

Proposed West Boardman Lake Trail

Qualitative Stakeholder Input Shared At Focus Group Meetings

Focus Group meetings related to the proposed West Boardman Lake Trail project were held during February 2016. The meetings were held in the BATA Board Room on Hall Street in Traverse City. A facilitator hired by TART Trails, Inc. guided the meetings and asked participants these questions:

- What do you like most about the Boardman Trail? Why?
- How are you using the trail, and how often?
- What do you like the least, or what needs improvement?
- What types of features or amenities should be added as part of the proposed new trail? What solutions can you suggest related to things that need improvement?
- Is year-round access important? On this section? The east side of the trail? The entire trail?

Focus group meetings were held with businesses, lake residents, trail users, volunteers, donors and long-time supporters, public safety and community health officials, and participants in Safe Routes to School programs. The following report summarizes responses from participants in each focus group category. All comments listed in italics are paraphrased responses from participants. Comments in quotations indicate exact words and terminology used during a focus group meeting.

What do you like most about the Boardman Lake Trail? Why?

Businesses

The trail connects people. It is easily accessible and free. It is gorgeous, and runs around a lake. The trail promotes health, getting outside, breathing fresh air. It connects businesses like Oryana, Right Brain, Filling Station, Logan's Landing on south end. It connects the businesses at both ends of the lake. Businesses want to locate by the trail. Apartments want to locate by the trail. The trail is mostly paved and easy to ride. This is an easy destination on bike, when visitors only have an hour, and it is family friendly. It is a safe connection for neighborhoods to get to library. The trail gives people a recreational (biking) alternative to going on Old Mission Peninsula. There is a connection to the University Center. There is an awesome existing bike/pedestrian bridge. You can walk to get a beer. You can have a connection without having to use your car. It relieves car traffic on streets. The trail provides opportunities for views up high and close to shore. The variety of trees and native species are enjoyed.

- *“Our employees use it to walk after work and on their lunch breaks. There is a social aspect for our staff.”*
- *“More traffic by the shops.”*
- *“Close to town.”*
- *“We give a lot of 5% discounts (to walkers).”*
- *“Community members, people who live close by, embrace it. There is a sense of pride.”*
- *“The bridge [north end] is one of the best parts and is probably and easy*

	<p><i>top 10 places to see in Traverse City.”</i></p> <ul style="list-style-type: none"> • <i>“Love the entire shoreline.”</i>
Lake Residents	<p><i>The trail provides access to downtown, the library, a park-like setting, waterfront, a canoe launch, and the area north to the bridge. There are undeveloped areas, pockets of wilderness and open space, hobo point with native species, a raspberry patch, and wildlife such as deer and coyote. The trail offers safe transportation to bike and walk, to commute to work or sailing class. A trail like this that is continuous without stop signs is especially helpful when you have small children and a bike trailer. You can experience “destination exercise” to the Library and Oryana. The trail is multi-generational and “is a surprise to many that don’t know that it is there.”</i></p>
Trail Users	<p><i>It is easy to forget you are in town. You can see the lake the entire time on the trail. You can enjoy the views of sailboats, children playing, and the bridge on the north end, open space, and hills. The trail is a safe place to commute across town, and stay off 8th Street away from cars. You can commute to your residence and to Goodwill Inn. On group runs, people like the ability to circle the lake. The new pavilion and water access on the northwest side is nice. You can enjoy the trail through the woods, the variety of the area, and a place for picnics. It’s nice for families, and to have access to businesses, such as the Right Brain Brewery and Filling Station. Appreciate restrooms’ availability. “It is the Central Park of Traverse City.”</i></p>
Volunteers	<p><i>The trail has views of the lake, and provides an opportunity to run in natural space and visit with nature. You can practice fitness and recreation with safe spaces to ride due to few intersections to stop. The trail is an east-west connector packed with people using the trail, with proximity to the library, Oryana, and Right Brain Brewery. You can meet many people that use the trail as a tourist destination. The trail is a jewel in the community, where you can find something special. It is great for local businesses in the area: North Boardman Lake/Depot, Logan’s Landing, Filling Station, The Kitchen. Businesses on the trail are doing well. You can find a place to rent a bike and ride for an hour or two; it is a safe and short distance. There is wildlife viewing of turtles, and birds, including migrating birds. The plant growth is a buffer and pollution filter for the lake.</i></p>
Donors and Long-Time Supporters	<p><i>The scenery and proximity to water is beautiful. It’s easy to access from the City and other spots. It’s a quiet place to walk and bike and go birding. You can access the Library, Children’s Garden, and Sailing Club. It’s centrally located. There is continued connectivity to other parts of the community, such as pickle ball at the old YMCA. It is very user-friendly for all ages and all abilities, wheelchairs, and strollers. There is a connection to the south to soccer fields and to Kingsley. The trail creates a network and health conscious opportunities. There are partnerships and collaborations between governments and non-profits, and public and private funding streams.</i></p> <ul style="list-style-type: none"> • <i>“An escape.”</i>

	<ul style="list-style-type: none"> • <i>"Boardman Lake was an afterthought growing up here. Now, it's featured."</i> • <i>"It shows the strength of the community to be able to build it."</i> • <i>"With its industrial history, you would not know it was there."</i> • <i>"It's another form of transportation."</i> • <i>"The trail is an economic driver. Not just this trail, but the whole system."</i> • <i>"It's a great link to the Nature Education Reserve."</i>
Public Safety	<p><i>The trail is beautiful and runs for miles. It is a quick route east-west for a police motorcycle to efficiently move across town. You can have decent contact with the public while on patrol. You can have positive public interactions with clients of Goodwill Street Outreach. The trail keeps people off the roads.</i></p> <p><i>One participant didn't find anything of value of the trail and didn't use it personally. There were also concerns about the level of maintenance work needed for the trail.</i></p>
Healthy and Safe Routes	<p><i>It is the most beautiful trail, with woods, and a beautiful bridge, and it is well maintained. The new paved section that goes up to 8th Street on the north-end connects to bars and restaurants. Pedestrians can feel special that they have a trail just for them. It is a kid-friendly trail with no crossings, which is a positive for safety. "The north end is functional and the south end is beautiful."</i></p>

How are you using the trail and how often?

Businesses	<p><i>People use the trail every day for walking, biking, dog walking. They use it for recreation and for transportation. There are neighbors who use it and also people who park and use it for recreation. Some people bring kayaks down near new launch. When customers visit their businesses and are looking for something to do, the trail is a place to send tourists.</i></p> <ul style="list-style-type: none"> • <i>"Our customers use it for both transportation and recreation, to pick up print jobs."</i> • <i>"A number of our customers and employees use it, year-round, to get to work."</i> • <i>"We have signs to direct parking; people are respectful of this situation and are making a day of it by connecting with our business and the trail."</i> • <i>"It is quicker than driving to get to meetings in the summer."</i> • <i>"People are using the trail to connect to Filling Station, Right Brain Brewery, and Rare Bird without using streets."</i> • <i>"I ski there when there is perfect snow."</i> • <i>"The Filling Station has outdoor tables specifically for people who have their dogs with them."</i> • <i>One participant used the trail every day in the summer for their business – a brew tour by bike and boat.</i>
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<p>Lake Residents</p>	<p><i>Participants in this group reported using the trail for exercise and walking the dog a few times per week. They also reported using it for transportation (walking and biking) a few times a week. They reported seeing tourists use the trail and said that they take visitors to the trail. They reported using the trail in all seasons.</i></p> <ul style="list-style-type: none"> • <i>“It is a direct route to the Filling Station.”</i>
<p>Trail Users</p>	<p><i>Participants reported using the trail for group exercise runs and to host races that use the trail for part of the route. They said that the trail is convenient to get to, and that they use the trail daily for fun or for exercise (running, cycling, dog walking), or for commuting to work or for errands. Some used the trail to get to destinations such as school and sailing class. Cyclists use it as a trail connection to get from one end of town to the other and continue riding in either direction south and north. Organizations use the trail to teach safe biking to children; the Ride of Silence starts on the trail.</i></p> <ul style="list-style-type: none"> • <i>“Best place to run or walk.”</i> • <i>“The loop will add variety.”</i>
<p>Volunteers</p>	<p><i>This group of participants reported using the trail once or twice a day to walk, hike, bird watch, or bike. One participant reported commuting to work at the Children’s Garden by the library. This group brought up the opportunity for year-round bike rentals.</i></p> <ul style="list-style-type: none"> • <i>“I carry pruning shears in my bike bag to help clean up the trail.”</i> • <i>“You can go for a walk and jump in the lake for a swim in the summer.”</i>
<p>Donors and Long-Time Supporters</p>	<p><i>This group reported personal and event uses of the trail. Some reported it daily use as a bike-commuting route. They reported seeing lots of dog walking. One participant shared information about the involvement with Access to Recreation and programs that support Universal Access, like the projects at the Library and near the upper section of the trail. One participant reported using the trail less frequently.</i></p> <ul style="list-style-type: none"> • <i>"I personally don't use it to commute, but a lot of Hagerty employees do."</i> • <i>"A transportation route from my home to Oryana."</i> • <i>"I take my grandson down in his stroller to go for a walk."</i> • <i>"My wife and I use it to bike to the valley and to get down to Sabin to watch waterfowl."</i> • <i>“We use it for the Zombie Run - 1,400 people, once a year.”</i> • <i>"Not my first spot, but I bike it 4-5 times per year."</i>
<p>Public Safety</p>	<p><i>This group reported that there have been about ½ dozen law enforcement calls “of any significance” in the last 5 years. There have been “minor calls about drinking or rude comments” that happen more often. They reported that members of the public are jumping off the bridge. In the spring/summer about 20 to 50 people experiencing homelessness who sleep around the trail area and around the lake.</i></p>

Healthy and Safe Routes	<p>Participants reported using the trail for recreation and commuting.</p> <ul style="list-style-type: none"> • "I run the trail about 20 times/year." • Commute on the north-end, or complete a partial run. • Commute to Traverse Area District Library. • "To have a loop will be more exciting for the kids."
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What do you like the least or what needs improvement?

Businesses	<p>Participants identified a need for better signage and wayfinding. They suggested signage that suggests that bikers walk their bikes, or slow down in certain high traffic areas. They also cited poor dog walker etiquette and people not cleaning up after their pets. They noted that it was a challenge to clear footbridge of snow (has to be done by hand) and it is slick in the winter. Security at night was mentioned and ideas were shared including emergency phones and lighting. The group identified maintenance issues and shared ideas about volunteer and friends groups.</p> <p>Participants said that the bridge on the south end was built for pedestrians and there is conflict between pedestrians and bikes. Can the bridge be replaced?</p> <p>There was concern about criminal activity at the south end shops, and the many homeless people. Business owners did not see a solution to this, but some said that more use when the trail is complete might help the situation.</p> <p>They shared that was difficult to guide guests from Clinch Park to Sabin Dam, and that people are lost when they get to Logan's Landing and don't know how to navigate the parking lot and buildings to get to the light at South Airport Road. "The trail just ends and you don't know where to go."</p> <p>Any new sidewalks at the south end will need room for walk, bike, and sit. Other observations and suggested improvements: the current trail has some sharp turns at the south end that are dangerous, roots are coming up through the pavement, and the northern parking lot is underutilized.</p> <ul style="list-style-type: none"> • "The trail loop needs to be completed." • "There is a lot of user confusion at the connection of the trail, Hull Park, and near the Filling Station." • "Work with groups like library, The Nature School on history, natural buffers, and interpretation." • "Add trash receptacles and a way to empty them." • How do you keep the trail from overuse and impact that is harmful to the area? • If the trail comes through the private property with there be requirements that the landowner will have to meet?
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<p>Lake Residents</p>	<p><i>Brush could be cleaned up; it is too thick in some areas and is unsafe where homeless camp. How can we partner with the Goodwill Inn to help with the homeless concern? It is difficult to get through south of Fourteenth Street neighborhood to the trail, and access to the trail, in general, is difficult. Lighting would be helpful to support safety concerns.</i></p> <p><i>There is bird waste on the new dock at the North West area and tree roots are coming through the pavement. There is vandalism, spray-painting. One person shared that there is some sealant that can be used that prevents spray paint from sticking.</i></p> <p><i>Erosion is a concern. In many places the water isn't far from the trail. Will there be an issue when the dams are removed and the water level?</i></p> <p><i>There was a request for more garbage cans and dog waste stations and a suggestion that area businesses could sponsor the stations. How to delineate between public and private parking where the apartments and condos are locate? The new section wasn't high quality during implementation. This could have been much better during construction.</i></p>
<p>Trail Users</p>	<p><i>Multiple people would like to have winter access and for it to be plowed. Ice gets built up on the bridge, and they avoid during winter. Blacktop has rough spots where roots are coming up and create trip spots.</i></p> <p><i>A wider trail would be useful, so there is adequate room for all users. The long rowing boats at Hull Park crossing the trail could cause some issues with bikes coming around the corner.</i></p> <p><i>Participants avoid some of the trail where the homeless gather. Larger groups of homeless men drinking can be intimidating to women and children.</i></p> <p><i>Dogs are often off leash in Hull Park and the southeast side. Dog waste on trail is an issue, especially at snowmelt. Goose waste is also an issue. Parking is a barrier – "Where do I park?"</i></p>
<p>Volunteers</p>	<p><i>People can't find the trail. This group suggested a trail map that zooms into the area. Provide a map that zooms into the area and includes only trails and roads to help you find the trail and where you are located. Some of the TART maps are busy or don't zoom in so that you can really understand where you are located and where you want to get. The signs are getting better, but could use more that show the ways to restaurants and trail entry and access sites. The crossing at Woodmere across from the library is unsafe. People are lost at the library, water treatment plant, and the restaurant, Filling Station. The connector by the library, garden store, towards the water treatment plant and business Side Traxx needs work to look like a trail. Currently it is difficult to know where the trail is located vs. the roads and parking lots. Perhaps a large overhead entrance sign that says, "Welcome to Boardman Lake." Make the crossing at the railroad more obvious. The stop signs at the City-owned water plant don't</i></p>

	<p><i>make sense.</i></p> <p><i>There is a bottleneck on the trail at the sailing house and visibility is not good at that corner.</i></p> <p><i>Safety at night is a concern due to homeless in the wooded areas. It can be intimidating if you are a woman walking alone by large groups of men.</i></p> <p><i>The trail is overgrown; prune to see the lake. There needs to be a flow to the trail, with no “crazy stop signs, crazy hills, or overgrowth of plants” that impact vision. The steep areas where the trail descends down to a stop sign can be dangerous for children.</i></p> <p><i>People need a safe way to get across the south end of the lake; keep people off South Airport Road. The ¼ mile of decking will need work in the southeast corner soon. The trail to Art Van is steep and will need maintenance. There is a very sharp turn by South Airport Road. There are aggressive swans by Logan’s Landing with bird waste on the trail.</i></p>
<p>Donors and Long-Time Supporters</p>	<p><i>At the southern end, the boardwalk has an extreme angle. "My wife and I had an accident here. It's a narrow, tight intersection and there is a blind spot. I flipped over my handle bars and she broke her arm."</i></p> <p><i>Concern was also expressed about traffic at S. Airport Road (short light, no bridge), lighting, need for community policing, inconsistent surface quality, the location of the water treatment plant, graffiti, safety/presence of homeless men/camp sites, the lack of bathrooms, the lack of signage (including welcome and wayfinding), and the lack of a "real destination" on the south end/quality of the park on the south end.</i></p> <p><i>Additional challenges identified were: Complexity of governance, how much to pay (cost of development and maintenance and replacement), long-term sustainability, and the lack of connection with the rest of the TART system.</i></p>
<p>Public Safety</p>	<p><i>Concerns and needs expressed included access to the trail on the east side of the lake where it is difficult for equipment to add asphalt. There are groups of children, smoking weed, and behaving with other conduct that is not appropriate.</i></p> <p><i>The homeless are usually not to blame for inappropriate conduct and generally like to be left alone. The trail needs to accommodate space to turn equipment around, or new equipment will have to be purchased. The growth between the trail and the water is over grown and creating camps for the homeless. The signs are vandalized.</i></p>
<p>Healthy and Safe Routes</p>	<p><i>Sharp turns at the southeast end are not built for bikes. It doesn't feel safe at south end to cross at light to get to the other side of South Airport Road. It is difficult to get to library and have to walk bikes across the railroad tracks. Maybe add a low fence so you know it is not a good place to cross. You don't know</i></p>

	<p>where the trail is in the Depot area. Add more signs, such as distance markers, and how to get to amenities along the trail.</p> <p>The east side is perfect – the woods, the beauty. It would be helpful to have access to the neighborhoods on the east side of the trail.</p> <p>The decking is not safe on bike when it is wet and when traveling by bike under the bridge on the north-end there are some sharp corners. Wood structures in the middle of trail are not safe. Pruning is good.</p> <p>Why are the restrooms not open in the winter? There are winter users that still could use these amenities.</p>
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What types of features or amenities should be added as part of the proposed new trail? What solutions can you suggest related to things that need improvement?

Businesses	<p>Features suggested included: Fitness stations, an edible trail, historic "points of interest," rest areas at hilly spots, a fishing dock, lookout areas, wayfinding and educational signage, parking along the west side, emergency phones, a natural pavilion, boxes/tubes for donations, lighting, a playground at Hull Park/a place where families can picnic. Additional trail features that were shared included: a heated trail, connections to the potential Boardman lake Avenue, connects with 8th Street, connections with the East Bay/State Park are trail users, the importance and "magic" of access to the water, and of having a trail along the water ("as close to the water as you can get it"). Challenges identified: Grade/slope issues, and "some neighbors don't want the trail nearby."</p> <p>There was interest in adding signs to help trail users find their way once they reach Logan's Landing area and the County Park. "The trail just ends." It was suggested that there is no reason to wait for the loop to be completed to add signs. Other ideas included: a redo of the ramp, use pavement for the new trail.</p> <p>There was discussion about the cost of lights and if solar would be possible. If the cost is really high, put lighting further down the list of future amenities.</p> <p>There needs to be more kayak landings and access to the water.</p> <ul style="list-style-type: none"> • "The area down from Right Brain Brewery is a mess and difficult to get to the water." • "Keep it simple – don't need gazebos or extra bathrooms." • The group had many business ideas for Logan's Landing including a bike shop, brew pub, and a home for TART. "Why not have TART on the TART trail?" Logan's Landing could be an information destination about the river valley and the recreation in the area.
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Lake Residents	<p><i>More benches and mile markers. More restrooms or even an outhouse. Encourage access for swimming. The loop trail could connect the neighborhoods on east and west sides of the lake. Make a connection to the south of town and South Airport Road. This trail is a main route for transportation.</i></p> <p><i>Additional ideas:</i></p> <ul style="list-style-type: none"> • <i>Add observation decks and an interpretive trail, including in the swamp area.</i> • <i>Use historical photos to tell a story.</i> • <i>Add signs from water on how to get to destinations, such as Right Brian Brewery.</i> • <i>Use the sailing house as a warming hut in the winter.</i> • <i>Potential opportunities at the NMC campus, and Logan’s Landing business development, such as a dog park at Logan’s Landing.</i> • <i>The 6 acres for sale could be a natural area.</i>
Trail Users	<p><i>Consider education to the community about the homeless population. More restrooms and drinking water access, such as water bottle filling stations, with dog water bowl at the bottom. Dog waste stations - perhaps a pet related business would sponsor the cost of the station? Add more benches, places to rest and pull the bikes off the trail.</i></p> <p><i>Add lighting for safety – what is the right amount? Consider lighting by NMC and Sara Lee, not by residence.</i></p> <p><i>Keep the trail natural – too many access points might not be a good thing. Add observation decks down by the college.</i></p> <p><i>Access to the trail is difficult or not known from various directions. Crossing at the light at 8th and Woodmere. The library is not set up to access the trail, with the entrance to Hull Park actually at Hannah, but there are no signs to help you understand the route. Many people ride through the Depot parking lot because there is confusion over trail connections. Add signs – where to park and intersections with other trails, reminder to keep dogs on a 6 foot leash, distance makers, collision concerns at certain spots, and etiquette signs on how to walk/bike.</i></p> <p><i>Parking is limited for folks that can’t run or ride to the trail. The library parking lot and sailing organization area fills up.</i></p> <p><i>Consider speed limits on the trail. Cyclists using the trail as a connection can reach speeds of 22 to 24 miles per hour.</i></p> <p><i>Additional observations and questions:</i></p> <ul style="list-style-type: none"> • <i>We need more TART Ambassadors. “How often are they out there? What are the parameters for the railroad tracks? What could be available for public use? What are the plans for the Railroad “Y”?”</i>
Volunteers	<p><i>Add a crosswalk/stop for pedestrians to the crossing on Woodmere. Add lighting for</i></p>

	<p><i>certain hours of the night. The light should be soft, LED and/or solar. Add a call button for safety. More people on a loop trail might help with safety.</i></p> <p><i>Design for plowing on the trail.</i></p> <p><i>Connect from the business Filling Station across to BLT, but how do you cross the railroad tracks? Bridges over Boardman River at southeast and southwest areas of the current and future trail.</i></p> <p><i>Keep it natural and not a lot of development. The DNR has a plan for swans. Docents could lead history tours with photos posted along the way. An interpretive tour. The trail is a market for TART with guided tours. Connect with schools.</i></p>
<p>Donors and Long-Time Supporters</p>	<p><i>The connection on the west side is a solution that will increase trail activity and "decrease scariness." Make it attractive. Add lighting to dark spots.</i></p> <p><i>Add restrooms - "at least one on south end, or maybe by NMC" and drinking fountains.</i></p> <p><i>Create a better crossing at S. Airport/tunnel to get to destination and activities at old YMCA (outdoor tennis, gym, pickle ball).</i></p> <p><i>Get long-term commitments for collaboration, particularly from government. Secure sustainable funding for replacement but also for management and maintenance.</i></p> <p><i>Have better, clearer access to trail system - signage, entry points, entry design and markings at places like Oryana, Library, 8th Street, Right Brain Brewery, Center Street, Filling Station. For new trail area, add places where you can sit in the shade.</i></p> <ul style="list-style-type: none"> <i>• "Cops on bikes"</i> <i>• "Explore a joint trail authority for maintenance, seeking public and private funding."</i> <i>• "Create an affordable scenic route."</i> <i>• "Make it attractive and efficient."</i> <i>• "Add public art."</i> <i>• "Logan's Landing has the potential to create a destination."</i>
<p>Public Safety</p>	<p><i>Have more police bike patrols. The police that were trained to bike patrol have moved into other types of work and currently there are no police assigned to bike patrol, but more may be trained.</i></p> <p><i>Two main things for safety were conveyed: clear out the brush and prune so you can see through to the lake, and add lighting so people using the trail can see their surroundings. Lights could be solar, LED, and shine straight down as not to cause too much light pollution.</i></p> <p><i>Remove some trees that are ruining the pavement. Add turnaround areas for maintenance equipment, such as asphalt repairs, snow blower, and mower.</i></p>

	<p><i>Add trashcans that don't burn, a camera at the bridge to deter bridge jumping, and emergency access to picnic areas.</i></p> <p><i>Housing opportunities are needed. Could future campaigns to build the trail also support funding to support housing for the displaced people experiencing homelessness? The goal is to not have anyone living on the streets or in camps along the lake. Transportation north and south to Goodwill Inn is a positive.</i></p> <p><i>Add a water fountain.</i></p>
Healthy and Safe Routes	<p><i>Add a line on the pavement in certain areas to help give visual cues to stay to the right. Create access to water on the east and west for people to be able to fish and appreciate the lake. Connect to NMC, BATA, and businesses on the west side, including the doughnut shop and a walkway under South Airport Road to safely cross the road. Create the trail as a safe place to connect for commuting around town. "Make it useable." Add some lighting to make it more inviting and feel safer. Homeless camps should not be allowed.</i></p>

Is year-round access important? On this section? On the east side of trail? The entire trail?

Businesses	<p><i>Some businesses said the trail needed to be cleared and maintained because of the potential for daily commutes. Others would place snow removal at the bottom of the maintenance list. They would rather see the trail with to test out business opportunities for fat tire bikes, cross-country skis, and snowshoes. Several participants said it would be a challenge to determine which sections would be used for commuting until after trail was built.</i></p> <ul style="list-style-type: none"> • <i>"Definitely yes - our staff use it every day."</i> • <i>"Hate to take away the recreational ski potential."</i> • <i>"Need to gather data on commute potential for west side - could this side primarily be a ski trail?"</i> • <i>"Probably will be a running route."</i>
Lake Residents	<p><i>Participants reported using the trail in the winter and would like to see it plowed year round and the entire loop. "How do you plow when you aren't supposed to use motorized vehicles? "</i></p>
Trail Users	<p><i>Participants in this group suggested clearing the north end in the winter to support people commuting across town. If the trail was cleared in the winter it would be used for group runs in the winter. Currently people run in the streets. Participants were interested in winter access (plowed, not groomed) and only as much as is feasible with available funding.</i></p>

Volunteers	<i>This group suggested year-round access plowed down to pavement, or ½ plowed and ½ groomed for skiing. Grooming might not work because of the amount of urban traffic. Would like to see the entire route plowed, or at least the commuter routes.</i>
Donors and Long-Time Supporters	<p><i>Have year-round access, on the entire trail, for all non-motorized uses. The group shared that this was a governance and design issue and that there should be enough room for everybody. Several people in this group felt that the trail functioned more as a recreational trail than a transportation/commuting trail. One person mentioned the importance of building a "walking community" including the role the trail played in giving people a place to walk to services and shopping.</i></p> <ul style="list-style-type: none"> • <i>"Most uses will be walking."</i> • <i>"There still could be a ski trail for a few days a year - just communicate this on signs."</i> • <i>"Keep it natural and do not plow."</i> • <i>"I am more concerned with sidewalks being cleared than the Boardman Lake Trail."</i>
Public Safety	<i>Law enforcement doesn't usually access the trail in the winter and isn't concerned about any increases of needed to access the trail because of a loop trail available year-round. Having the trail available year-round would be positive for the community. There are questions about how to maintain the trail. There has been some discussion between city, county, and township to work together and create a contract to take care of sidewalk and trail plowing and general maintenance. Each entity would pay a portion of the contract.</i>
Healthy and Safe Routes	<i>Yes, would use the entire loop trail year-round if plowed.</i>