor $10,000, Tremont $3,000, and Cranberry Isles and Trenton $1,000 apiece. The revised park fee will not eliminate the need for the towns’ financial involvement. As a matter of equity, they should always contribute, because their year-round and summer residents, including working commuters, constitute a fifth of the passenger load. Since 1999, this segment of the ridership, with year-rounders in the majority, has increased by 159 percent, to 59,000 passengers, compared to 100 percent for the general ridership. Moreover, the towns gain from public transit’s decongestion factor, avoid having to construct expensive parking facilities, and benefit from the spending patterns of 281,000 riders (2002) of the Explorer; an economic delivery device that injects business into the cores of small communities.

Friends of Acadia believes that the new entry fee can mean that annual bus payments from currently participating municipalities can remain at about present levels plus inflation, even as the system expands. In other words, the new fees can help prevent some property tax increases over time or at least limit their rise. For our financially burdened communities, this is an important policy implication of the bus funding structure.

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A decade ago, the National Park Service adopted a General Management Plan (GMP) for Acadia National Park, the first such master plan in the park’s 76-year history. The GMP established a management philosophy for the park and a series of recommendations to guide the management of park resources, visitor use, and development over the next 10-15 years.

Most of the 51 recommendations contained in the plan have been completed or are ongoing. Many of these accomplishments are significant and well known to Friends’ members. Rehabilitation of the carriage road system, upgrading the hiking trail system, improving non-motorized access into the park and the creation of the Island Explorer system are but a few examples. Implementation of the GMP’s recommendations for managing visitor use, however, has lagged behind. The GMP recommends that park management mitigate resource impacts from visitor use, retain opportunities for high density to low density recreation and implement a park-wide visitor use management strategy. Although some progress has been made (i.e., a carrying capacity was established for the carriage road system in 1997), a comprehensive visitor use management strategy for the Mount Desert Island section of the park, as envisioned by the GMP, has not been attempted before now.

In September 2003, the Acadia National Park Advisory Commission encouraged the park to prepare a white paper describing visitor use issues and a process to achieve a comprehensive management strategy. In February of this year, the Commission endorsed the content of that white paper and encouraged the park staff to begin the public consultation process that is required by federal law and agency policy. We intend to develop this visitor management strategy by working with the public, the communities, park users, and special interest groups to: establish a common vision for visitor use in Acadia; identify problems and issues relating to traffic, visitor impacts, and threats to a quality visitor experience; conduct natural and social science research to better understand the problems and possible solutions; and develop a range of management actions to address specific problems.

The research and planning phases of this project will likely take years. In the interim there are a number of actions that can be taken immediately to address traffic and visitor use issues. For example, we plan to continue to expand the Island Explorer system, increase parking enforcement, and work with the Bar Harbor Chamber of Commerce to coordinate cruise ship tours. We also intend to inventory and monitor visitor impacts on the hiking trails, and to monitor visitor capacity on the carriage roads.

Development of a visitor use management strategy for Acadia will be difficult and controversial. Tourism is the top industry in Maine and a significant part of our local economy. Proposed management actions that attempt to manage or limit visitor use will be viewed by some as a threat to the tourist industry. Therefore, a great deal of patience and sensitivity must be employed as strategies are developed to control and manage visitors. A successful long-term visitor management strategy will:

- be based on broad public involvement (national and local),
- require extensive dialogue with and cooperation from the local town governments,
- require a substantial effort to gain and maintain public acceptance and support,
- be relatively easy for park staff to administer and for visitors to understand,
- evolve to some degree through experiment; testing ideas through action, evaluating them, and moving forward with what works,
- be based on the best available scientific research, NPS legislation and policy.

The path of least resistance is to do nothing. But as stewards of Acadia we have the responsibility to preserve park resources unimpaired for future generations, ensure a high quality visitor experience, and implement the final recommendations of the GMP.

— Len Bobinchock, Deputy Superintendent, Acadia National Park
Winter Thoughts

My husband and I have been members of FOA since its beginning and have been so proud of the work the organizations does. Sitting around the table tonight reading the Bar Harbor Times prompted me to finally sit down and share a few thoughts: 1) We own a home in Southwest Harbor and try to use the bus service as much as possible. The primary drawback that we hear from everyone is the dippy do drive into the Smugglers Den Campground. Why can’t we pick up folks at the driveway like we do at MDI Campground? 2) I loved the article “Buy a Park Pass” in the Winter 2002/2003 issue about park fees and how many forget that even if you don’t use the loop road, you still have an obligation to contribute toward the park. In the White Mountains in New Hampshire I’ve been very impressed with the use of a parking pass. If to park at a trail head meant that you had to have your pass in the window, I really think more people would take the time to purchase one (especially since the price is so reasonable). 3) We’ve been upset this winter by the irresponsible use of snow machines going up Cadillac. This includes continuing up the mountain when there is not enough snow to drive on the fragile rocks and grassy areas. It has felt like they’ve just been in places where they should not be.

— Victoria Powers
Southwest Harbor, Maine

A Great Deal

I really enjoyed the essay from Katherine Schmitt “Affirmation: Acadia” in the Summer 2002 issue and the book reviews, as I love reading whatever I can about Acadia, including the history of the park and the island. I also enjoyed the back page on “Leave No Trace.” Joining a ranger-led tour last summer I learned how important it was to stay on the trail and the rocks on a path, staying off the soil in between the rocks. Doing so can actually be a fun game to play with your kids, as though you were crossing a stream and trying not to get wet.

Of all the things we’ve done, we feel the best are the ranger-led tours, and they are (mostly) free. Talk about a great value! I often think, while on these tours, how I’d like to have this person’s job.

Keep up the good work, and I’ll keep enjoying reading about and visiting Acadia.

— Steve Hansen
Nashua, New Hampshire

Income from the new fee will also create more jobs at Downeast Transportation, Inc., the Ellsworth-based nonprofit that operates the system. And the fee will be a factor in discussions about establishing the Island Explorer on a trial basis at the Schoodic section of Acadia National Park, to serve Winter Harbor and Gouldsboro.

Embedded in the new fee is a “polluter pays” philosophy. Every full Island Explorer propane bus represents ten to fourteen conventional vehicles removed from the road. The system has eliminated 316,000 automobile and RV trips since 1999, preventing 24 tons of smog-forming pollutants and immeasurable amounts of planet-warming gases. Because most Acadia visitors, we residents included, arrive by automobile, it is appropriate that all of us should underwrite emissions reductions that help purify the air.

The public transit landscape is littered with systems that survived the capital test (vehicles purchased and set in motion) but failed the operational test (vehicles kept in motion long-term). By contrast, the Island Explorer is on the road toward permanent solvency, courtesy of the L.L. Bean grant coupled with park entry fees that more closely reflect markets. This income stream will fortify the powerful little bus so it can contribute yet more to preserving Maine’s most visited natural destination, helping sustain Acadia National Park as a mighty economic generator for this state.

— W. Kent Olson, President
Friends of Acadia welcomes Sheridan S. Steele, 56, who became superintendent of Acadia National Park in May. He replaced Paul Haertel, who retired in October after eight years in the position and nearly forty years with National Park Service.

“I am honored to be Acadia’s new superintendent,” Steele said, “and am looking forward to working closely with the park’s excellent staff, wonderful neighbors, local community and partners like Friends of Acadia. My wife, Barb, and I are thrilled to be moving to the beautiful coast of Maine, where we honeymooned almost thirty years ago.”

Steele was selected after a six-month, nationwide search involving more than forty candidates. “Without question, Sheridan Steele is the best choice to lead Acadia National Park,” said Marie Rust, NPS Northeast Regional Director. “Throughout his twenty-five years of Park Service management experience, he has clearly demonstrated extraordinary creativity, business acumen, and a deep sensitivity for cultural and natural resources.”

“We are most pleased with his appointment,” said Friends of Acadia chairman Dianna Emory. “Sheridan Steele is a veteran Park Service leader with experience in several challenging positions.”

From 1996 to 2003, Steele was superintendent of Black Canyon of the Gunnison National Park and Curecanti National Recreation area, in Colorado. He led the successful effort to elevate Black Canyon from a national monument to a national park in 1999. Working with land trusts, he expanded the acreage of the park, and he worked with private donors to construct a new visitor center.

Before moving to Black Canyon, Steele served for seven years as assistant superintendent of Rocky Mountain National Park. Said Friends of Acadia president Ken Olson, “We like Sheridan’s experience with a big park like Rocky, which, like Acadia, is heavily visited, has a large budget, a fee demonstration program, thousands of volunteers, a successful friends organization, and is considered a crown jewel of the National Park System.”

Steele served as superintendent of Fort Scott National Historic Site (1982-1988), in Kansas, and was a management assistant at Cuyohoga Valley National Recreation Area (1978-1982), in Ohio. He earlier served as a planner with the Ohio Department of Natural Resources, and was director of the nonprofit organization Cuyohoga Valley Park Federation, now called Cuyohoga Valley National Park Association, a friends group.

Steele holds a B.S. in business administration and an M.S. in natural resources/park administration from Ohio State University. He and his wife, Barbara, a registered nurse, have two grown children, Christopher and Kelly.

“We are excited that Len Bobinchock will continue as Acadia’s deputy superintendent. His and Sheridan's professional skills are formidable and complementary, and that's great for this park,” said Olson. “Friends of Acadia extends thanks to National Park Service Director Fran Mainella for conducting a fair, transparent, and competitive search for this crucial post.”
I never actually decided to come to Mount Desert. The island has always been a part of my life.

My great-grandmother, with her seven children, first came here in 1877. Except for two years in WWII, the family has never missed a summer. Louisa and I used to send our sons back from our overseas assignments to be with their grandparents.

At our annual July 3rd family party, we number as many as twenty-eight members, all committed to Acadia. But, except for Louisa and me, who settled here year-round in 1997, that commitment is summer only. It’s hard to explain to others who have not experienced it the kind of enriching life we lead here, year-round.

For me, the chance to work with nature is a major attraction. For example, I have known and loved the mountain trails since childhood. In climbing them, you derive so much enjoyment from nature. Still, you are returning nothing to it.

Once Louisa and I had settled in, we wanted to make that reimbursement. The land on which we built our new home — natural meadow, woods and a huge cascading rock pile — is today the site of a garden and grove. To the extent possible, we use only what we find on the place. Raised beds built out like parapets over the rock pile are held up by old cedar rails. A “bathtub” in the rock pile has become a planting pocket. We try to complement and enhance nature, rather than overcome it. And, in that process, we find ourselves enhanced.

Marriage brought me to Mt. Desert Island, and during our years in the Foreign Service it became a special summer place to visit, however briefly, and enjoy with our extended family. Living as we did over the years in many foreign world capitals as well as Washington, DC and New York City, we experienced the sights, sounds, and community of these places — each offering a different character. We asked ourselves where would be the best place to retire and spend the rest of our lives that might offer the most of the perfections in each earlier domicile:

- Athens — a Byzantine city built on ancient history with the magical Greek light avidly sought by painters everywhere;
Beirut—offering the chance to savor lively Lebanese hospitality and delectable food, as well as its biblical and crusader history, the Mediterranean Sea, and the hovering mountains of the storied Levant;

Santiago, Chile—a land of lakes, with great fishing, wine, and wild flowers, and a lively world of Spanish-language theater;

Washington, D.C.—life within the beltway with all the political tangles and wangling;

New York City—we were both born there, both imbued with its attractions and unique way of life.

Like Dorothy in Oz, the question of “home” in the final analysis did not need documenting. It was for us, like her, in our hearts and bones. We finished our year-round home here in 1997 and have never looked back. We have experienced the special February light—as magical as Greece. We sail and chart the offshore waters and drop anchor off countless rocky shores. We have a continually growing host of interesting friends from the island and “from away.”

To grow accustomed to the woods and hiking trails, the smell of the pines, glowing sunsets, velvet fog, the cries of the loons...as Mike says, it is now a question of an overpowering need to give back something to Mount Desert.

We have shared the wonderful experience of creating a garden.

The community, too, beckons one to do new, original projects. Slated for this coming summer, my latest is an outdoor Midsummer Night’s Dream in the surrounds of a Maine property near Somes Sound.

On Mount Desert Island it is hard to feel old. Not so strange, as one might say we now inhabit something akin to Prospero’s enchanted island...a place “of such things as dreams are made of.”

Louisa Kennedy is the mother of four sons and grandmother of Eliza, Schuyler, Anna Thayer and Charlie. A native of New York City, she has been a Foreign Service wife, a theatrical director, and critic. During the Iranian Hostage Crisis, she was spokesperson for the families. For 30 years she was a real estate broker in Washington and New York.

Today, Louisa is an officer in both the Mt. Desert Garden Club and the Bar Harbor Garden Club and on the board of the MDI Nursing Association, among other island activities. Much of her time is devoted to writing a biography of a prominent Livingston ancestor.

Mike Kennedy is best known for his time spent as a hostage in Iran (1979-81), and the conclusions aired from lecture platforms, pulpits, TV, and writings, that he drew from it. Since his retirement here, he chaired the campaign for the MDI Historical Society that made possible the Sound Schoolhouse Museum.

Now, as Vice Chairman of the Northeast Harbor Library, he co-chairs a $4 million campaign to endow and rebuild this vital community center. He also serves on the Maine Library Commission, and is an instructor in Acadia Senior College.
In January 2003, Acadia National Park announced the purchase of approximately 12 acres on Bar Island, the 68-acre island connected to downtown Bar Harbor by a sandbar that is the namesake of both the island and the town. The purchase gave the park fee-simple ownership of the entire island, which has been a popular hiking destination for adventurous visitors.

The park purchased the property for $1.4 million with funding from the federal Land and Water Conservation Fund (LWCF). Congress established LWCF in 1964 from offshore oil receipts. The theory was that as non-renewable natural resources (oil and other fossil fuels) are depleted, other natural resources (land and water) would be permanently protected for all to enjoy. Congress is authorized to appropriate up to $900 million annually for the fund, but in practice LWCF has been significantly underfunded, and the oil receipts have often been diverted to U.S. Treasury “general funds.”

In 2000, Friends of Acadia joined over 260 other organizations in the Maine Coalition for Conservation, Recreation, and Vital Communities to fight for full Congressional funding of LWCF. The coalition worked with other states’ groups and achieved limited LWCF funding increases. The irony is that even if LWCF were to be fully funded by Congress, Acadia would only be eligible to receive just over $1 million per year for land acquisition — not enough to cover many of the projects that arise.

In 1986, Congress passed legislation establishing a permanent boundary for Acadia (excluding Isle au Haut, for which boundary legislation was passed in 1982). This legislation gave the Park Service the authority to purchase or trade parcels of land within the boundary of the park and to accept or acquire conservation easements on parcels of land meeting certain criteria outside the fee boundary. The intent was to consolidate park lands, facilitate park management, and give Mount Desert Island towns the assurance that their local tax base would not be eroded by unexpected land donations to the National Park Service.

When the 1986 boundary legislation was passed, a list of park acquisition and deletion parcels was developed, and Congress authorized $9.1 million for land purchases or conservation easement acquisitions. Those funds were quickly depleted as land prices on the Maine coast rose. As of March 2003, approximately 180 parcels, worth an estimated $40 million, remained on the acquisition list.

Because Acadia has fully expended the authorized funds for land acquisition, the park is now subject to provisions in the LWCF legislation [16 USC 4601-9(a)3] that allow Congress to annually appropriate up to 10% of the total amount received to date for land acquisition at the park. Since Acadia has expended approximately $14 million dollars to date for important conservation properties, such as Long Island in Blue Hill Bay, shoreland in Bar Harbor and Southwest Harbor, and Rolling and Schoodic Islands, LWCF appropriations to the park cannot exceed $1.4 million per year—enough to purchase Bar Island, but not nearly enough to cover all offers from willing sellers or even to cover transaction expenses associated with conservation easement donations.

Fixing the underfunding problem will not be an easy task. Amending Acadia’s boundary legislation to eliminate the land acquisition funding cap would be the simplest mechanism for advancing the park’s land protection goals. However, many fear open-
ing the boundary legislation whose careful crafting was compared by former Senator George Mitchell to the complex task of brokering peace in Northern Ireland. Furthermore, with chronic underfunding of the National Park Service operating budget, backlog maintenance projects totaling in the millions, and western states decrying the amount of federal lands within their borders, many in Washington do not support federal land acquisition at all.

Despite these factors, no one who has been to Acadia could argue that preserving parcels such as Bar Island that have important scenic and recreational values for park/MDI visitors and residents is not a worthwhile project. Occasionally, the local newspapers photograph unfortunate automobiles whose owners have miscalculated the tides and left their vehicles to be inundated by the rising tides over the Bar Island sandbar. As Acadia faces development in and around its borders, Friends of Acadia will be working to ensure that Congress does not equally abandon the land acquisition program at Acadia.

The Land and Water Conservation Fund (LWCF) assists states, local governments, and federal land management agencies in conserving land and developing public outdoor recreation facilities. Following are examples of projects in the MDI region funded in part through LWCF since 1967:

- Bar Harbor Boat Access
- Bar Harbor Recreation Area
- Bar Island
- Lamoine Beach
- Lamoine State Park
- Long Island
  (Blue Hill Bay)
- Long Pond Boat Ramp
  (north end)
- MDI High School Fitness Trail
- Pemetic Multi-purpose Field
- Southwest Harbor
- Village Green Renovation
- Swan’s Island Ballfield
- Seal Cove Boat Ramp
- Tremont Recreation Area
- Union River Waterfront Park
  (Ellsworth)

Stephanie Clement is the conservation director at Friends of Acadia.
During the summer of 2002, Intelligent Transportation System (ITS) technologies were installed to enhance the operation of the Island Explorer bus system and to monitor vehicle traffic inside the park. A good thing was made even better. Real time travel information was collected and provided to visitors on board the buses (electronic signs that announced upcoming stops) and at certain bus stops (electronic signs that provided updated departure times). In addition, real time parking conditions (full or open) at two popular destinations in the Park, Sand Beach and the Jordan Pond House, were made available on the Acadia National Park web page and displayed on signs at the Visitor Center, Blackwoods Campground, and Seawall Campground.

Battelle Memorial Institute and the University of Maine conducted an independent evaluation of the ITS technologies placed in Acadia as a field test for National Parks to assess benefits and identify lessons learned that might be applied to other National Parks’ transportation systems. Maintaining or improving visitor experiences was seen as the most important gauge of success. Assessment of customer satisfaction, therefore, was a primary focus of the evaluation. Information was collected from visitors (tourists and a small number of local residents) using two types of surveys: an on-site interview and a more extensive mail-back questionnaire. On-site interviews of three to five minutes were conducted last summer from July 29 to September 1. A self-administered mail-back survey was sent to 1,278 visitors who agreed to receive and complete the survey, and 928 usable survey questionnaires were returned for a 74% response rate.

The survey of visitors to Acadia National Park and Mount Desert Island confirmed findings of previous studies — the experience was overwhelmingly positive for visitors. In assessing the impact that ITS had on visitors, the evaluation revealed that both users and non-users of the technologies had a pleasant experience and were able to enjoy their stay based on their choice of travel. Yet, when looking at the survey data in more detail, a picture clearly emerged that revealed benefits to ITS users and the potential that ITS offers for visitors, the park, and the Mount Desert Island community at large.

Those who used ITS technologies said they had concerns about potential problems with travel while visiting Acadia, but found that ITS offered solutions that made their visit more enjoyable.
Thirty-six percent of all visitors reported a “moderate” or “big” problem of vehicles parked along the main roads causing unsafe conditions (24% and 12%, respectively). Traffic congestion in the form of too many automobiles both outside and inside the park was ranked as the second and third most severe problem reported by all visitors. Perception of these problems was even stronger among ITS users.

Visitors who used the ITS technologies and traveler information reported in general that the information was accurate, clearly understandable, and easy to use, and that the information saved them time and reduced tension and stress related to travel.

Nearly three out of four users (74%) agreed that the real time parking information made it easier for them to get around. An even higher proportion of bus users agreed that the real time bus departure sign and the onboard announcements made it easier for them to get around (90% and 84%, respectively).

ITS makes the already attractive Island Explorer even more attractive to visitors, encouraging greater numbers of people to forego their private vehicles and use the fare-free buses for traveling around the Island, thereby helping to relieve congestion and improve air quality.

An important goal of the ITS technologies was to enhance the visitor experience and to encourage visitors to use the Island Explorer bus rather than a private vehicle. Electronic departure signs and on-board announcements were more important to visitors’ decisions to use the bus (80% and 67%, respectively) than the reporting of real time parking conditions (44%). Placing parking information signs at additional locations might increase their effectiveness in the future.

ITS technologies appear to be contributing to the overall goal of diverting visitors from private vehicles and onto Island Explorer buses. Particularly promising were reports from ITS users that they plan to use the information again for a pleasant visiting experience in Acadia.

These findings on visitor satisfaction and reports of increased mobility promise that ITS information could be useful to many other visitors, including those who were unaware of the new traveler information system, as well as those who decided not to use it last summer.

John Daigle is an Assistant Professor and Program Leader of the Parks, Recreation and Tourism Program at the University of Maine. He worked as a seasonal ranger at Acadia National Park, 1983-85.

Carol Zimmerman is Vice President of Transportation Systems at Battelle Memorial Institute and led the team evaluating ITS at Acadia under contract to the U.S. Department of Transportation ITS Joint Program Office.
Preserving and protecting those things that we all hold dear—our quality of life, a distinctive heritage, and the integrity of Mt. Desert Island’s natural wonders—is a wise investment. You can help us protect Acadia Forever.

It’s simple. You need add only one sentence to your will, or a codicil:

1. I hereby bequeath $_________ to Friends of Acadia, Inc., a Maine charitable corporation, P.O. Box 45, Bar Harbor, Maine 04609, for its charitable purposes.

2. I hereby devise ______% of my residuary estate to Friends of Acadia, Inc., a Maine charitable corporation, P.O. Box 45, Bar Harbor, Maine 04609, for its charitable purposes.

3. I hereby devise the following property to Friends of Acadia, Inc., a Maine charitable corporation, P.O. Box 45, Bar Harbor, Maine 04609, for its charitable purposes: [description of property].

Your concern and appreciation for Acadia and Mount Desert Island will extend far beyond your own lifetime. It will be a lasting legacy, enriching the lives of millions now and in the future.

Please call us at 207-288-3340 for more information.
SHARING THE WEALTH

Dear Friends of Acadia,

When I go on vacation and come back home I realize how lucky I am to live in a great place like Bar Harbor, Maine, next to Acadia National Park.

Please accept my check. I know it probably seems like nothing compared to the thousands of dollars you must get as donations this time of year, but this is all the change I have saved in piggy banks this year.

I would like to continue this tradition of saving my change and donating it to you every year as long as I live. I almost didn’t want to give you this check because I thought it wasn’t enough, but you have to start somewhere, right?

Sincerely, Amy Sprague

Friends of Acadia received this letter more than seven years ago. At the time, Amy Sprague was an 11-year-old resident of Bar Harbor, and a new member of Friends of Acadia. Fast forward seven years and Amy is still a member of Friends.

Amy’s love of Mount Desert Island and Acadia National Park can be credited to both her family and the Mount Desert Island school system. Most of her experiences growing up have been focused on the park or the community. Living near a national park provided her with many educational and recreational opportunities, for which she is grateful. “I feel very fortunate that my family took advantage of living in this great location,” she reflects. Sailing, hiking, and exploring the shores of MDI with her family are some of Amy’s fondest memories. Playing, swimming, and eventually tanning with her friends has made Sand Beach the mainstay of her summers.

Throughout elementary school and high school on MDI, there were various programs and projects connected to both the community and Acadia National Park. Amy learned that the communities and the park were interdependent, and that the communities need to protect Acadia, their natural resource. “I am proud of Friends of Acadia’s dedication to protecting the park and its resources,” she says. “I think the propane-powered shuttle buses are a great development. Working at a local campground, I have witnessed their popularity, and I feel that it’s a great stride for the island and the park. Friends is an organization that is dedicated to serving the community we live in. What they are doing is a great benefit to us, now and in the future.”

Amy is now a college student at Lasell College in Newton, Massachusetts. She still counts up her spare change and writes a check to Friends of Acadia. “A few times I’ve thought that it was stupid to keep donating,” she says, “because sometimes the total was less than the suggested amount for an individual. But I told myself that every little bit counts, and I was making a commitment towards the future. I decided that donating my spare change is all that I can afford at this point in my life, but in the future when I am a successful business person I will be donating much more.”

The path to becoming a “successful business person” for Amy will mean finishing her undergraduate degree, attending graduate school, and trying out some big city living. “I will always return here to Mount Desert Island,” she says. “It’s a part of who I am. The island is where I find my peace.” —Terry Sosa
If you hike Acadia’s mountain trails you'll see them — piles of rock, marching up the mountain with you. Why are they there, and how were they built? Who maintains them? Maybe you know the answers, maybe you don’t. And maybe you don’t care. But you should. As cairns go, so goes the mountain landscape.

Cairns have likely marked human travel routes from time immemorial. The word is Scottish, and simply means a pile of rocks. For today’s trail maintainers, however, that definition is a major injustice. Cairns are carefully constructed stone trail markers used in treeless areas. Crews build traditional conical cairns on the same principles as a stone wall — each rock should overlap others, have three points of contact, and slope inward. The base and height of the cairns should be about equal. It takes a long time to build a stable, proper cairn, and lots of material must be available to choose from. All material is selected from loose rock on the ground. No rocks are removed from mountain soil.

As trail markers, cairns keep hikers on a single route, protecting fragile subalpine soil and vegetation. In foggy or stormy weather, they can be lifesavers, helping to keep one safely on the trail. Each is a critical function, protecting the mountain landscape and hikers.

Not all cairns have been built in the style of a cone. In the early 1900s, Acadia trail builder Waldron Bates introduced what we now call the Bates cairn. It consisted of two large base stones supporting a mantel between them. A fourth rock, known as the pointer rock, rested on top and, along with the base stones, pointed in the direction of the trail. Sometimes two layers of base rocks were used to gain height for added visibility.

For reasons unknown, traditional conical cairns (found all over New England’s high elevation trails) replaced many Bates cairns in Acadia, probably in the 1950s and 1960s.

However, because Acadia’s trails are important cultural resources, and the Bates cairn was once a defining feature contributing to the character of many trails — just like stone steps and retaining walls — it’s making a comeback on park trails. Also, it takes less time to find the right large rocks to construct the stable Bates cairns, making them easier to build and maintain than traditional conical cairns.

Ease in construction is important because Acadia hikers seem to have a never
Ending tendency to tamper with cairns. Rocks are added or removed at will. Carefully built cairns mysteriously collapse. Additional cairns and rock graffiti in various forms appear from nowhere. Over a six-week period on one trail last summer, an average of $\frac{1}{3}$ of the cairns was altered every five days. Much time, money, and energy is expended to undo this sort of damage. And tampering takes a toll on the mountain landscape.

Visitors often remove rocks that are still embedded in the soil, opening the door for more soil loss. Topsoil on Acadia’s mountainsides may take hundreds of years to rebuild. Extra cairns can lead hikers astray, contributing to loss of vegetation and eventually further soil erosion, as well as to confusion, causing hikers to become lost and creating potential safety problems. Rock graffiti and many visitor-built cairns degrade the natural mountain landscape we come to experience. Who wants to see mandalas on Sargent Mountain, or see that T.S. loves M.E.?

Caring for cairns is caring for the mountain and for trail history, and it’s every hiker’s job. Pay attention when hiking. Look up to follow the cairns and blazes, and follow them closely, staying on rock ledge whenever possible. Do not add to or build cairns or other rock objects. Leave the mountain and the rocks as you find them. Let cairns age gracefully and add to the cultural landscape of the hiking trail system. Stewardship begins when you care.

Charlie Jacobi is a natural resources specialist at Acadia National Park. Each summer he works with Friends of Acadia ridge runners and volunteers to maintain Acadia’s cairns.
**THE ANNUAL BENEFIT GALA**

The Annual Friends of Acadia Benefit Gala will be held Saturday, August 9, at 6:30 p.m. at the Asticou Inn in Northeast Harbor.

This exciting new venue will feature live music, lavish food (remember The Asticou's Thursday night dinner buffets?), exotic drinks (more Havana mojitos) and many unique auction items to bid on. It is sure to be an unforgettable evening.

For more information or to donate an item to the Friends of Acadia Benefit Gala auction, contact Terry Sosa at 207-288-3340 or via e-mail to terrys@friendsofacadia.org.

**HOT “PRE-GALA” AUCTION ITEM**

An historic Northeast Harbor home, “The Old Library” has been generously donated to the Friends of Acadia Benefit Gala. This Fred Savage-designed historic building was literally the old library of Northeast Harbor. Recently the home has been completely renovated and updated. And it’s available THIS SUMMER from June 30th - July 7th.

This charming cottage is perfect for a couple or small family. It’s within walking distance of the village of Northeast Harbor and the Fleet, and only minutes away from Acadia National Park.

Please contact Terry Sosa at 207-288-3340 or terrys@friendsofacadia.org to place a bid on this item. Minimum bid: $2,500

In an effort to save mailing and paper costs, we are sending fewer gala invitations this year. Anyone who wishes to attend is most welcome.

If you have not recently received a “Save the Date” postcard, and would like to attend the gala, please call or e-mail Terry Sosa at 800-625-0321 or terrys@friendsofacadia.org.
MDI TOMORROW STARTS TODAY: OPPORTUNITIES FOR ACTION

On Saturday, April 12th, 130 residents gathered at a community conference to start work on projects emerging from MDI Tomorrow issue groups. MDI Tomorrow is a citizens’ forum working to bring about vibrant, healthy, and year-round communities for Mount Desert Island and surrounding towns. Friends of Acadia staff have participated on the transportation, housing, and community design/land use committees over the past year and have been members of the Steering Committee, helping to guide the overall MDI Tomorrow process since its re-initiation in the fall of 2001.

At the April conference, participants initiated or continued work on eight projects:

• working together for more community housing opportunities;
• making MDI more bicycle and pedestrian friendly;
• creating a shared vision for our communities and their future (i.e. the relationship between comprehensive planning, zoning, growth, and citizen involvement);
• building and strengthening MDI’s year-round economy;
• educating the public and planning growth based on watersheds;
• supporting local food producers, encouraging sustainable agriculture, and promoting a healthy food supply on MDI;
• sustaining the MDI Tomorrow process to assure ongoing regional thinking and action;
• enhancing opportunities for MDI youth.

Follow-up meetings have been set, and a formal community survey has been planned for the summer to assist these implementation groups in gauging public opinion as they start working on their projects. This information will be combined with the “State of the Island” report slated for completion and printing this fall.

Friends owes thanks to the many sponsors of MDI Tomorrow, including the Shelby Cullom Davis Foundation, the David Rockefeller Fund, the Maine Community Foundation, and several local businesses.

More information about MDI Tomorrow and ongoing efforts can be found on its website at www.mditomorrow.org/.

ACADIA WINTER TRAILS ASSOCIATION

This past winter brought abundant snow to Mount Desert Island, and the cross-country skiing couldn’t have been better thanks to the efforts of the Acadia Winter Trails Association (AWTA). The Friends-sponsored AWTA volunteers put in dozens of cold hours laying and maintaining skate and diagonal cross-country ski tracks along more than 25 miles of Acadia’s carriage roads. The crew this year included: Dirck Bradt, Paul Haertel, Bill Jenkins, Stan MacDonald, Bob Massucco, and Herb Watson. Friends extends its thanks with those of cross-country skiers far and wide who, often unknowingly, benefited from the efforts of these groomers.

EARTH DAY ROADSIDE

It was cold and blustery when volunteers came out to celebrate Earth Day by “taking back” from our roads. Trash, that is. The 2003 Earth Day Roadside Cleanup was held on a late-April Saturday morning, and nearly 300 volunteers collected over 760 bags (they were HUGE bags) of trash from 75 miles of roadsides on Mount Desert Island, in Trenton, and at Schoodic.

This annual volunteer project is sponsored by Friends of Acadia and Acadia National Park, and is supported by the Maine Department of Transportation and more than 30 local businesses and organizations that recruit and field teams of “trash troopers” and/or contribute financial and in-kind support.

Some of the “notable” trash collected: a plastic Nixon mask, household radiator in two pieces, bag of clothes, folded and buried in road sand, driver’s license from Puerto Rico, “EXPLOSIVES” sign, cash (four bills found by four different volunteers), handbag with cell phone, wallet, credit cards, no cash.

We hope there will be less to pick up each year as people become more aware and toss their trash with deliberation into an appropriate waste can. Until then, we hope you’ll mark your calendars for the 2004 Earth Day Roadside Clean Up to “take something back” next April.
Our thanks to the 290 volunteers who came out to clean along 74 miles of MDI, Trenton, and Schoodic roads for the 4th Annual Roadside Clean Up on Saturday, April 26. These “trash troopers” removed more than 760 bags of trash from our roads. The clean up was made possible with the help of the following businesses and organizations that donated time and recruited volunteers:

**In Gratitude**

- Acadia Corporation
- Acadia National Park
- Bar Harbor Banking and Trust
- Bar Harbor Brewing Company
- Bar Harbor Times
- Black and Dillon
- Boy Scout Troop #89
- Cadillac Mountain Sports
- Church of Our Father
- College of the Atlantic
- First National Bank of Bar Harbor
- Girl Scout Troop #687
- Hinckley Real Estate
- Island Acupuncture
- The Jackson Laboratory
- Jesup Memorial Library
- Maine Department of Transportation
- MDI Bicycle Association
- Mount Desert Island Hospital
- Morris Yachts
- St. Mary’s by the Sea
- Somes Meynall Wildlife Sanctuary
- Soya Tech
- Sweet Timber Frames
- Town Hill VIS
- Union Trust
- U.S. Coast Guard
- West of Eden B & B

**Earth Day Supporters**

- Bar Harbor Banking and Trust sponsor
- First National Bank of Bar Harbor sponsor
- Graves’ Supermarkets sponsor
- Maine Department of Transportation snacks and water
- Mount Desert Spring Water water
- Keep America Beautiful garbage bags

**In-Kind Donations**

- Tom Blagden cover photographs
- National Parks Conservation Association intern
- Outside the Lines website design services
- Passionfood catering services
Poem

THE PHOEBES

I can’t tell you why it matters so much that the phoebes have plastered their nest to my dining room window and let me sit with the light on reading, or eating, or staring at the river without abandoning me, without flittering away in distress to watch me from the dead branch like they did in the beginning, when we both realized the other was here and wanted to stay. Or why it matters so much that they no longer hover outside the glass, like badly designed humming birds, trying to scare me or read my expression or simply get used to me.

I can’t tell you why it matters so much now that I’m alone after thirty years and that my daughter will turn twenty-one in a foreign land without me, or that just this year my mother died in a nursing home and scattered her ashes in that same river they let me watch from my window, or that I am so old or feel so old that sometimes it seems I was here before the earth was, when there was nothing to see and nothing to remember.

Once or twice I’ve ventured out to glimpse a still gray head alert above the coiled mat. I think by the sounds I hear at night there are small birds in the nest. I have not tried to see for certain.

It matters too much.

— Alan L. Steinberg

Alan L. Steinberg teaches Potsdam College in upstate New York. His fiction and poetry have been published in Peregrine and Blueline.
IN MEMORIAM
Gifts have been received by Friends of Acadia in memory of:

- Michael Agar
- Patrick Belknap
- Jane Caldwell
- Michael Jon Curlutu
- George Feltus
- Effie Disston Fraley
- Laurence Godfrey
- David J. Krieger
- Eleanor Lowell
- Betty Meiklejohn
- Eleanor Reeve
- Lawrence L. Reeve
- Arthur Pfieffer
- Lucille Pfister
- David L. Rabasca
- Ken Sergeson
- Charles Shain
- Arthur F. Smith
- Raymond F. J. Smith
- Nancy Young

IN HONOR
Lise & Andrew Chapman
Mary & Dwayne Longenbaugh
W. Kent Olson
George Peabody
Payson Peabody
Charles & Amy Sidman

Ways of Giving
The future of Friends of Acadia depends to a large degree on the foresight and generosity of today’s visionaries — our members — who are willing to consider new ways to make gifts. Here are a few suggested methods of making a difference for Friends of Acadia:

Gift of Cash or Marketable Securities
Gifts may be restricted to a designated program or applied to FOA’s general purposes.

Gift of Life Insurance
Name FOA as policy owner and beneficiary, and receive immediate tax deductions on your premium payments.

Gift of Property
Gifts of real estate, boats, or artwork provide FOA with marketable assets and may enable you to avoid capital gains taxes.

Named Endowment Fund
The principal of a fund established in your name — or for someone you wish to honor or memorialize — is managed for growth, while the income from the fund supports programs.

Charitable Remainder Trust/Charitable Lead Trust
Provide FOA or yourself with a steady income stream and, with a remainder trust, leave a significant future gift to FOA. Both arrangements entitle you to considerable tax savings.

Bequests
Name FOA as a beneficiary in your will and make a lasting contribution to the organization.

For more information about any of these suggested methods of giving to Friends of Acadia, please contact us at 207-288-3340.
LIVING WITH PURPOSE

Memoirs
by David Rockefeller.
499 pp., $35.00, hardbound.

This intriguing look into the remarkable life of the youngest child of John D. Rockefeller, Jr. reveals how the triple duty of professional responsibilities, social obligations, and family loyalty merged to form the character of David Rockefeller the banker, philanthropist, and internationalist. While some would feel overwhelmed by such high expectations, David views duty as “liberating.” As he says, “It forces you to transcend your own limitations and makes you do things that may not come naturally but must be done because they are right.”

In Memoirs, David reflects on his childhood (and time on Mount Desert Island), his college years, a stint in the Army, his first job working with Mayor Fiorello La Guardia in Chicago, his 35 years at Chase Manhattan, his effort to revitalize New York City, his family relationships, and his extensive philanthropic and volunteer work which continues to this day.

David Rockefeller traveled extensively to promote Chase’s international business and met many world leaders in the process, including Mikhail Gorbachev, Saddam Hussein, and Nelson Mandela. His efforts to build a more integrated global political and economic structure became well known. He completed missions for the State Department, and at the age of 34 became the youngest member elected to the Council on Foreign Relations.

David’s frank account of his successes and failures is inspiring and through it you will gain appreciation for his integrity and the challenge of being a member of the Rockefeller family. Surprisingly, you’ll even learn a bit about the origins of the crisis in the Middle East.

— Kelly S. Dickson

50 WAYS TO LEAVE YOUR LUBBER

50 Ways to Save the Gulf of Maine
by Task Group Members of the Global Programme of Action Coalition for the Gulf of Maine.
no date, 10-panel brochure.

Easy-to-carry-out steps to protect the ocean waters and shores comprising the shared front yard of Maine, New Hampshire, and parts of Atlantic Canada. No Ph.D. needed, just follow the plain instructions. Read it in a nonce, but think about the little things that add up to big individual impacts on this vital fishing hole, salt sink and play space.

— Arnica Mollis

Heart of the Matter

Human subtlety will never devise an invention more beautiful, more simple, or more direct than does Nature, because in her inventions, nothing is lacking and nothing is superfluous. — Leonardo da Vinci, 1452-1519
Over the past several years, social capital has become a favorite term to represent the idea of community connectedness. Thanks largely to Dr. Robert Putnam’s groundbreaking study, Bowling Alone: The Collapse and Revival of American Community (2000), our appreciation of the benefits of interacting with neighbors and fellow citizens has increased a thousand-fold.

At the Council on Foundations annual meeting in Atlanta last fall, in a session on grant making related to building social capital, one participant described efforts to create situations where people can interact without their knowing it. “Be deliberate,” the panelist suggested, “to let social capital happen accidentally,” and gave as an example placing benches on a street that ran between two neighborhoods. In his opinion, this kind of arrangement results in some of the richest manifestations of community connectedness.

This winter on Mount Desert Island, an abundance of snow and consistent cold temperatures, plus a dedicated grooming crew, led to social capital of the cross-country ski variety. Like those strategically placed benches, our trails winding through the heaven-on-earth that is Acadia National Park brought people together in a marvelous manner.

Writing toward the middle of February, I have been out in Acadia every weekend for well over a month, eschewing the social capital of chair lifts (which can be a fruitful one, too) for that of parallel tracks in the snow. If, as Putnam wrote in Bowling Alone, informal encounters are “like pennies dropped in a cookie jar,” then my personal social capital account will soon reach the rim.

One day I tag along with Stan McDonald, whom I used to see more regularly when my family lived in “downtown” Somesville. Stan tells me about efforts to keep the youth hostel in Bar Harbor up and running and I tell him about the grant-making program at the Maine Community Foundation. I turn back before he does, regretting the end of conversation, but warmed by the encounter and the connection.

On another day, on a ski with my son James, a woman stops to admire our springer spaniel, Buster. A conversation ensues, and...
then her husband, who was skiing a little bit ahead, comes back up the trail to see what is holding things up. “We got talking,” we admit sheepishly. This couple is Rick and Jane Woodruff from Freeport on their first trip to MDI since the ’80s, lured by stories of the snow. It turns out they know two of my colleagues at the foundation and weren’t aware that one of them, whose children Jane taught in elementary school, had recently become a grandmother.

Such chance meetings multiply over the weeks. One day, Peter Brown from up on Beech Hill reports that he’s heard that people are skiing on the dunes on North Carolina’s outer banks. Diana Emory from Salisbury Cove stops to greet my son and me, full of the exhilaration of skiing for hours on end. Tommy, Etel, Kris, Ken, Claire, Libby, Ann, Keith, Barbara, Dooney, Jennifer, Carole, Paul, Gary, Lisa, Matilda—the list of the winter friends of Acadia goes on and on and the social capital cookie jar fills and fills.

Already established social units — families, groups of friends — strengthen their connections and networks on the snowy carriage trails. A mother and daughter speak of college prospects; a couple of brothers talk art; a husband and wife work out the dinner menu while another pair opts for Reel Pizza (social capital cinema at its best). Each skier has her/his own pace and style, some robotic, some flailing, some smooth as a Scandinavian.

Of course, there are those of us who like to go solo from time to time — the long-distance runner mode, a kind of “social capital of one,” where we meet up with ourselves and rekindle self-awareness and maybe just work things out. These opportunities, too, Acadia’s snowy trails provide with abundance, allowing one the kind of escape that is good for what Alexander Pope called “the flow of soul.”

Skiing Witch Hole in February, I started out from the Eagle Lake parking lot around 3:30, a bit late on an overcast Saturday. Skiers were coming in. State Legislator Ted Koffman and his wife, Joan, stopped to say hi and discuss, briefly, the status of the MDI Tomorrow vision statement. Then I was pretty much on my own.

On the last mile stretch or so, surrounded by a luminous dark, I began to sing as a way to fend off the deepening silence. I went through the songs I knew by heart, “You Are My Sunshine,” “Jumbalaya,” several Beatles songs and, finally, Jesse Winchester’s “Brand New Tennessee Waltz.” After finishing the chorus of the latter tune—“There’s no telling who will be there”—an owl called from the woods. I swear it was responding to the “who” in that line. And I’m not making up what happened next: the owl hooted again when I returned to the chorus a few feet farther down the trail. Social capital of the supernatural kind....

It was a wondrous winter when even the darkest tree did its best imitation of a birch. Many of us rediscovered what red cheeks look and feel like and how blue the sky can be. Some of us developed a craving for “skier’s high.” Some of us developed a craving for cross-country company.

And when we stopped along the Amphitheater trail at a place where the sun falls across the track and on our faces, and we saw the Cranberries in the distance, and we peeled a clementine (humming “Oh my darling, oh my darling” as we did so) and popped a section in our mouth — as we did this, we didn’t dream of the southern climes from whence this fruit came, but rather looked longingly at the ocean and the islands and thought of friends who would return in the summer and friends who departed in the winter and thanked our lucky stars we were where we were, in the great heart of Acadia.

We think about the future of this island and how MDI tomorrow should resemble MDI today, a place where cross-country skiers meet and mingle, where the social capital cookie jar overflows. We think that cross-country skiing should be added to the list of community cultural assets, as it has been in Aroostook and elsewhere in Maine.

And finally we believe that the Acadia Winter Trails Association volunteer corps should receive an award for nurturing some of the best social capital on Mount Desert Island.

Carl Little is director of communications and marketing at the Maine Community Foundation. He won the 2002 Friends of Acadia poetry competition.
Obtained $1-million L.L. Bean grant for Island Explorer propane bus system.

Co-funded and co-managed 17-bus Island Explorer system, which prevented 8.1 tons of toxic emissions & carried 281,142 passengers — 855,000 passengers carried & 316,055 vehicles removed from roads since 1999.

Leveraged, with Acadia Trails Forever moneys, park entry fees that paid 59 trail crew, who reconstructed the abandoned Homan’s Path, rehabilitated 6,900 feet of Jordan Pond Trail, reconstructed 2,343 feet of Ship Harbor Trail (adding 1,343 feet of wheelchair accessibility), repaired drainage on 50 trail miles, blazed 12 miles, constructed 1,000 feet of bogwalk on Isle au Haut.

Contributed $220,000 for park carriage road maintenance — $1,480,000 since 1995.

Contributed $175,459 to park & communities for trails, other conservation projects — $1,520,505 since 1995.

Donated wages of 42 in-park workers, about 20% of park’s seasonal workforce, including interns, Acadia Youth Conservation Corps, Ridge Runners, easement monitor, field crew leaders, carriage road maintainers-up from 16 in 1995.

Fielded four Ridge Runners, one Recreation Intern, who contacted 994 visitors regarding Leave No Trace, constructed 251 cairns, dismantled 496 others, administered 400 visitor surveys, conducted 362 hours of censuses, helped install ecological exclosures at Cadillac, mapped bootleg trails between Sand Beach & Otter Point.

Doubled, to 20, the number of park easements privately inspected — 40 since 2000.

Contributed 7,600 volunteer hours of trail & carriage road maintenance, which constructed 424 feet of bogwalk & graveled 4,000 feet at Jordan Pond Trail, cleared 6.3 miles of drainage along carriage roads, cleared 11 vistas, marked 10 miles of park boundary.

Co-funded and co-staffed, with partners, development of MDI Tomorrow, a community-wide non-governmental planning process for Mount Desert Island.

Organized Earth Day clean up — 350 volunteers removed 6 tons of trash from 50 miles of Mount Desert Island & Trenton roadsides.

Sponsored Take Pride in Acadia Day — 260 volunteers raked 12 miles of Acadia’s carriage roads to reduce erosion from winter run-off & spring rains.

Initiated multi-year program to create off-island bus hub to relieve congestion by intercepting summer day traffic before it reaches MDI.

Maintained low five-year fundraising cost per dollar of revenue competitive with the very best in the American conservation movement.

Balanced operating budget despite difficult national economy.
ANNUAL MEETING

Friday, July 11, 2003
4:00 – 6:00 pm

The Walsh Cottage on Frenchman Bay at the Holiday Inn,
123 Eden Street / Route 3 in Bar Harbor

Our members are invited to enjoy a summer afternoon on the Maine coast with Friends.
Light refreshments will be served.

TAKE THE BUS!
We encourage use of the Island Explorer bus, which minimizes traffic and pollution.

Friends of
ACADIA

RSVP by July 2 to: Terry Sosa at terrys@friendsofacadia.org, 207-288-3340

PURCHASE YOUR PARK PASS!

Whether walking, bicycling, driving, or riding the fare-free Island Explorer through the park, all must pay the entrance fee. The Acadia National Park seven-day ($10.00) and annual passes ($20.00) are available at the following locations in Maine:

- Hulls Cove Visitor Center (off Route 3 in Hulls Cove)
- Sand Beach Entrance Station (on the Park Loop Road)
- Island Explorer/Acadia National Park Information Center
  (next to the Bar Harbor Village Green and Island Explorer transfer location)
- Seawall campground (off Route 102A in Southwest Harbor)
- Blackwoods campground (off Route 3 in Otter Creek)
- Acadia National Park Headquarters
  (on the Eagle Lake Road / Route 233 in Bar Harbor)
- L.L. Bean store (Freeport)

Park pass fees make possible vital maintenance projects in Acadia.
The mission of Friends of Acadia is to preserve and protect the outstanding natural beauty, ecological vitality, and cultural distinctiveness of Acadia National Park and the surrounding communities, and thereby to ensure a high quality experience for visitors and residents.