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SUMMIT STEWARDS 2017

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EXECUTIVE SUMMARY

This year the Friends of Acadia Ridgerunners and Cadillac Summit Stewards merged to form the Summit Stewards. The “merger” happened in order to plan for park staff transitions and coordinate the similar programs more efficiently. Initially eight stewards for the summer dwindled down in size through the fall. The primary goal for Summit Stewards was to educate visitors about Leave No Trace and help the park however they could, especially on the summit of Cadillac Mountain.

Highlights for the 2017 season include:

- 8,843 visitors contacted about Leave No Trace
- 694 cairns rebuilt or repaired
- 1102 false cairns or rock stacks destroyed
- 255 hours postering
- 20.5 hours at Beech Mountain Fire Tower
- 778 hours hiking
- 575 hours on Cadillac Summit
- 37 hours on Search and Rescue carry outs
- 3 trails with refreshed blazes
- 4 videos created with Acadia Youth Tech Team
- 2 trips to IAH
- 1 trip to Schoodic

Summit Stewards worked closely with Law Enforcement staff to establish and enforce traffic management protocols during sunrise, midday, and sunset on top of Cadillac Mountain. Summit Stewards spent 37% of their time on Cadillac Summit managing traffic. The increased traffic measures, communication, and staffing resulted in 69 closures of Cadillac Mountain Road due to congestion. 24 closures occurred during the middle of the day, this number is up from the 11 that occurred last year. This was the first year the park actively managed the traffic during sunset (32 closures) and sunrise (13 closures). Sunrise was only managed during a test period with Law Enforcement.

We support the program continuing as the Summit Stewards but provide several suggestions to future seasons:

- Expanding Leave No Trace opportunities and materials, including collaborating with AYT
- Maintaining an interdisciplinary program via trails projects and visitors use counts
- Scheduling Cadillac in pairs during sunset and the day, hopefully with VSAs

Suggestions to the park for Cadillac Summit include additional signage, coping stones, and trash cans.

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INTRODUCTION

In 2017, Friends of Acadia and Acadia National Park merged two similar programs that sent seasonal Friends staff into the park to perform diverse and important jobs supporting the park mission. Four Ridgerunners and four Cadillac Mountain Summit Stewards, all funded by Friends of Acadia, became one team of “Summit Stewards” absorbing the duties of both jobs as well as one increased and critical responsibility on Cadillac Mountain. Acadia National Park Visitor Use Specialist Charlie Jacobi assumed the supervisory role for this team. Friends selected Stephanie Ley, a Cadillac Summit Steward from 2016, as the Summit Steward Coordinator.

In this report, we will briefly describe the history and job duties of both programs. We will then describe the management of the Summit Steward Program, its routine activities and accomplishments with a special focus on Cadillac Mountain, other non-routine projects, and training. We will evaluate the success of the “merger” and offer recommendations for its improvement in 2018 and beyond.



Image 1- 2017 Summit Stewards.

PROGRAM HISTORY

RIDGERUNNERS 1997-2016

The Ridgerunner program began in 1997 as an effort for Friends of Acadia to have a visible, personal presence on hiking trails in the park, providing general assistance to visitors and helping park staff with variety of projects. They had no direct park supervisor. In 1998, as agreed upon with Friends of Acadia, Visitor Use Specialist Charlie Jacobi took on the program oversight. The Ridgerunner's primary duties became educating visitors (primarily hikers) about Leave No Trace principles, maintaining cairns along park trails, and dismantling visitor-built cairns, and they have not changed. Ridgerunners gently but assertively contacted park visitors at trailheads with posters, along trails, and at summits. They also converted the majority of park trails to the Bates style cairn because of their historic character and the ease of maintenance. This was usually done in larger teams.

Ridgerunners served as an army of visitor use data collectors for a growing park visitor use management program. Over time they began to brush in social trails, assist in search and rescue operations, administer social science visitor surveys, observe and record visitor behaviors, open the Beech Mountain Fire Tower, and help maintain trails on Isle au Haut and Little Moose Island. The position evolved to become interdisciplinary, with some interpretation and education, trail maintenance, resource and visitor protection, resource and visitor management, and monitoring. While there were some scheduled data collection or other activities, Ridgerunners were often free to plan their own work days. Training came to include the two-day Leave No Trace Trainer class, cairn building, and a host of other sessions about the park, its resources, and making visitor contacts.

CADILLAC SUMMIT STEWARDS 2014-2016

Cadillac Summit Stewards (CSS) were created to establish a presence on Cadillac Mountain, which has 750,000 annual visits. They staffed Cadillac Mountain to interact with visitors, assist with traffic monitoring (see section **Cadillac Traffic Management: 2016 Cadillac Summit Stewards**), repair and maintain cairns along the trails, dismantle rock stacks, and help with any incidents or events. Initial trainings were conducted alongside the Ridge Runners, including the Leave No Trace Trainer Class.

Cadillac Summit Stewards were stationed on Cadillac Mountain during sunrise, middle of the day, and sunset. Each CSS had one sunrise and one sunset shift a week. Two days were standard days (middle of the day), and one day was an office day. Office days included inputting

data and completing other random tasks before spending the remaining time on Cadillac. Most of the time spent on the summit was roving; the CSS walked the Summit Loop and staged at popular points to answer visitor questions and educate them on Acadia's resources. At sunrise, the CSS documented traffic congestion and roved the summit. Sunset procedures were similar to sunrise except at Blue Hill Overlook (a popular viewpoint for sunsets). Standard days often meant hiking up Cadillac to stay there during the middle of the day.

With four trails up Cadillac, the CSS hiked them all regularly, reaching the trailheads via personal vehicle or the Island Explorer bus. While hiking, CSS acted like Ridgerunners, talking with visitors about Leave No Trace and fixing cairns along the way.

Cadillac Summit Stewards helped with medical events on the summit and the occasional Search and Rescue when needed. Throughout the past seasons, especially the Centennial year, they assisted with various events for FOA and the park. Some of their other miscellaneous tasks included conducting traffic and bus surveys on the mountain.

2017 SUMMIT STEWARD PROGRAM

JOB DESCRIPTION

In order to aid in staff transitions and efficient management of the Friends of Acadia programs by the park, the Ridgerunners and Cadillac Summit Stewards merged, combining their already similar responsibilities. Six of the eight Summit Stewards were returning this year; their past experiences from both programs smoothed the conversion into one program. The responsibility of the Summit Steward Coordinator grew to better support the increased staff size and scope of the program by handling daily operations and performance appraisals. The Coordinator started earlier to help prepare the gear and training schedule. Appendix 1 contains the complete position description for the Summit Stewards and the Summit Steward Coordinator. Table 1 shows the staff and their dates of employment.

Name	Dates of Employment	Name	Dates of Employment
Alanna McDonough	June 5-August 12	Jill Brigham	June 5-August 24
Caleb Roebuck	June 5-September 15	Maggie Painter	June 5-August 22
Carly Peruccio	June 26-October 10	Shane Murphy	June 19-November 11
Chris Spaulding	June 5-September 2	Stephanie Ley	May 1-December 15

Table 1- Staff and Dates of Employment.

A typical day of a Summit Steward followed the general outline of the former Ridgerunners. The day shift was 8:30 a.m. to 5:00 p.m. – around the time when most visitors are in the park. Sunrise and sunset shift hours were adjusted accordingly (see section **Routine Activities: Cadillac** for more information). Aside from scheduled Cadillac days, stewards were either given detailed instructions for all or part of the work day or complete autonomy in deciding what work to do and where. Summit Stewards chose which trails or mountains to hike after consulting with the others or the white board, where there was a table of mountains and dates last hiked and when the Beech Mountain Fire Tower was operated by Interpretation staff. Equipped with a plan, necessary supplies, and a radio, Summit Stewards went off into the park. At the end of the day, the Summit Stewards gathered again at headquarters, shared experiences from the day, and completed a daily patrol log. Appendix 2 illustrates the summer schedule.

The hybrid of the two positions meant a larger crew for enhanced productivity and flexibility. Trail projects could be tackled by two or more Summit Stewards while another Summit Steward was on Cadillac Mountain; yet another could be postering at the Beehive. It offered the possibility for starting the week with a sunset on Cadillac and wrapping it up with a day of cairn repair on Sargent South Ridge. The new range of location and diversity of work projects prevented work related fatigue due to repeating the same activities.

The Summit Stewards were trained for a variety of duties and prepared to answer all kinds of questions in order to meet the needs of both Friends of Acadia and Acadia National Park. In the sections below, we describe our responsibilities, events, and trainings:

ROUTINE ACTIVITIES

Daily Patrol Logs

Stewards filled out a daily patrol log through Google Forms to keep track of their activities and what they encountered in the park. If trail issues required more attention than Summit Stewards could provide, they filled out a separate form with the details and a map marking the location to give to the Trails Foreman. In the patrol log, Summit Stewards recorded various Cadillac traffic measures, such as time of closures and number of cars parked in the roadway. Much of the data collected will be presented throughout the report or can be made available through FOA. Both the Daily Patrol Log and the Trails Report can be found in the Appendix 3.

Leave No Trace Education

During all of the following activities, Summit Stewards strived to insert a Leave No Trace Message into their conversations. Some interactions were more upfront, such as during postering, and others were more inconspicuous, such as explaining to a visitor why it is a great

idea to keep pets on a leash. By the end of the fall season, the Summit Stewards contacted 8,843 visitors with a substantive Leave No Trace message. Table 2 illustrates this as well as contacts made for dogs off and dogs on leash.

Total LNT contacts	Dogs OFF leash contacts	Dogs ON leash contacts
8843	103	220

Table 2 Leave No Trace Statistics

Poster

Summit Stewards set up posters at popular trailheads throughout the park to educate visitors about Leave No Trace. The posters showcased images of cairn tampering and trail widening to help catch visitors' eye when they get started on the trail. By stationing at the trailheads, we aimed to communicate appropriate hiking behaviors to visitors before their hike. Summit Stewards kept separate laminated images in their packs, such as the one of Bubble Rock, to use while on the trail. A set of faux cairns made of foam was used to foster a conversation about Bates cairns. This year, Summit Stewards experimented with “poster-ing” on top of Cadillac, often with good results.



Image 2- Jill Brigham poster-ing

Summit Stewards opened the Beech Mountain Fire Tower 23 times over the 2017 season, often hauling our posters to the summit to educate visitors. Table 3 shows the number of hours the tower was open and the number of hours we postered there and at trailheads. Table 4 shows the locations we postered at and the average number of Leave No Trace contacts made per hour at each site.

Activity	Hours
Beech Mt Fire Tower	50.5
Poster-ing at Trailheads	255

Table 3-Activities by hours spent

Poster Location	Average Contacts/Hr
Cadillac*	36
Precipice*	32
South Bubble*	31
Gorham*	27
Ship Harbor/Wonderland	24
Great Head	24
Beehive	23
Acadia	20
Beech Mt*	20
Sieur de Monts	12
Jordan Pond	9

Table 4-List of places LNT Posters were set up in order of contacts per hour, * denotes the most frequented locations

Trail work

Summit Stewards logged over 700 hours of hiking while performing minor trail work and reporting trail conditions. They removed small trees fallen over the trail, cleared away any vegetation encroaching on the trail, or repaired minor sign damage. Summit Stewards used nearby dead brush and large tree limbs to cover up social paths leading away from the maintained trail; this process is referred to as brushwork or brushing. On a few rainy days, Summit Stewards joined forces with the Stewardship Crew to work on some grittier projects. We helped dismantle a dock that washed ashore at Wonderland and carry wood to replace bog bridging along Jordan Pond.



Image 3- Maggie Painter dragging brush

Cairn Maintenance

The Summit Stewards maintained, through repairs or new construction, the Acadia Bates Cairns wherever their work took them. Cairns often need to be rebuilt from the base or reunited with a fallen pointer rock. One account of vandalism occurred on the Sargent South Ridge Trail; over 60 cairns were in need of repair and the repairs consumed nearly a full day for three stewards. This summer, Pemetic Mountain received our focus over multiple days; we used a rock gurney to build bigger and stronger cairns along the mountain.

Summit Stewards also regularly dismantled visitor-created cairns, rock stacks, and rock art and redistributed the rocks into the landscape. Rock stacks are found everywhere, but Summit Stewards target a few places in which they frequently occur. Cairn repair resulted in countless teachable moments: Stewards were often approached about their work or and a few times encountered visitors creating rock stacks. Figure 1 shows how many cairns were repaired and rock stacks were deconstructed. Table 5 shows the locations we performed most of this work.

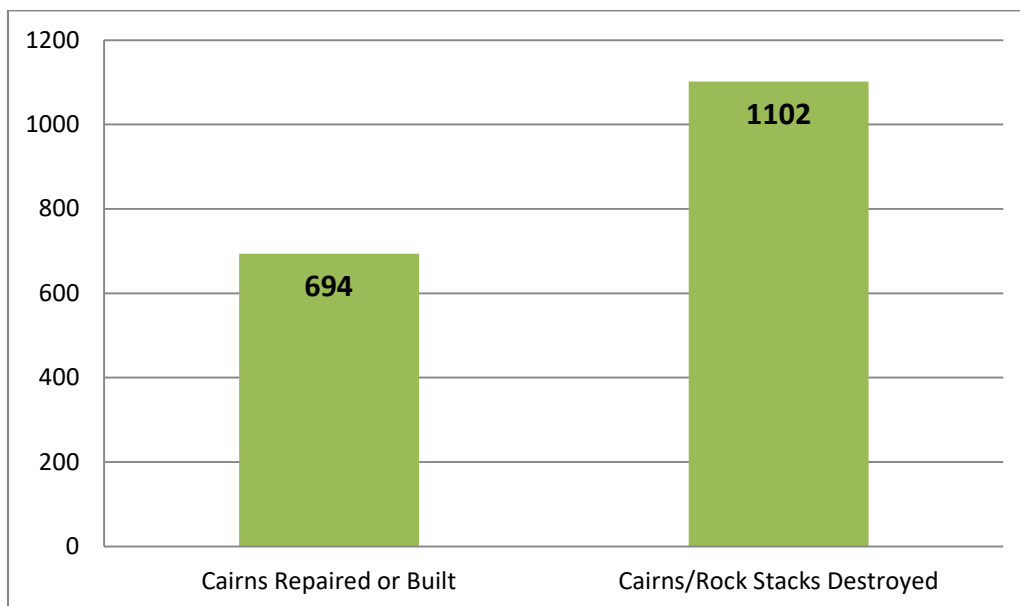


Figure 1-Cairns repaired or built vs. cairns/rock art destroyed.

Cairn repair hot spots	Rock stack hot spots
Cadillac	Cadillac
Sargent	Ship Harbor
Penobscot	Wonderland
Champlain	Great Head

Table 5-Locations with the most cairns repaired and destroyed.

Cadillac Summit Overview

Each Summit Steward spent more than a third of their week on or hiking to and from Cadillac Mountain. While on Cadillac, stewards roved the summit performing the same duties they do on any other mountain top—contacting visitors, repairing cairns, and dismantling rock stacks. The need for a continuous presence and extra duties stems from the quantity and type of visitors. Due to the high volume of visitors driving to the summit, 37% of a Summit Steward’s time on the summit was spent managing traffic. An in-depth review of Summit Steward traffic management duties is described in a separate section below.

The shifts were broken into sunrise, midday, and sunset and every steward had one of each every week in the summer. During the fall, each steward had two sunsets a week. Sunrise and sunset were eight hour shifts adjusted to the time of the event. Sunrise shifts started one hour before sunrise and sunset shifts ended 30 minutes after sunset. These shifts were fluid throughout the season, changing times with the sun and the weather. If the weather forecast rain, drizzle, or fog, we would switch sunrise or sunset to a regular day shift. Sunrise and sunset shifts often involved half of the day on the summit and the other half elsewhere in the park, though on busy days we would spend the whole day on the summit. After July 28, the sunrise shift was removed from the weekly rotation, and occurred only in conjunction with Law Enforcement. On midday shifts, stewards hiked up and down the summit with most of their day, approximately 10:00 am-3:00pm, on the summit. Figure 2 shows the number of sunrises and sunsets staffed and the total number of hours spent on the summit.

Visitor interactions on Cadillac tended to different than ones that occur on other mountains. For many visitors, a Summit Steward was the first person they contacted on their visit to Acadia. The majority of the questions were about Acadia in general and orientation to the summit, i.e., bathroom location. It was challenging to steer those conversations towards a LNT message. Another innate challenge to Cadillac was providing quality interactions with visitors while juggling the need to monitor traffic.



Figure 2-Summit Steward Work Summary for Cadillac Mountain.

Search and Rescues/First Aid

Current First Aid and CPR certification is a job requirement. Summit Stewards always carried a First Aid kit in their packs at all times for minor incidents. We received training from NPS staff in Search and Rescue (SAR) protocols for “carry outs” of injured visitors. We

responded to eight different calls for assistance in carrying visitors to safety. On one occasion, a Summit Steward was the first responder to a SAR incident. We spent a total of 37 hours on SAR missions.

ASSORTED PROJECTS

Visitor Survey Cards

In August, Summit Stewards helped the Recreation Technician administer the National Park Service's Annual Visitor Survey Cards to 400 visitors at eight designated locations in the park.

Isle au Haut and Schoodic

Summit Stewards went to Isle au Haut on two separate days sending four stewards each trip to maintain overgrown trails, repair cairns, and collect buoys that have washed ashore. The trails that received attention were the Goat Trail, Cliff Trail, Western Head Trail, and Duck Harbor Mountain Trail. Once in September, Summit Stewards and the Recreation Technician maintained trails on Little Moose Island and did brushwork on the Anvil Trail at the Schoodic Peninsula.



Image 4- Jill, Caleb, and Alanna at IAH.

Parking Surveys

On eight days in July and August, Summit Stewards counted the number of vehicles in non-designated parking spaces at locations along four driving routes on the western and eastern sides of the park. Counts were made each hour or hour and a half from 10:00 a.m. to 4:00 p.m. Data collected supports the park's transportation planning process.

Collaboration with Acadia Youth Tech Team

This season included an exciting collaboration between the Summit Stewards and the Acadia Youth Tech Team in order to experiment with LNT education using video and social media. Charlie Jacobi wrote short, LNT-themed lyrics for several popular songs with recognizable melodies. The Tech Team filmed the Summit Stewards singing these songs, dancing to them, and acting out the LNT principle illustrated in the songs. The last video in a series of four, "Sweet Cairn of Mine," had more than 27,000 views. The other videos were the "Summit Steward Shuffle," "Flowers to the Left of Me," and "Taking Care of Business." We enjoyed this collaboration which was the first of its kind!

FALL SEASON

Assisting the Stewardship Coordinator and Volunteer Program

Summit Stewards helped the Stewardship Crew when their staff downsized in September. There were many days, totaling 50-80 hours, a Summit Steward helped with both the drop-in volunteer program and larger groups to assist with supervision and labor. Late in the season Summit Stewards also helped with Take Pride in Acadia day set up, break down, and execution. The last major volunteer event for the season was the Boy Scout Camporee, during which we also lead groups on work projects.

Painting Blazes

Seasoned Summit Stewards learned how to paint blue blazes with instruction from the park's Trail Crew. Summit Stewards painted or refreshed blazes on Pemetic Northwest Trail, Pemetic North Ridge Trail, and Cadillac West Face Trail.



Image 5- Shane Murphy and Stephanie Ley painting blazes on the Cadillac West Face Trail.

Bike Patrol

We conducted one Summit Steward bike patrol of the carriage roads to assess its potential as a Summit Steward duty. While on a bike, the Summit Steward was able to assist with navigation for both visitors on foot and bike. It also provided the opportunity to teach carriage road courtesy (primarily LNT Principle 7, Be Considerate) and enforce safety on the carriage roads. Thirty-three visitors received a carriage road courtesy message.

EVENTS

Acadia Night Sky Festival: Cadillac Mountain Star Party

Three Summit Stewards assisted Park staff with parking management in the hours leading up to the event. Then two Summit Stewards stayed for the duration of the Star Party for crowd safety.

FOA Events: Annual Meeting, Annual Benefit, Volunteer Appreciation Party, Friend's Alliance Meeting

At Friends of Acadia's Annual Meeting, Summit Stewards greeted and ushered members to their seats. Summit Stewards worked with Friends of Acadia staff members at the 28th Annual Benefit, contributing to event setup and cleanup; parking management; and record-keeping during the live auction. During the Volunteer Appreciation Party, two Summit Stewards greeted and interacted with volunteers while ensuring the hors d'oeuvres were stocked and the area was kept tidy. This year, Friends of Acadia and Acadia National Park hosted the Friend's Alliance Meeting. Two Summit Stewards greeted and ushered attendees during the Jordan Pond House dinner and Star Party for the meeting.



Image 6-Summit Stewards at Annual Meeting.

TRAINING

General Training

Since the Summit Steward duties are interdisciplinary and contact thousands of visitors, they were trained in various topics pertaining to Acadia over a couple weeks. Trainings are listed in Table 6.

Leave No Trace Trainer Course

Summit Stewards are certified to teach the seven principles of Leave No Trace through a two day overnight course. Returning staff became LNT Trainers during past seasons, allowing them to get into the field early on and attend training with the Interpretive and other park staff.

Acadia and FOA orientation	Cairn Building
Safety (JHAs and Tick B Gone)	Interpretation- Joint trainings and Informal Interp
FOA Drop-in Volunteer Program	Search and Rescue
Hiking Trails Overview	Abbe Museum, Wild Gardens, and Nature Center
Botany 101 with Jill Weber	Tom Wessels-Acadia's subalpine environment
Transportation Plan	Acadia Geology with Duane and Ruth Braun
Resource Management- Air and Water Quality, Wildlife, and Wild Acadia Project	Resource and Visitor Protection- Radios 101 and Compendium of Special Park Regulations
Ridgerunner orientation-Poster-ing, brushing, building scree walls, rock packing	Cadillac Mountain-its Natural and Cultural Resources, Restoration Project, Visitor Use, and Traffic Management

Table 6- Complete List of Trainings

Traveling Training throughout the Northeast

This season, four Summit Stewards and Charlie went on a road trip to visit other Summit Steward programs across the Northeast. The Adirondack Club's Summit Stewards hosted us for two days while we stayed at Adirondack Lodge Heart Lake in a lean-to. On the first day, both teams hiked up Cascade Mountain, comparing and contrasting our methods for talking to visitors and building cairns while learning about visitor use and impacts in the Adirondacks. On the second day, both teams drove up Whiteface Mountain for an alpine botany lesson. Afterwards, we left for the Green Mountain Club (GMC) headquarters in Waterbury Center, VT, for a casual meeting led by Jake Chinitz, Northern Field Assistant, with the GMC's stewards and other employees to hear about the jobs they perform. The next morning we met Laura Waterman, a passionate advocate for wildness and alpine stewardship, in her home. This was an informal meeting where she shared her work and ideas with us. She listened about the work we are doing, too. From there we met with Nat Scrimshaw to learn the history of alpine stewardship along the Welch Dickey Mountain Loop by hiking to the Welch Ledges and seeing the work that has been done. The last day was a brief meet-up at the Franconia Ridge Trailhead with John Marunowski of White Mountain National Forest. John spearheaded the volunteer trailhead stewards. He showed us their trailhead setup for interacting with visitors starting their hike. The adventure ended with a trip up the auto road to the summit of Mt Washington.



Image 7- Nat Scrimshaw leading Summit Stewards to the Welch Ledges.

CADILLAC TRAFFIC MANAGEMENT

2016 CADILLAC SUMMIT STEWARDS

With one road for access and a limited number of parking spots, visitor usage on the mountain can be more than uncomfortably packed: it can often become a hotspot for visitors with road rage. Last year, the primary traffic management actions taken by Cadillac Summit Stewards were keeping the visitors moving and recording the status of the mountain. Many cars, while waiting for the first parking spaces, stop right at the beginning of the parking loop. Cadillac Summit Stewards ushered visitors to available spaces around the bend or at Blue Hill Overlook (BHO).

However, even when Cadillac Summit Stewards attempted to move cars through, a backup still occurred. If the line of bumper to bumper cars was at the Blue Hill Overlook parking entrance, then the CSS informed dispatch of the status of Cadillac; law enforcement staff (LE) responded by driving up to the summit to confirm that congestion warranted a closure. LE staff would then close down the road to the summit until the congestion cleared up.

Though Cadillac Summit Stewards were on the mountain during sunrise and sunset, they did not aid the park in traffic management. Occasionally they stepped in to mitigate what they safely could. They merely observed the traffic patterns and interacted with visitors.

2017 SUMMIT STEWARDS

During the 2017 season, the traffic management role of Summit Stewards rose to a higher level. Working with LE staff, trigger points and protocols for closing the summit road were established before the season. These were slightly different for sunrise, sunset, and midday as described below and were adjusted based on early experiences. The Cadillac Summit Road was closed 69 times. Table 7 summarizes these closures. Appendix 4 demonstrates Cadillac Road closure protocols and a complete calendar of closures.

Midday

When traffic backed up to the Blue Hill Overlook entrance during the day (the trigger point), Summit Stewards radioed Dispatch to report the congestion. LE staff then closed the Cadillac Summit Road as soon as possible. . This higher level of responsibility and trust for Summit Steward judgment quickened the process of closing the mountaintop because a ranger no longer needed to validate the closure. The call to reopen the road was a bit flexible. At a minimum, the trigger point was when the line of cars waiting to park receded to the entrance of the summit parking lot; on days with multiple closures, the decision to reopen the road came when the lot had about half the parking spaces available. Table 7 shows the number of midday Cadillac Summit Road closures compiled from our patrol logs and the Dispatch communication logs. We found that on the busiest days, one daytime closure was frequently followed by additional closures because visitors returned soon to try again. There were sixteen days with multiple closures (Table 7).

Sunset

The best view with easy access to watch the sunset is the Blue Hill Overlook. If traffic is not controlled, visitors will park cars off the road and on the vegetation along the shoulders and around the parking lot. In 2017, Summit Stewards closed the Blue Hill Overlook parking lot when it filled at sunset. We placed a barricade across the inbound lane to the parking lot when it filled and directed traffic to the summit parking lot. A sign on the barricade read “Lot Full: Park at Summit.” Summit Stewards closed Blue Hill Overlook 49 nights. On average, this occurred 42 minutes before sunset.

At some point, Summit Stewards had to leave their post at the barricade to monitor the summit parking lot to determine if a road closure was needed. Once the summit parking lot

filled, we actively directed cars to park in the bus parking spaces, reserving one spot for the Oli's Trolley's sunset tour. Once the bus parking was full (the trigger point), a radio call was made to Dispatch to close the road. Any cars still on the roadway at that time were directed to park neatly in the downhill lane right at the exit of the summit loop. Figure 3 shows the number of sunset Cadillac Summit Road closures compiled from our patrol logs and the Dispatch communication logs and the duration. The radio call to reopen the summit road was made at or shortly after sunset when visitors started returning to their vehicles.

As soon as Summit Stewards left their post at the Blue Hill Overlook, visitors began to drive around the barricade and park off the pavement. We know this because we counted cars parked off the road when we returned to the lot after sunset. We (unobtrusively) observed 34 cars drive around the barricade on one occasion. On nights Summit Stewards closed BHO, we documented 38 instances of out-of-bounds parking at Blue Hill Overlook. The average number of cars parked out-of-bounds was 10 and the highest was more than 40 on a day when the Steward arrived later than normal due to a SAR carryout. All these counts occurred when Blue Hill Overlook parking lot was closed by the barricade. When our arrival on the summit was delayed, the illegal parking had often already started.

Summit Stewards also counted roadway parking between the summit and Blue Hill Overlook. There were 20 records of roadway parking for an average of 9 cars parked along this section, usually by Blue Hill Overlook entrance or the bike sign.

It should be mentioned there were many days during the middle of the day or at sunset that Visitor Service Assistants (VSAs) or LE staff made the road closure calls due to Summit Stewards' scheduling.

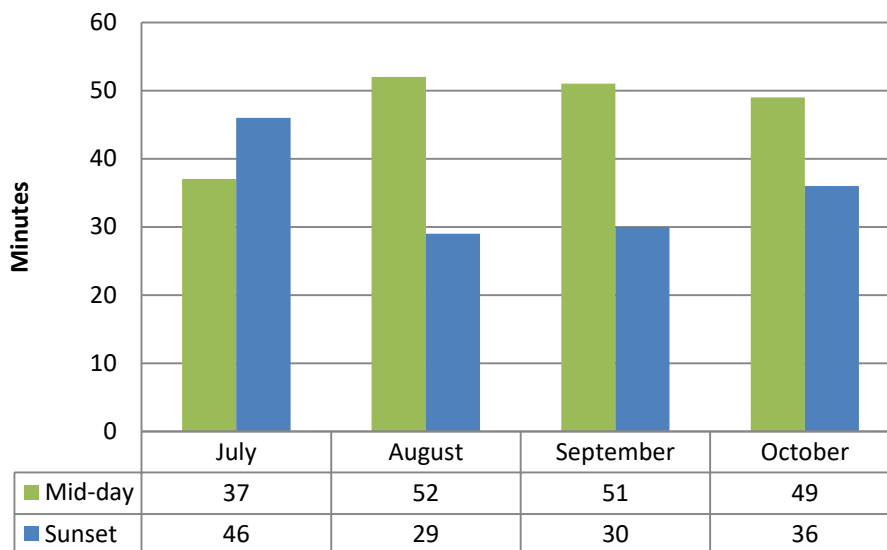


Figure 3-Average duration of Cadillac Summit Road closure, in minutes, by time of day and month.

Sunrise

In 2015 and 2016, Cadillac Summit Stewards documented the high volumes of traffic, parking problems, and other challenges at sunrise. Based on these experiences, we determined that it was hazardous, stressful, and pointless for the 2017 Summit Stewards to try to manage parking alone at sunrise without an LE presence at the bottom to close the road. There is no park Dispatch service at this time either.

Because LE staff was not available to assist all summer at sunrise, we tested road closures with their help on 13 days in July and five days in August. On arrival at the summit, we counted the number of cars already parked and shared that number with LE staff at the bottom. The ranger at the base of Cadillac then counted cars going up (adding 10 to 20 to include cars already on the road) and closed the road when they hit 175 cars. It took a few days of the test period to settle on 175 cars as the trigger. Summit Stewards then actively directed cars to park in the bus spaces and then the downhill lane, the same protocol used at sunset. After sunrise, visitors depart quickly, and Summit Stewards radioed LE staff to reopen the road. The experience at the summit was more peaceful and safe, but many cars (sometimes more than 100, at its highest 262) and visitors were turned away and surely disappointed. The Recreation Technician twice checked the one-way Park Loop Road to monitor how many cars were displaced there. We found parking overflowing available space at the North Ridge Champlain Trail pull-off and the Egg Rock Overlook, the first two places to see the sunrise along the road.

On nine days, mostly in July, Summit Stewards observed and recorded traffic data without LE staff on duty. We counted cars parked along both sides of the roadway from the Blue Hill Overlook to the summit parking lot. The average number of cars parked along the roadway was 52 and the highest was 98. Summit Stewards also recorded the time that the lot filled before sunrise. On average, it filled 33 minutes before time of sunrise.

Closure event	Total
Sunrise	13
Midday	24
Sunset	32
Total congestion closures	69
Summit Steward assisted	>59
Days with multiple closures	16
2016 Closures	11

Table 7 Summary of Cadillac Summit Rd Closures due to congestion.

CADILLAC SUMMIT SUGGESTIONS

TECHNOLOGY

The dream option is an automatic gate at the base that registers how many cars have driven up and closes once the predetermined number is reached. Perhaps it accepts only permitted visitors, depending on the Transportation Plan decision. We look forward to the webcam for live traffic images that Jay Elhard is developing. Hopefully in the future, the images can be streamed to places like the Visitor Center or the park's website. Summit Stewards worked with Jay this year on the new Acadia Alerts Twitter page, which has the potential to be a great tool for the public to get real time traffic alerts. This year, during the process of managing traffic, it was difficult for Summit Stewards to post the message stating a road closure. We should work more to streamline this process, though it may be easier for someone in an office at the time to update.

SIGNAGE AND COPING STONES

Currently the “No Parking on Roadway” signs are worn out campaign type signs. Due to being low to the ground, visitors looking to park at sunrise frequently run them over. As a result, Summit Stewards regularly put them back up, and many are broken. Installation of permanent “No Parking on Roadway” signs would help eliminate this.

Adding coping stones at BHO, specifically at the entrance to the parking (shown in Figure 4), would be useful. There were nights where this particular area was occupied by vehicles prior to the lot being full and creating the appearance for those rounding the corner the lot is full. Coping stones in this spot will prevent vehicles from doing that. We are aware that any adjustments to coping stones may relocate this problem elsewhere.



Figure 4-Suggested placement of coping stones at BHO marked by red squares.

Many visitors leave their vehicles running while on Cadillac, especially when waiting for sunrise or sunset. The interpretive display at BHO is about air quality, yet people idle right in front of it. On the base of this display would be a good place to have a “No Idling” sign. Another place could be one along the roadway near the parking lots entrance. Other overlooks in the park may benefit from similar signage.

The West Face of Cadillac is the most challenging way up and down the mountain, but many visitors decide to hike it without knowing about its conditions. There could be a sign at the base stating that it is a steep and challenging hike. A similar sign could be placed at the South Ridge and West Face junction.

TRASH CANS

Summit Stewards regularly picked up trash and directed guests to the trash can. The only trash cans are by the gift shop and the inside loop. The inside loop trash can is rarely visible due to vehicles parked in front of it. The only cigarette receptacle is on the sidewalk where the gift shop exits to the Summit Loop sidewalk. Trash cans with greater visibility would hopefully alleviate this issue. As illustrated in Figure 5 we suggest a trash can near the sign at the entrance to the Summit Loop and/or by the bus parking zone.



Figure 5-Suggested trash can placement on Cadillac Summit marked by red diamonds.

FUTURE OF THE SUMMIT STEWARD PROGRAM

PROGRAM SUPPORT

We support the continued operation of the Summits Stewards as a merger of the Ridge Runner and Summit Steward Programs. The current size of seven Summit Stewards plus one coordinator has worked well. One or two more Summit Stewards could prove beneficial at times, but it could also be too many for coordination and space restraints. It is something that could be tested.

LEAVE NO TRACE

Cadillac will continue to be a place of concentrated visitor use and its related impacts. Summit Stewards should capitalize on the crowds by expanding their Leave No Trace presence on the summit. We envision an engaging tabling station that can be stored easily when not in use. Tabling will allow Summit Stewards to connect with visitors, much like we do at trailheads, but with a greater capacity through displays, faux cairns, or a trash timeline. Aside from this station, Summit Stewards will still rove the summit for more informal interactions and teachable moments while dismantling or repairing cairns.

Poster-ing has proven to be effective at contacting visitors. With more Summit Stewards and more posters, we can increase our Leave No Trace contacts. It is time for the current posters to be revised and additional posters to be created to reflect specific areas, like Beech Mt or Wonderland. A roadshow or kit could be created for a portable and interactive display.

Both AYTt and the Summit Stewards enjoyed working together to create fun material to reach new audiences. This should continue into following years through new projects, such as PSAs.

TRAIL PROJECTS

The Ridgerunners of 2014 and 2016 worked with Trail Crew and Acadia Youth Conservation Corps to complete 2-3 day trail projects in the subalpine zone. Summit Stewards should continue to work with Trail Crew to complete similar projects. Hopefully in the fall, seasoned staff will be trusted to paint blazes on a few predetermined trails.

TRAFFIC MANAGEMENT

It can be challenging to spend time engaging with visitors while simultaneously managing traffic. Ideally, Summit Stewards would work with a Visitor Service Assistant on the summit. This would allow the Summit Steward more time to provide Leave No Trace outreach to the visitors while still assisting with traffic at the busiest times.

If the goal is to eliminate illegal parking at Blue Hill Overlook and along the roadway and to close the road as soon as the conditions are met, then there should be two people on the mountain. We learned the sunset traffic protocol established this year is most effective when there are two Summit Stewards working together: one remains at Blue Hill, and the other goes to the Summit. They can communicate with each other to establish when the lots are full and the sunset congestion requires a road closure.

Without the aid of LE staff, Summit Stewards should not work sunrise. If there are traffic controls being implemented with LE staff then Summit Stewards can be present. Visitor interactions are minimal during sunrise leading to an inefficient use of Summit Stewards.

SCHEDULE AND TRAINING

We learned many things this year that worked and did not work as well in regards to scheduling. This year we scheduled to have all staff working on one day, Wednesday, to have training sessions, meetings, work on larger projects, etc. This did not pan out as planned. Schedules should be spread out throughout the week. In the fall with fewer staff, an all staff work day is recommended. Schedules should include more structure (scheduled activities such as poster-ing) while continuing some of the freedom for Stewards to plan their own work days. In addition to sunset and midday Cadillac days, we recommend area-specific days, for the West Side or Ocean Drive. Another approach could be a day to work with other park work teams, like Interpretation or Trails.

The traveling training was a terrific way to meet and see the work of other stewards. If future seasons embark on a similar adventure it should be limited to 2-3 days and one location. More on the job training should be conducted; particular areas to focus on are Cadillac Traffic Management and rotating poster-ing at trailheads with one another. It would be beneficial for Summit Stewards to attend any and all park trainings and work to coordinate joint training with the interpretive staff.

The Summit Steward Coordinator should be removed from the regular field schedule to allow time for supervision and administration of the program. This should include as much field

time as possible with individual Summit Stewards and small teams. The Summit Steward Coordinator should have expanded training and development: Leave No Trace Master Educator course; supervisory and performance appraisal classes; and Wilderness First Aid. Additionally, they should be included in the budget and hiring process to the fullest extent possible.

FALL

Next year will continue to serve as a learning experience for Summit Stewards in the fall. In the summertime, it is relatively easy to capture the attention of a family or young hikers. The different dynamic of fall visitors lead to Summit Stewards encountering more experienced hikers on the trails, especially the more easily rated trails. These hikers seemed less willing to listen to our Leave No Trace message. We should continue to poster at busy spots (like the Precipice) in the fall and work on new methods to message Leave No Trace with these hikers.

As the crew gains experience and staff size dwindles, it became and should continue to be an opportunity to work on different tasks, such as bike patrols or cleaning and replacing trail signs. More trips to IAH and Schoodic could be arranged. In the past, Ridge Runners have counted hikers on summits; this project could be reinstated for the fall to help better understand the hiking trail and summit use. A scaled-down version of the parking overflow counts conducted in 2017 could be done in the fall to help understand fall use and support transportation planning.

CONCLUSION

The 2017 Summit Stewards were grateful to have been part of the team that helped manage, preserve, and educate the visitors of Acadia National Park. The merging of Ridgerunners and Cadillac Summit Stewards sustained an interdisciplinary work load and boosted team morale. Leave No Trace education was at the forefront of season and we were able to contact over 8,000 visitors. The increased staff size and range allowed us to work on projects from trails on Isle au Haut to traffic on Cadillac Mountain. Just like the previous programs evolved, the new Summit Stewards will continue to refine itself next year and beyond.

APPENDIX 1

SUMMIT STEWARD POSTION DESCRIPTION

- Hikes selected foot trails inside and connecting to Acadia National Park, with a strong presence on Cadillac Summit, educating and orienting visitors:
 - Teaching visitors about Leave No Trace principles informally and through a Leave No Trace “station.”
 - Offering trail guidance, first aid, water, maps, and information about Friends of Acadia and Acadia National Park programs.
 - Sharing the cultural and natural history of Cadillac Summit and Acadia National Park.
- May serve as first responder to emergencies in Park (SAR, fire, EMS, etc.).
- Communicates effectively with others via park radio.
- Builds cairns and destroys inappropriate cairns and rock art (REQUIRES HEAVY LIFTING).
- Performs routine trail maintenance, such as pruning and brushing impacted areas, blocking social paths, and picking up trash, and cleaning waterbars.
- Staffs Cadillac Summit during sunrise and sunset, including times of inclement weather.
- Assists with traffic management on Cadillac Mountain.
- Carries and maintains backpack containing PPE, First Aid kit, radio, and reference materials.
- Conducts stationary counts of visitors on carriage roads, hiking trails, summits and elsewhere or observes visitor behavior for long periods of time (1-3 hours). Often educates visitors about Leave No Trace concurrently.
- Completes daily patrol log of work activities and time spent on them:
 - Enters data in computer spreadsheet and database programs.
 - Records observations of visitor use and impacts; comments, compliments, and complaints.
 - Records and reports trail maintenance needs to ANP Trails Foreman.
- Completes and reports weekly time cards each week.
- Distributes survey cards and administers visitor questionnaires for routine monitoring and research projects.
- Attends trainings on interdisciplinary topics, such as SAR, interpretation, and park resources and continues education on relevant topics to better enhance visitor experience and self-interests.
- Works well with members of the Summit Stewards (SS) team, ANP and FOA management staff, assisting with all assigned job duties and collaborative projects.

- Works with FOA staff on special events: FOA annual meeting and benefit auction, local parades, Acadia Night Sky Festival, and Take Pride in Acadia Day.
- Gives informal presentations about projects to ANP and FOA staff, donors, and the public.
- Assists coordinator with the completion of the formal Summit Steward Report 2017.
- Writes an end-of season evaluation of work experience with FOA and ANP.
- Performs other duties as assigned.

SUMMIT STEWARD COORDINATOR POSTION DESCRIPTION

The Summit Steward Coordinator is supervised by and works closely with the park's Natural Resource Specialist/Visitor Use to manage the Friends of Acadia Summit Steward team. The Coordinator:

- Supervises day-to-day operations of and coaches a team of seven Summit Stewards whose duties focus on Cadillac Mountain but extend to other summits and throughout the park; Summit Stewards educate visitors about Leave No Trace principles, maintain rock cairns and perform other trail maintenance, offer visitor orientation and information, interpret the natural and human history of the park, and collect data on park use.
- Jointly establishes goals for the season with supervisor.
- Serves as point of contact for incoming staff.
- Organizes gear, tools, training materials, and uniforms for the team. Merges training materials from Ridgerunner and Summit Steward programs. Develop new educational and training materials as appropriate.
- Develops work schedules to balance presence on Cadillac Mountain with other park areas and merge Summit Steward and Ridgerunner programs.
- Organizes staff training (including Leave No Trace Trainer class) and conduct or organizes weekly tailgate training sessions for the team.
- Coordinates daily operations as needed with Interpretation, Resource and Visitor Protection, and the Trails program.
- Develops and manages data collection and data entry system to document activities and accomplishments of the team, including photographs.
- Communicates performance standards and conducts mid-season reviews and end of season performance appraisals.
- Writes end of season report for park and Friends of Acadia.

APPENDIX 2

SUMMER SCHEDULE AND TIMES

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Maggie	x	x	Set	RR	Rise	Cadillac	RR
Jill	Rise	x	x	RR	Cadillac	Set	RR
Carly	RR	Set	RR	Rise	x	x	Cadillac
Shane	Set	Cadillac	Rise	RR	RR	x	x
Caleb	x	RR	Set	Cadillac	RR	Rise	x
Steph	RR	Set	Cadillac	RR	Rise	x	x
Chris	Cadillac	Rise	RR	RR	x	x	Set
Alanna	x	x	Cadillac	RR	Set	RR	Rise

Table 8-Weekly schedule for Summit Stewards.

Shift	Schedule
Rise	4:00am-12:30pm
Cadillac	8:30am-5:00pm
RR	8:30am-5:00pm
Set June 26-Aug 5	12:30pm-9:00pm
Set Aug 6-Aug 19	12:00pm-8:30pm
Set Aug 20-Sept 6	11:30am-8:00pm

Table 9-Shift start and end times.

APPENDIX 3

DAILY PATROL LOG

Daily Patrol Log	
* Required Name * Choose ▾ Date * Date mm/dd/yyyy Day of the Week Choose ▾ Weather Choose ▾ Poster Location ☐ South Bubble ☐ Gorham Mt ☐ Beehive ☐ Beech Mt ☐ Wonderland ☐ Ship Harbor ☐ Precipice ☐ Cadillac ☐ Other: _____ Poster hours Hrs Min Sec : : Beech Mountain Fire Tower Hrs How long is the Fire Tower open to the public? Hrs Min Sec : : Hiking Hours Hours spent on the trails Hrs Min Sec : :	SAR Hours Hrs Min Sec : : Cairns repaired or built Number of major cairn repairs or new cairns built Your answer: _____ Cairns destroyed Your answer: _____ Dogs OFF leash LNT message Your answer: _____ Dogs ON leash LNT message Your answer: _____ LNT Contacts * Your answer: _____
Daily Patrol Log	
Cadillac Mountain	
For any time spent on Cadillac please fill out this section in addition to sections 1 and 3	
Summit Hours	
Count only hours spent on the summit not hiking or driving	
Hrs Min Sec	
: :	
Shift Type	
Choose ▾	
IE Bus Questions	
Record how many questions you receive about the IE Bus	
Your answer: _____	
Accessibility Questions/Comments	
Make note of how often you are asked about accessibility parking or you notice visitors not using the accessible paths, like a wheelchair trying to go over the steps or asking where they can park.	
Your answer: _____	

Figure 6-Screenshot of daily patrol logs through Google Forms, part 1.

Traffic Time

Please keep track of time spent managing traffic. Do you have the vest on, are you monitoring how far back the traffic is backed up, are you standing in front of a barricade, are you directing cars? If so then you are managing traffic. Eyebing the parking lot does not count.

hrs min sec

:

Time of Road Closure

What time did the road to the summit close?

Time

: AM

Time Road Reopens

What time did the road to the summit reopen?

Time

: AM

What time did the Summit Lot fill? SUNRISE

At what time did the summit lot fill all available spots?

Time

: AM

How many cars parked along roadway? SUNRISE/SUNSET

Please count cars parked in the lane of travel and along roadway. Do this at both sunrise and sunset. Does not need to be done during midday.

Your answer

Blue Hill Overlook Closure SUNSET

At what time did you pull the barricade to close BHO?

Time

: AM

Illegal parking at Blue Hill Overlook SUNSET

How many cars were parked illegally at BHO during sunset?

Your answer

Traffic

Please share what you observed. Were there any buses during sunrise/set? If the lot did not fill, how full did it get? During the middle of the day did the traffic back up? Did BHO become an overflow lot during the middle of the day? You don't have to answer all these questions, these are guides to what kind of things to look for.

Your answer

BACK

NEXT

Daily Patrol Log

* Required

Narrative

Here is where you can go more in detail with your daily operations

What did you do today? *

Tell us more about what you did today and where you went.

Your answer

Trails Hiked

List all trails hiked

Choose

Trail Volume

Low 1 2 3 High

Large Groups?

Did you meet any large(7 or more) groups? Where, when, who?

Your answer

Your answer

Missing or damaged signs?

List number on back of sign and locate sign on map on reverse side. Take a picture if you can. Deliver a log for trail crew.

Your answer

Other trail maintenance needs?

Describe and locate any spots, pictures are helpful. Deliver to trail crew. Brushing, waterbar cleaning, or erosion issues? Let the stewardship coordinators know.

Your answer

Complaints/Compliments/Comments

List/describe complaints, compliments, comments, or anything unusual

Your answer

Unique situations

Were there any problem behaviors observed (camping, bikes, fires, dogs, other)? If there were accessibility questions or concerns, make note of what and where.

Your answer

BACK

SUBMIT

Never submit passwords through Google Forms.

Figure 7-Screenshot of daily patrol logs through Google Forms, part 2.

TRAIL ISSUES REPORT

Name

Date

Trail

Missing or damaged signs? List number on back of sign and locate sign on map on reverse side. Take a picture if you can.

Other trails maintenance needs? Describe the problem; guess which tools will be required. Take pictures if you can. Locate on map on reverse side.

APPENDIX 4

2017 CADILLAC SUMMIT TRAFFIC MANAGEMENT PROTOCOLS

Why is the traffic on the Summit being managed intensively? 1. To enable emergency vehicle access at all times. 2. To provide a less frustrating and more enjoyable experience for those who are here. 3. To protect the integrity of pavement and roadsides.

These protocols vary by time of day (sunrise, midday, and sunset) and will continue to evolve over the summer as we learn more. As sunset moves back towards 6pm and earlier, SSs and VSAs and park staff will determine which protocol is appropriate.

Daytime (outside sunrise/sunset)

- SS and VSAs should check for traffic backups along the road periodically during the day.
- **Closure: When traffic backs up to the Blue Hill Overlook entrance and stays there consistently (a few minutes) or continues to grow**, SSs/VSAs will call dispatch with the following message “The Cadillac Summit parking lots are full. Please update the Acadia Alerts page.”
- A ranger will respond to the bottom of the road and close the inbound lane. Emergencies or call volume may prevent this from happening immediately or even at all.
- After the ranger closes the road, SSs will try to tweet the following closure message:
*Cadillac Mountain Road closed at **TIME** on **DATE** due to traffic congestion at the summit. It will reopen once unsafe conditions improve.*
- **Reopen: When the traffic clears as far as the entrance to the Cadillac Summit Parking lot**, SS/VSAs will call Dispatch with the following message: “Space is now available in the Cadillac Summit parking lots. Please update the Acadia Alerts page.”
- After ranger reopens the road, SSs will tweet the following message: *Cadillac Mountain Road is reopened as of [time] on [date].*
- If space is available in Blue Hill Overlook, SSs and VSAs may encourage visitors to park there and walk to the summit along the road, or turn around in the Blue Hill Lot and descend if they choose.

Sunset

- Upon arrival SSs/VSAs will then station themselves at the entrance the Blue Hill Overlook.
- The same radio call and tweet messages described above will be used for sunset closures and reopens.
- When all paved legal parking spaces (less 2 for special needs) in the Blue Hill Overlook are full, the SSs/VSAs will place a wooden barricade across the inbound lane to the Blue Hill Overlook to prevent off-road parking in that lot. A sign on the barricade reads “Lot Full.”
- SSs/VSAs will station themselves by the barricade to answer any questions and move traffic along to the summit parking area. Sunset can be seen from there.

- If any visitor is disabled or otherwise protests strongly about access, let them in for the remaining two spaces, any accessible spaces, or roadside parking if necessary.
- SSs/VsAs will then make a judgment call about when to leave the barricade unattended and move to the Summit parking lot.
- Once the Summit parking lot is full, vehicles will be directed to park in the bus parking spaces if they are not in use. Oli's Trolley has a sunset tour, please keep their space available.
- **Closure: When bus spaces are full and all summit parking spaces as well** (assumed, or assess parking as best you can), SSs/VsAs will make the same radio call above that the lot is full.
- Additional vehicles in transit will then be parked in the roadway **only in the downhill lane** between the small parking lot south of the gift shop and (ideally) no farther than Radio Tower Road. All these vehicles should be intercepted at the traffic island at the entrance to the Summit parking lot with the following message: "The parking lot is full. You can turn around here and park in the right lane, as far right as you can. Please park neatly."
- Vehicles should be prevented from parking on the entrance lane side.
- Larger vehicles should be directed to use the inner loop and circle around to park on the right side of the exit lane.
- Visitors with special needs should be directed to the outer loop which leads to the accessible parking spots. You will not know how many are available.
- **Reopen: Shortly before or after Sunset once vehicles start exiting.**
- After making the call to Dispatch to reopen the road, VsAs/SSs will go back to the Blue Hill Overlook, counting all cars parked roadside along the way. They can remove the barricade and count any cars not in paved, designated spaces.

Sunrise

Traffic will only be intensively managed during the Test Period. Outside of that time SSs will record the number of cars as outlined in our data sheet. Other observations are welcome.

Test Period

During the test period, a ranger will be on sunrise duty and stationed at the bottom of the road. SSs will coordinate closures with them once 175 have driven up the Summit Road.

- Upon arrival (at least 1 hour before sunrise), SSs will park their personal vehicle at the end of the bus parking spaces (to encourage their use). VsAs should not park a government vehicle there.
- SSs/VsAs will count how many cars are parked on the summit and relay that number to the ranger at the base. The ranger at the base will add 10 cars to that number (to account for any cars currently on the road) and begin counting cars driving up.
- SSs/VsAs will observe the Summit parking lot as it fills. When regular spaces are filled, we will direct visitors to park in the bus spaces.
- When bus spaces are full (and all summit parking spaces as well), SSs/VsAs will make the same radio call above that the lot is full.

- Additional vehicles in transit will then be parked in the roadway **only in the downhill lane** between the small parking lot south of the gift shop and (ideally) no farther than Radio Tower Road. All these vehicles should be intercepted at the traffic island at the entrance to the Summit parking lot with the following message: “The parking lot is full. You can turn around the traffic island here and park in the right lane, as far right as you can. Please park neatly.” Most small and medium size cars can make this turn.
- Larger vehicles should be directed to use the inner loop and circle around to park on the right side of the exit lane.
- Once you have cars starting to park in the downhill, walk to BHO and direct cars to park there.
- Visitors with special needs should be directed to the outer loop which leads to the accessible parking spots. You will not know how many are available.
- Vehicles should be prevented from parking to the side of the entrance lane.
- **Closure: The rangers will close the road once 175 cars have driven up.** They will notify the SSs/VSAs when they hit this mark.
- **Reopen: Shortly after sunrise once vehicles start exiting.**

CADILLAC ROAD CLOSURE CALENDAR

June and July 2017

25	26	27	28 20:04-20:19	29	30	1
2 12:50-13:43 15:27-16:28 18:46-20:18	3* <i>11:16-12:08</i> <i>13:39-14:37</i> <i>16:08-16:45</i> 19:12-20:15	4	5	6	7	8
9	10 Sunrise	11	12 Sunrise	13	14 Sunrise	15
16 Sunrise	17	18	19* 14:00-14:29 15:53-16:16 19:16-20:13	20 Sunrise	21 Sunrise	22 Sunrise
23 19:39-20:27	24	25 13:30-13:41 19:41-20:14	26 13:03-13:16	27	28 19:41-19:57	29
30 19:50-20:08	31					

*Congestions Closure on that date in 2016

Italics-Summit Steward was not present when closure call was made

August 2017

		1 19:49-20:04	2*	3	4	5
6 11:10-11:46 19:42-?	7 19:30-?	8** Sunrise 19:31-19:52	9 Sunrise 11:24-12:30 19:34-19:51	10 Sunrise	11	12 19:15-19:50
13 Sunrise 19:20-19:52	14 Sunrise 19:23-19:43	15 Sunrise	16 13:49-14:32 18:51-19:46	17* 13:31-13:57 19:01-19:39	18	19
20 19:11-19:40	21 13:30-15:01	22	23	24 19:05-19:33	25	26
27	28	29	30	31		

8/21 Solar Eclipse

September

					1	2 17:26-18:23 18:27-19:29
3 11:37-12:25	4* 11:16-11:43 13:03-13:45 18:29-19:03	5*	6	7	8	9
10	11	12*	13	14	15	16 18:04-18:22
17	18	19	20*	21*	22	23 16:51-18:15 18:36-23:39 Star Party
24 18:10-18:32	25	26 18:04-18:22	27*	28	29	30

October

1	2	3	4 <i>17:30-18:13</i>	5 <i>17:43-18:12</i> SS recorded absent Dispatch log	6 <i>17:36-18:12</i>	7 12:48-13:34 14:47-15:37 <i>16:54-17:31</i>
8	9 <i>10:48-11:13</i>	10 12:40-13:42 14:45-15:33 <i>17:25-17:57</i>	11	12	13 <i>17:38-18:01</i>	14 <i>17:35-17:58</i>
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

*Closure on that date in 2016

Italics-Summit Steward was not present when closure call was made

BLUE HILL OVERLOOK CLOSURE DATA

Date	BHO Closure	BHO Overflow Parking	Roadway parking
6/28/2017	7:55:00 PM	2	2
7/2/2017	NR	25	40
7/3/2017	7:00:00 PM	2	0
7/6/2017	8:00:00 PM	15	0
7/9/2017	7:15:00 PM	30	0
7/10/2017	7:45:00 PM	3	0
7/13/2017	8:05:00 PM	5	0
7/16/2017	7:30:00 PM	18	0
7/20/2017	7:45:00 PM	10	0
7/21/2017	7:55:00 PM	2	0
7/22/2017	7:24:00 PM	4	0
7/23/2017	7:20:00 PM	5	32
7/25/2017	7:39:00 PM	8	0
7/28/2017	7:30:00 PM	8	3
7/29/2017	7:27:00 PM	0	0
7/30/2017	7:16:00 PM	12	12
7/31/2017	7:20:00 PM	10	2
8/1/2017	7:31:00 PM	40	5
8/3/2017	7:36:00 PM	10	0
8/6/2017	7:20:00 PM	18	0
8/8/2017	7:00:00 PM	0	6
8/11/2017	7:50:00 AM	0	0
8/12/2017	7:00:00 PM	0	2
8/13/2017	NR	6	14
8/14/2017	6:45:00 PM	8	1
8/17/2017	6:45:00 PM	12	12
8/21/2017	6:35:00 PM	3	0
8/24/2017	6:50:00 PM	12	0
8/26/2017	6:30:00 PM	6	0
8/27/2017	6:40:00 PM	0	0
8/28/2017	6:30:00 PM	0	3
9/2/2017	5:00:00 PM	16	26
9/4/2017	6:05:00 PM	0	1
9/11/2017	6:25:00 PM	0	2
9/12/2017	6:05:00 PM	7	0
9/13/2017	5:54:00 PM	5	0

9/16/2017	5:45:00 PM	19	0
9/17/2017	5:55:00 PM	5	0
9/22/2017	5:50:00 PM	0	6
9/24/2017	5:35:00 PM	2	0
9/25/2017	5:45:00 PM	4	1
9/26/2017	5:42:00 PM	0	13
9/30/2017	5:45:00 PM	14	0
10/5/2017	5:17:00 PM	15	0
10/10/2017	4:40:00 PM	21	0
10/13/2017	4:50:00 PM	13	9
10/16/2017	5:30:00 PM	2	0
10/17/2017	5:10:00 PM	15	0
10/22/2017	5:12:00 PM	0	0

Table 10-BHO Closures by Summit Stewards. NR=Not Recorded