

The Objectives of the JLUS are to protect/enhance Training Operations and the Recreation Area through strategies that:

1. Improve safety and welfare of all users
2. Eliminate existing & avoid future conflicts
3. Guide growth in immediate vicinity in support of these facilities
4. Enhance experiences of all users
5. Enhance economic (jobs/sales) opportunities for existing and future businesses
6. Minimize/Manages Public Costs
7. Enhance Partnership Opportunities
8. Other???

The recommendations (strategies) that follow are preliminary and for discussion purposes only. Not all strategies will necessarily find their way into the preliminary document; by the same token additional/optional strategies not yet identified may be brought up at the upcoming meetings and could be preferred over the ones listed. The pages that follow include the Category and Sub-category of recommendation, an associated problem statement, possible solutions (strategies); the column headings also provide for rating the degree of impact, the objectives that are met by the possible solution and their priority. These will be filled in once all strategies are identified. The following defines how to interpret “Impact” and “Priority”.

IMPACT:

- High = affects community at large and all users of both the Training Facility and the Recreation Area
- Med = affects community at large and some users of Training Facility and the Recreation Area
- Low = affects no users of the Training Facility and some users of the Recreation Area

PRIORITY:

- Near Term = Implement within 2 years of adoption
- Mid Term = Implement within 5 years of adoption
- Long Term = Implement 5-10 years from adoption

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Category	Sub-Category	Problem Statement	Potential Solution(s) (Implementation Strategies)	Impact H, M, L	Objectives Met	Priority Near, Mid, Long
Access	A. Pedestrian Access – includes Hikers, Runners, Dog Walkers, Wildlife Watchers	Access from Stevens Mills Road Neighborhoods must walk along road w/out sidewalks; once at Mt. Apatite Road, pedestrians must walk through training area to access park trails	<ol style="list-style-type: none"> 1. Add sidewalks on Stevens Mills Rd 2. Add Crosswalk at Garfield & Mt. Apatite Rd. 3. Divert main trail to south around training facility 			
	B. Vehicle Access	<p>A high crash location exists at Garfield Road and Minot Avenue.</p> <p>Once at Mt. Apatite Road, civilian and military drivers must share the same roadway to access either the MEARNG parking area or the recreation parking area</p>	<ol style="list-style-type: none"> 4. Implement 2011 Feasibility Study recommendation to redesign Minot Road as Complete Street. 5. Use Mount Apatite Road for civilian access only; relocated military driveway to the north. 			
	C. MEARNG Worker Entrance	The entrance to MEARNG facilities passes through ball field complex and related parking area causing safety concerns	<ol style="list-style-type: none"> 6. Relocate MEARNG entrance to north of Humidity Control Buildings on Garfield Road 			
	D. Bicycle Access	Lack of Bike Lanes on Minot Avenue, Garfield, Perkins Ridge, Hatch and Stevens Mills Roads requires cyclists to share travel lanes with vehicles.	<ol style="list-style-type: none"> 7. Follow a Complete Streets Policy and Implement 2011 recommendations of Route 11 Feasibility Study on Minot Road 8. Determine what is needed to add shoulders on Garfield, Hatch, Stevens Mills and Perkins Ridge Roads 			

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	Public Transportation	Auburn Comprehensive Plan calls for transit loop to serve Mt. Apatite Park; Link services are inadequately funded to include recreation ridership	<p>9. Explore seasonal shuttle opportunities as part of Auburn Recreation Program</p> <p>10. In the future, as demands arise, explore expanding Link Service to Park.</p>			
	Snowmobilers	Snowmobilers who drive to the trails at Mount Apatite Park use the Small Road access point where the snowmobile club is located. This is a remote and underused access which has been affected by vandalism.	<p>11. Improve parking area at Small Road</p> <p>12. Install web cams at the Snowmobile club house</p> <p>13. Alert snowmobilers to changes via Sno Gypsy website</p>			
	Skiiers	Most skiers drive to the site and park either at the ball fields or at the Sno Gypsy lot. See problem statements associated with Vehicle Access and Snowmobile Access	14. See solutions for Vehicle and Snowmobile Access.			
	Ball Players	Ball Players and fans use the Mt. Apatite Road access and therefore are affected by the mix of civilian and military vehicles.	15. See previous recommendation suggesting separation of civilian and military access points			
	Mineral Collectors	These users drive to a parking area, unload their tools and equipment and carry them to the pilings. The long distances makes this a challenging access situation	<p>16. Explore a new access point off Minot Avenue for miners OR</p> <p>17. Dedicate Mine Road to miner access – requires creating parking area and improved sight distance at</p>			

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			Hatch Road. Consider parking by permit only; license the rock hounders			
	Others?					
Safety	Separating Uses	At Mount Apatite Road, Civilians share driveway with military personnel. Within Park, there is no delineation at MEARNG boundary.	<p>18. Relocate military driveway to north of Humidity Control Buildings</p> <p>19. Install gate at Mount Apatite Road to prevent civilian access into installation</p> <p>20. Re-route pedestrian trail access to south of installation facilities – possibly co-locate with snowmobile trail</p> <p>21. Install boundary markers or paint or blaze trees at least every 50’ at edge of MEARNG land</p>			
	On Trails/Quarries	At quarry sites and pilings, there is little information to alert users of the hazards.	22. Install signage alerting users of the safety hazards; do not permit swimming or diving into quarries; note that pilings involve loose material that affects firm footing.			
	At Entrances	All vehicular entrances to the park land except for Mine Road have adequate sight distance for turning traffic.	23. If Mine Road is to be continued as an access point, it should be limited; the approaches to the intersection of Mine Road			

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			on Hatch Road should include safety signage “watch for turning traffic” or “blind drive”			
	Along Approach Roads	Garfield Road and Minot Avenue intersection is a High Crash Location according to MaineDOT. No other intersection has this designation.	24. Follow guidance in 2011 Feasibility Study for Minot Road and proposed Complete Streets Policy			
Wayfinding	Inside Park	Few trail markers or blazes exist in the park. This can lead to inexperienced users getting confused at best or lost at worst.	25. Create and install a system of trail marking that identifies Trail Name, length (mi.), time around loop and difficulty. 26. Use the Androscoggin Land Trust wayfinding sign framework			
	At Entrance(s)	There are no ‘main entrance’ signs or trail head kiosks for users	27. Install one ‘Mt. Apatite Park main entrance’ sign at Mt Apatite Road. At the parking area, install a trail head kiosk with map that identifies the trail system; provide pamphlet of maps. Provide information for snowmobilers to use the Small Road entrance and for miners to use the Mine Road (or other) entrance. 28. Install one ‘Mt. Apatite Park Snowmobile Trail			

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			<p>Access' sign at Small Road. Include small kiosk with trail map</p> <p>29. If Mine Road is to be used for licensed Miners, install 'Mt. Apatite Miners Only' access sign at small parking area. Include small kiosk with trail map</p>			
	On Approach Roads	Users have repeatedly indicated that finding the park was initially a problem because the signage is non-existent.	<p>30. With Main Access at Garfield Road, install Official Business Directional Signs (obtained by permit from the State DOT) on 1. Hotel Road near Stevens Mills Road, 2. Minot Road near Garfield Road, 3. Garfield Road near main access.</p>			
	Other (Maps, Brochures, web etc.)	One brochure exists but it is outdated and not very clear. A new brochure/trail map would be very beneficial to park users.	<p>31. Provide park area map with user specified access points and well marked trail system in a format that is readable on the web.</p> <p>32. Reproduce this map with a brochure that gives park information including terms of use, history, etc. Make available at kiosks.</p>			
Recreation	Trails	TBD				

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	Ball Fields	The Ball Fields exist on MEARNG land causing conflicts between civilian and military use and limited the military's ability to fully utilize its land holdings for training.	<p>33. See possible solution for separating vehicular conflicts and prohibiting civilian entry to installation through Mt. Apatite Road.</p> <p>34. MEARNG and City should explore the viability of swapping land (i.e. MEARNG conveys ball fields to City and City conveys other non-restricted land holdings to MEARNG as part of their installation) OR</p> <p>35. City should begin the process of implementing the Comprehensive Plan policy that would consolidate all ball fields in one location (not at Mt. Apatite)</p>			
Management	Land Swap	The National Guard built the ball fields on their land for the City based on City's intent to replace the lost land. Due to environmental issues affecting the ball fields, the land swap did not occur.	36. The City and MEARNG should pursue the land swap discussion with the Army Corps of Engineers who serve as real estate agent for MEARNG			
	Land acquisition	The City and the National Guard want to be sure that neither facility is negatively impacted by future development in the area	37. The City should explore the feasibility of purchasing additional land			

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		that might cause conflict with the existing uses.	at the borders of the park to maintain its integrity and to provide a greater compatibility use buffer between adjoining land uses and the military installation.			
	Non-profit support	Mount Apatite Park has little to no capital improvement program or maintenance budget. Many public recreation areas have non-profit organizations to assist with fund raising for maintenance and improvement and to assist with some management activities.	38. The City should explore creating a “Friends” group or engaging a collaboration of existing non-profit groups with an interest in Mount Apatite Park to assist with fund raising for maintenance and capital needs			
	Mining improvements	Mount Apatite is nationally if not world renowned for its gem quality finds. Current rules prohibit motorized vehicular access as well as excavations beyond two feet in depth. This limits the ability of miners to realize the benefits of this mine site.	39. The City should explore a licensing process for miners which proceeds could be used to improve the park especially at mining areas. 40. The City should maintain current rules affecting access and depth of excavation but should consider the pros/cons of purposefully disturbing the tailings piles periodically to create more gem finding opportunities.			

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	Comp Plan/Zoning	TBD				
Communication	MEARNG/CITY	Except through this JLUS process there has been no mechanism to bring interest groups together with the City and Guard to discuss collaboration and problem solving involving use of both facilities.	<p>41. The City and MEARNG should meet at least quarterly to discuss progress on implementing the JLUS solutions.</p> <p>42. MEARNG should communicate with City when it intends to undertake physical improvement of major changes in operations at the facility.</p> <p>43. The City should inform MEARNG whenever planning efforts are undertaken that may affect operations at the training facility</p>			
	MEARNG/CITY/ OTHER GROUPS	Except through this JLUS process there has been no mechanism to bring interest groups together with the City and Guard to discuss collaboration and problem solving involving use of both facilities.	44. The City and MEARNG should collaborate at least once annually to bring interest groups together for a briefing session on changes by either party and to hear concerns or needs outlined by interest groups.			
OTHER						