

**Logan Lake Community Forest**

**District of Logan Lake**

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# Logan Lake & Area Trails Strategy

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ASSOCIATES

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Logan Lake & Area Trails Strategy

DRAFT

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# EXECUTIVE SUMMARY

To be completed in final draft.

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# 1 INTRODUCTION

The District of Logan Lake (DLL) is a community of 2,255 residents (2021) located in the Highland Valley of British Columbia's Southern Interior. The DLL's primary industries are mining and forestry, and its economy and community share close ties with its neighbouring communities, Kamloops and Merritt. The area boasts a variety of outdoor recreation opportunities, scenic beauty, and a low cost of living, making it an attractive community for young families and retirees.

The Logan Lake Community Forest (LLCF) is managed on behalf of the community. Although the primary focus is on forestry activities, the community forest also provides a wide range of economic, ecological, and recreational benefits. The LLCF has led and supported trail initiatives, including the Mimi Falls Trail and off-road vehicle (ORV) trails, such as the Logan Lake Connector and Jacks Lake Trail.

The existing trail network around Logan Lake is a prized community recreation asset. The network includes a wide variety of experiences, ranging from gentle community pathways to purpose-built XC ski and mountain bike trails to multi-day motorized excursions. Trails in and around Logan Lake are maintained and developed by different levels of government, the LLCF and by passionate volunteer-led organizations.

Trails promote economic activity in rural communities by supporting recreation tourism and contributing to resident retention. Trails can play an important role in Logan Lake as the DLL looks to diversify its economy. Trail development in the area has historically been linked to industry, with current and historical forestry and mining roads providing access to new terrain.

With trails playing a vital role in both the quality of life of Logan Lake residents and the DLL's ambitions for a more diverse local economy and community vibrancy, the community is working to expand and improve its trail network. By focusing on curating a collection of well-built, well-maintained trails and adapting the network to accommodate changing trends in recreation, the DLL and LLCF are looking to engage community partners to provide exceptional year-round outdoor recreation experiences while building a more resilient local economy.

## 1.1 STRATEGY AREA

The strategy area is bounded by the Highland Valley Copper Mine in the west, the Face-Paska community in the East, the rural community of Cherry Creek in the north, and Mamit Lake in the south. The strategy's geographical extent largely mirrors the areas of the strategy's four ORV networks as designated by Recreation Sites and Trails BC (RSTBC), but also includes Tunkwa Provincial Park and lands southeast of the Logan Lake Townsite.

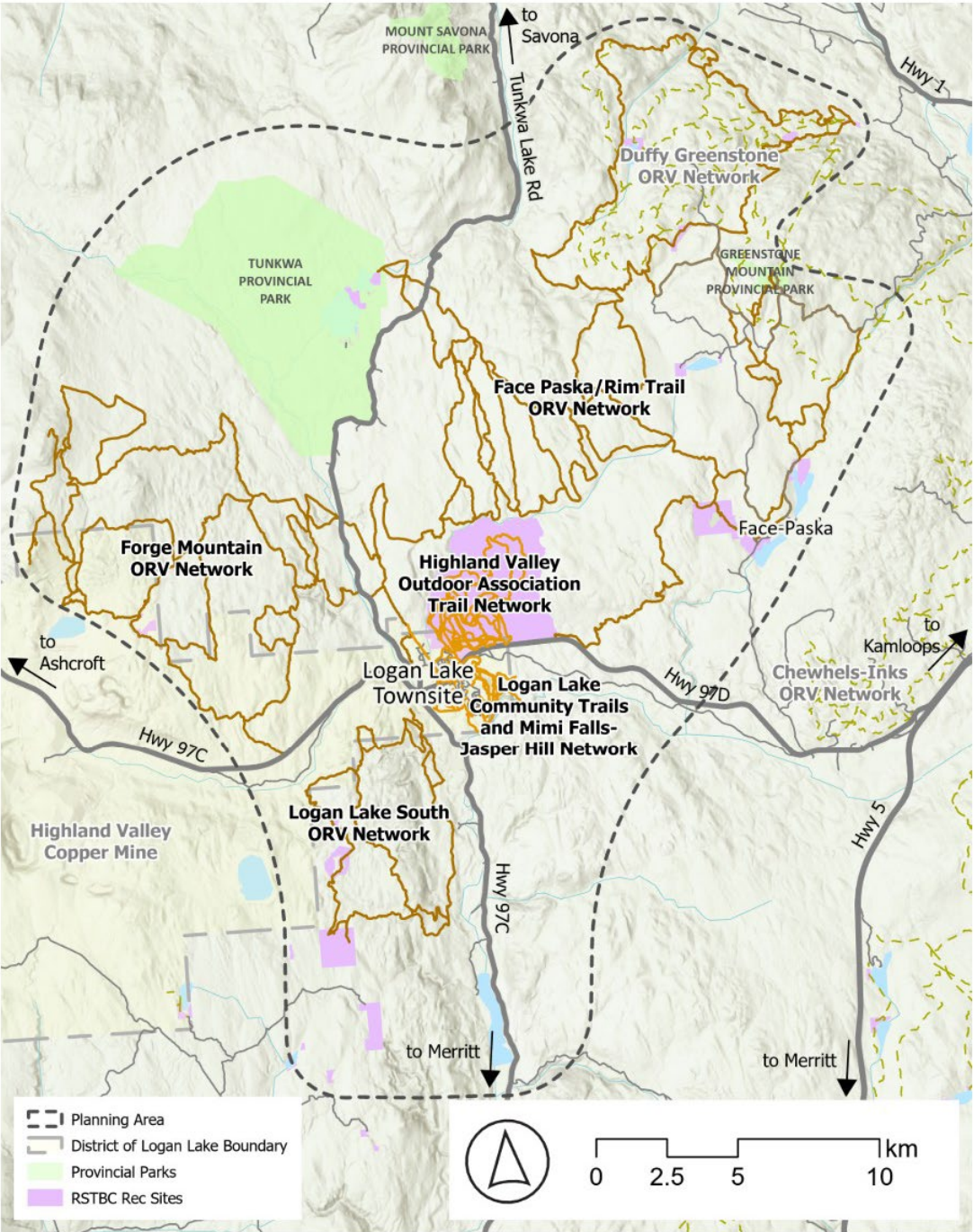


Figure 1 Planning area of the Logan Lake and Area Trails Strategy.



## 1.2 PURPOSE OF THE STRATEGY

LLCF, in collaboration with the DLL, is developing the Logan Lake & Area Trails Strategy to outline the strategic direction for trails in and surrounding the DLL over the next 15 years. The planning process will involve inventorying and assessing trails and supporting amenities, reviewing past and current planning initiatives, and collecting and incorporating community input to identify challenges and opportunities for the future. With these elements considered, the resulting strategy outlines the vision, goals, and recommendations to provide a practical and actionable way forward, with clear recommendations for projects that are actionable by the LLCF, community, and partners, all framed to best leverage future funding opportunities.



*Logan Lake Community Trails*

## 1.3 PROJECT PROCESS

The Logan Lake & Area Trails Strategy process included the following phases:

- Phase 1 – Inventory and Analysis: The project began with discussions with DLL and LLCF staff, background research, examining relevant planning documents and regulations, and reviewing and mapping the inventory of trails and supporting amenities.
- Phase 2 – Engagement Round 1: This phase introduced the project to the community to understand their values and priorities, and identify challenges and opportunities for trails in and around Logan Lake.
- Phase 3 – Draft Trails Strategy: This phase took the information assembled in the first two phases to create a Draft document, including the Strategy’s vision, goals and recommendations.
- Phase 4 – Engagement Round 2: This phase involved presenting the Draft Strategy, including its vision, goals, and recommendations, to the community in order to collect feedback.
- Phase 5 – Draft and Final Trails Strategy: This phase involved reviewing the Draft Strategy to develop a Final document. This included adding the Strategy’s implementation plan. The Final Strategy was presented to the District Council for approval.



Figure 2 Logan Lake & Area Trails Strategy timeline.

## 1.4 STRATEGIC FRAMEWORK

Several plans, policies, and bylaws influence the use, planning, and development of trails in the Strategy Area. The summary below highlights these documents and their significance to the Strategy. Many of the recommendations and initiatives raised in these documents have been integrated into the Strategy.

### District of Logan Lake Official Community Plan (2010)

The Official Community Plan (OCP) is an overarching planning document that guides the growth and development of the District of Logan Lake over a 30-year period. The document includes a mission statement, guiding principles, and policies. The OCP notes economic diversification as a driving principle of the OCP and recognizes the development of outdoor recreation and trails as a strategy to work towards diversification. The OCP includes policies to:

- Expand the multimodal trail network throughout the community to support transportation and economic development objectives;
- Establish new trailheads near the community's centre;
- Develop partnerships to build and maintain trails outside of the DLL's boundaries;
- Recognize the importance of lands designated for outdoor recreation activities; maintain the community's existing XC ski trail network, and
- consider trails in future land development activities.

### District of Logan Lake Strategic Plan (2023-2026)

The Strategic Plan 2023-2026 outlines six strategic focus areas that the DLL wishes to target to work towards the objectives of the OCP. The Strategic Plan's third focus area is 'Promote Diversified Economic Development', which includes promoting multi-use trails and ATV access to the DLL's centre under action item 2 'Promote "Discover Our Nature"'.

### District of Logan Lake Economic Development Strategy (2014)

The Economic Development Strategy identifies actions the DLL can take to improve the future economic prospects of the community. The Strategy identified recreation opportunities as one of the DLL's greatest strengths for attracting and retaining residents. The Strategy also identified recreation tourism as an opportunity for creating economic growth. Strategy 4.1.2 of the document advocates for the creation of a 'Community and tourism assets inventory' to better track and manage community recreation assets, for example, trails.

### District of Logan Lake Active Transportation Network Plan (2025)

The Active Transportation Network Plan (ATNP) makes recommendations to enhance active transportation – i.e., human-powered modes of transportation such as walking and cycling – that focus on connectivity, safety, and quality of life. Trails are discussed in the engagement results, which include requests for more cycling trails south of the highway, improved signage, and better cycling connections to trailheads. The ATNP also identifies missing links within the DLL's in-town trail system (Figure 3).



Completing these links as recommended will enhance access to the community’s hiking and mountain biking trails and would align with the goals of the Trails Strategy.

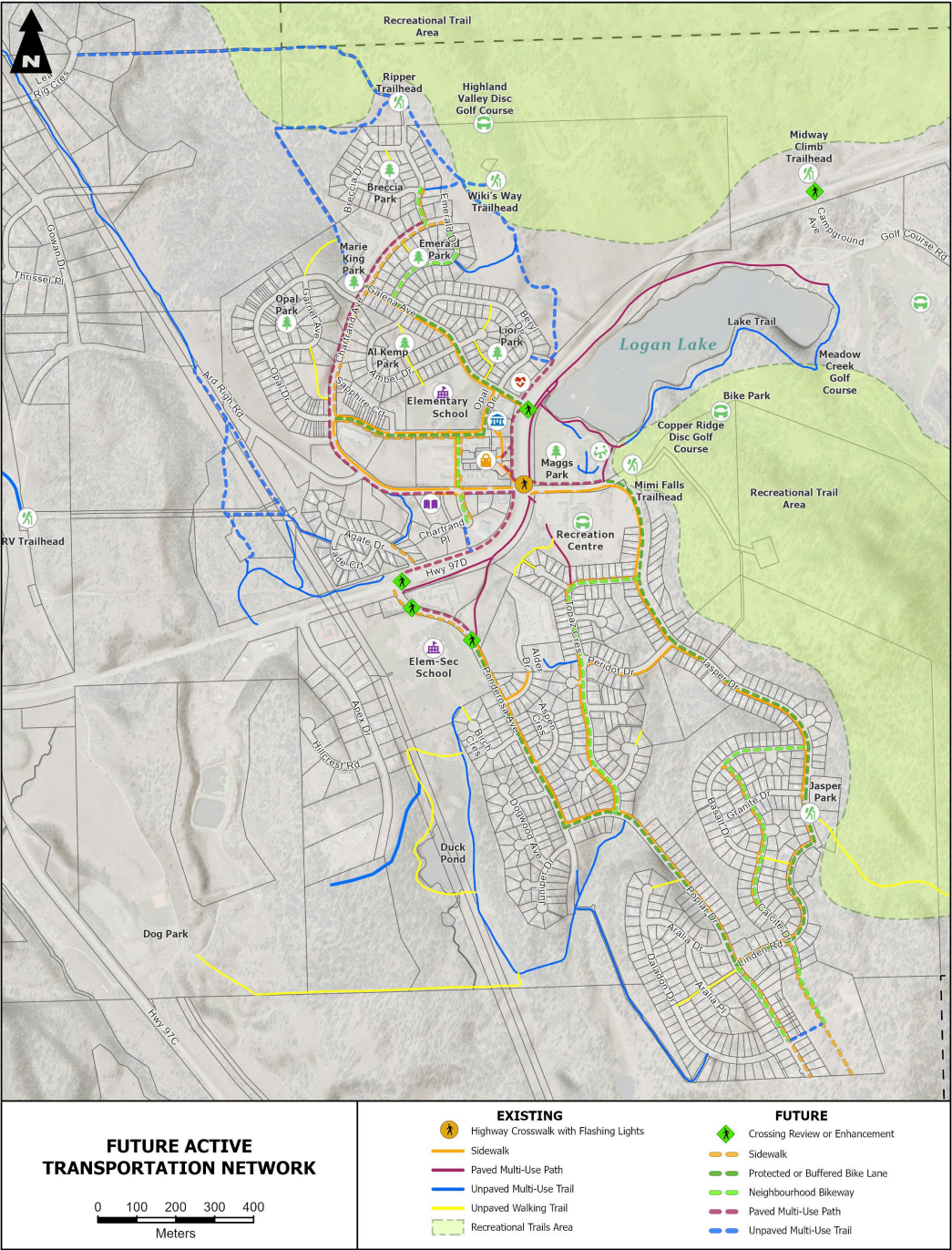


Figure 3 The District of Logan Lake's Future Active Transportation Network, as proposed in the 2025 Active Transportation Network Plan.

### **Logan Lake Community Forest Management Plan Update (2015)**

The Management Plan Update outlines the management objectives of the LLCF, among them, considerations for the management of recreation and tourism resources. The Plan also acknowledges the LLCF's contributions to community organizations that support outdoor recreation in and around Logan Lake, including the Highland Valley Outdoor Association.

### **Highland Valley Outdoor Association Strategic Plan (2022)**

The Strategic Plan outlines the Highland Valley Outdoor Association's (HVOA) vision, purpose, and strategic outcome for the five-year term of 2021-2025. The Plan outlines strategic objectives related to trail development in the HVOA management area. The Plan also includes other strategic objectives, including exploring partnership strategies, target membership rates, and acquiring new maintenance equipment.

### **Thompson-Nicola Regional District Regional Growth Strategy (2013)**

The TNRD Regional Growth Strategy outlines the vision, goals and recommendations intended to coordinate the efficient use of land, public facilities, services, finances and other resources in the Regional District over a 25-year term. Considerations related to trail development in the Strategy include preserving utility corridors for the use of regional trails, encouraging the development of ecotourism, and developing an open space planning framework to establish parks, rec sites, and greenways throughout the region.

### **Thompson-Nicola Regional District Parks and Trails Strategic Plan (2025 – DRAFT)**

The Draft TNRD's Parks and Trails Strategic Plan outlines the vision, goals, and recommendations to manage regional district parks and trails in the TNRD. The Plan advocates for further trail development in Electoral Area "I", which borders the DLL. The plan advises several recommendations to support trail development across the TNRD, including offering support resources for community recreation organizations that build and maintain trails, establishing subregional trails working groups, developing partnership agreements to deliver parks and trails across the region, and creating a regional trails classification system and signage strategy.

### **District of Logan Lake All Terrain Vehicle Regulations - Bylaw 722 (2012)**

This bylaw restricts the public use of all-terrain vehicles (ATVs) within the municipal boundaries of the DLL. The bylaw outlines the regulations and applicable fines for violators.

## 2 CONTEXT AND BACKGROUND



## 2.1 FIRST NATIONS

The District of Logan Lake is located on the traditional unceded territories of the Nlaka'pamux, Secwepemc, and Syilx Nations. The Nlaka'pamux First Nation contains 16 Indian Bands, including member Bands of the Nlaka'pamux Nation Tribal Council and the Scw'exmx Tribal Council, as well as six unaffiliated Bands. The Secwepemc Nation includes 17 member Bands, with the Skeetchestn and T'kemlups most likely to provide input in the Strategy Area. The Upper Nicola Band is one of the 7 member communities of the Syilx Nation, as well as part of the Scw'exmx Tribal Council. They are the Syilx Band most likely to provide input in the Strategy Area. Both the Lower Nicola Indian Band and Cook's Ferry Indian Band have reserves within or adjacent to the Logan Lake District Boundary.

## 2.2 COMMUNITY PROFILE

The District of Logan Lake (DLL) is a district municipality located roughly 40 kilometres southwest of Kamloops and 40 kilometres north of Merritt in the Highland Valley of British Columbia's Southern Interior. Most of Logan Lake's 2,255 residents (2021) live in the Townsite, located just west of the BC Highways 97 C and D junction. The DLL's primary industry is copper mining, with the nearby Highland Valley Copper Mine (HVC) employing roughly 1,400 people. The DLL's population grew by 13.1% since 2016, showing a faster growth rate than both the TNRD (8.3%) and British Columbia (7.6%). The DLL's population has fluctuated in the past, primarily due to staffing levels at HVC, but has not grown beyond its 1981 peak of 2,637 residents. Highland Valley Cooper has recently received permits for a planned mine extension that would keep operations going into the 2040s.<sup>1</sup>

The DLL's population has a higher proportion of seniors 65 years of age and older (33.0%) than both the TNRD (22.6%) and BC (20.3%). It also has a lower workforce participation rate (45.4%) than the TNRD (60.3%) and the province (63.3%), and a lower median household income of \$66,500 versus \$82,000 and \$85,000 for the TNRD and province, respectively. These are typical of communities with higher-than-average retiree populations. The DLL's population has a similar proportion of children and youth 14 years of age and younger (15.1%) to that of both the TNRD (14.6%) and BC (14.3%).

The DLL's population is primarily European in origin, with only 30 residents (<1%) identifying as part of a non-Indigenous visible minority. Of the DLL's 2,255 residents, 240 reported some form of indigenous ancestry.

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<sup>1</sup> [BC Gov News](#)

## 2.3 GEOGRAPHY AND CLIMATE

The Highland Valley, an upland region of BC's Southern Interior, is bounded by the Nicola Valley to the east, south, and southwest, and the Thompson River Valley to the north and west. At an elevation of 1,119 meters above sea level, the DLL sees colder average annual temperatures than its neighbouring communities of Kamloops and Merritt, while experiencing slightly higher annual precipitation.

Dry-land interior forests largely cover the Highland Valley, but the landscape also includes savannah-like grasslands, aspen parkland, and areas of dense spruce forests at high elevation. Like much of Interior BC, the dry forests of the DLL are prone to regular wildfires. In 2021, the Tremont Creek Wildfire burned more than 35,000 hectares of forest north of Logan Lake but was held just short of the townsite.

## 2.4 KEY INTEREST HOLDERS

### Logan Lake Community Forest

The Logan Lake Community Forest Corporation (LLCF) manages a Community Forest Agreement on behalf of the District of Logan Lake and its surrounding communities. The LLCF tenure area overlaps the HVOA recreation tenure area north of the town, with the LLCF collaborating with the HVOA on fire salvage and forest and trail restoration following the Tremont Fire in 2021. The LLCF has supported the planning and construction of new ORV trails in and adjacent to its license area. The LLCF also worked to establish the Mimi Falls Trail in partnership with the DL and Lower Nicola Indian Band.

### District of Logan Lake

The District of Logan Lake (DLL) manages the community's active transportation infrastructure, including its network of multi-use trails in and around the Logan Lake Townsite. DLL is also responsible for promoting trails and outdoor recreation in the region, and operates the Logan Lake Municipal Campground. The DLL coordinated the establishment of the Mimi Falls Trail.

### Highland Valley Outdoors Association

The Highland Valley Outdoors Association (HVOA) is a volunteer-run organization that oversees the maintenance of 36km of recreation trails, as well as other recreation amenities such as a disc golf course and a gun range. The HVOA's trails and amenities are in the Logan Lake Recreation Area, a provincial recreation site directly north of the Logan Lake Townsite. Trails include a mix of multi-use trails, designed primarily for cross-country (XC) skiing, and singletrack trails for hiking, mountain biking, snowshoeing, and fat biking. The HVOA is responsible for grooming and track-setting XC ski trails and operates a 2km illuminated loop for night skiing.

### Logan Lake ATV Club

The Logan Lake ATV Club (LLATVC) is a volunteer-run member club of ATVBC. This province-wide organization advocates for off-road vehicle (ORV) users by promoting safe, responsible, and environmentally sustainable use of ORV trails across British Columbia. The LLATVC oversees the

maintenance of several RSTBC ORV trails and supporting amenities in the region. The LLATVC hosts group rides and social events, including an annual Poker Ride, which draws ORV enthusiasts from across BC.

### **Logan Lake Ranch and Country Club**

The Logan Lake Ranch and Country Club is a private establishment offering horse boarding and riding facilities, situated just south of the Townsite along Hwy 97C. Members can access Crown land trails from the facility.

### **RSTBC**

Recreation Sites and Trails BC (RSTBC) is a branch of the Ministry of Environment and Climate Change Strategy that authorizes and manages rec sites and trails on Crown lands in British Columbia. Many RSTBC trails and rec sites are maintained through partnership agreements with recreation organizations. For example, the HVOA maintains the trails in the Logan Lake Recreation Area. In addition, the LLATV Club and LLCF both have agreements with RSTBC to support the maintenance of the region's ORV trails.

### **BC Parks**

BC Provincial Parks manages Tunkwa Provincial Park, which contains a small network of trails, namely the Leighton Lake Trail, as well as an ORV staging area and campground. Mt. Savona and Greenstone Mountain Provincial Parks are popular destinations for ORV users in the region.



*Paska Lake Recreation Site*

## 3 CURRENT STATE

### 3.1 TRAIL NETWORKS

The following describes the trail networks within the scope of the Logan Lake and Area Trails Strategy. For summary tables of the trail networks, refer to Appendix B.

#### 3.1.1 DISTRICT OF LOGAN LAKE COMMUNITY TRAILS

The District of Logan Lake (DLL) manages 22km of community trails located in the Logan Lake Townsite. The network is designed primarily to facilitate active transportation, though it also includes recreation-focused trails like the Logan Lake Loop and the Duck Pond Trail. The network uses a mix of singletrack and both paved and unpaved multi-use trails. Trails in this network connect key community destinations such as parks, schools, the commercial centre, the recreation centre, natural areas, and trailheads. The Logan Lake Community Trail Network is anticipated to expand in the future, under the recommendation of the Logan Lake Active Transportation Network Plan. A map of the network can be found in Figure 4.

#### 3.1.2 LOGAN LAKE SOUTH TRAIL NETWORK

The Logan Lake South trails are a network of non-motorized, singletrack and doubletrack trails located east of the Logan Lake Townsite and south of Highway 97D. The network includes roughly 5km of named trails managed by DLL and RSTBC/LLCF, as well as 6km of unsanctioned trails. Trails in this area are generally scenic, travelling through established forests or visiting scenic overlooks like Mimi Falls and Jasper Hill. The Mimi Falls Trail is part of RSTBC's Logan Lake Recreation Trails motorized closure area. The trail network is closely connected to the District of Logan Lake Community Trail Network and shares some of the same trailheads. A map of the network can be found in Figure 4.



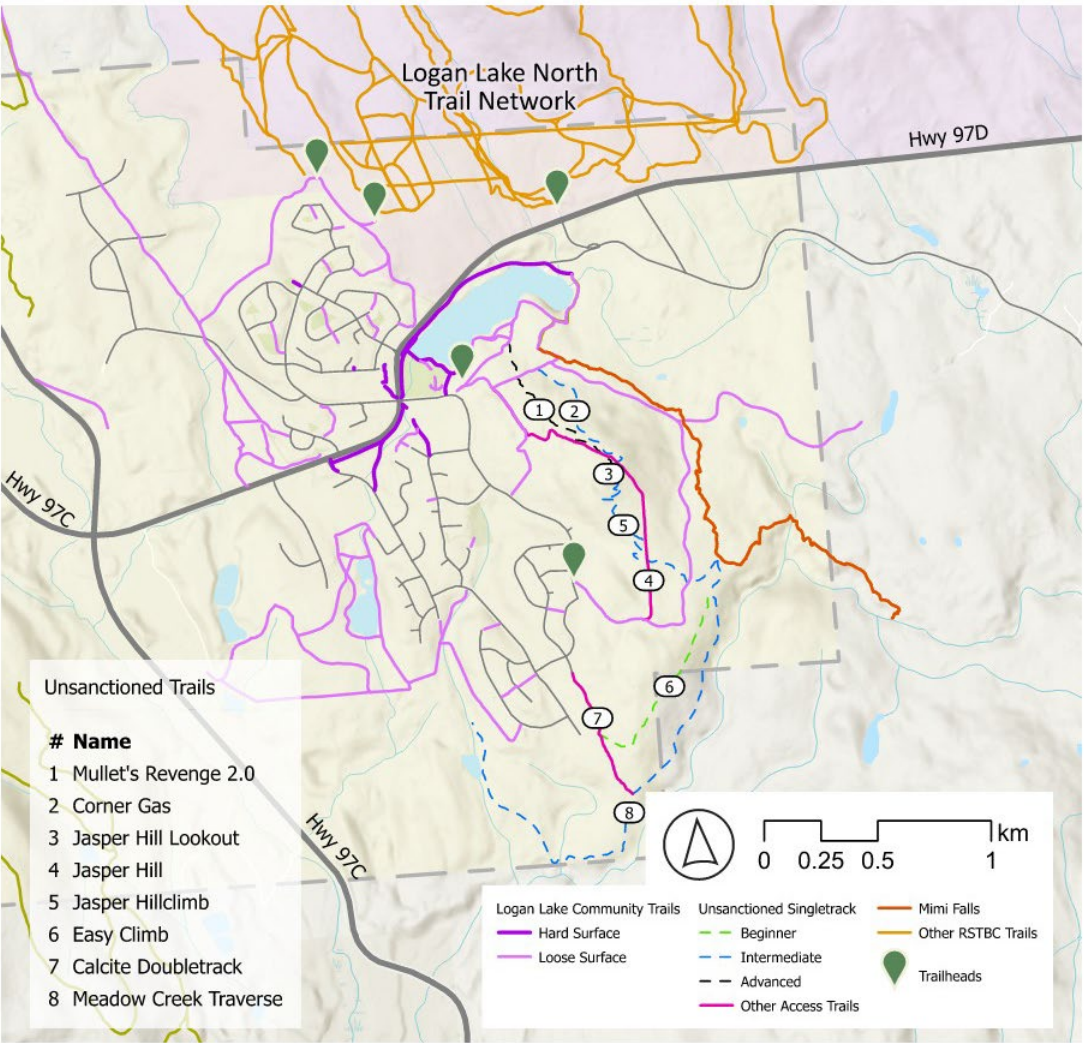


Figure 4 Map of the Logan Lake Community Trails and Logan Lake South networks.



### 3.1.3 LOGAN LAKE NORTH TRAIL NETWORK

The Logan Lake North trails are a network of non-motorized singletrack and doubletrack trails located north of the townsite in the Logan Lake Recreation Area RSTBC recreation site. The network is managed by the Highland Valley Outdoor Association (HVOA), a longstanding community trails group that has been active in the region for 50 years. The network includes 36km cross-country (XC) ski trails, 2km of which are illuminated to accommodate night skiing. The XC ski trails serve as walking/cycling routes in the summer. The network also includes 22km of singletrack trails used for snowshoeing and fat biking in the winter, and for hiking and mountain biking in the summer. Nearly the entire recreation area was consumed by the 2021 Tremont Wildfire. Since the fire, the area has been reopened to regular use, with new trails constructed as recently as 2024 as part of recovery efforts.



*Rudi's Upper Loop in the Logan Lake North Trail Network*



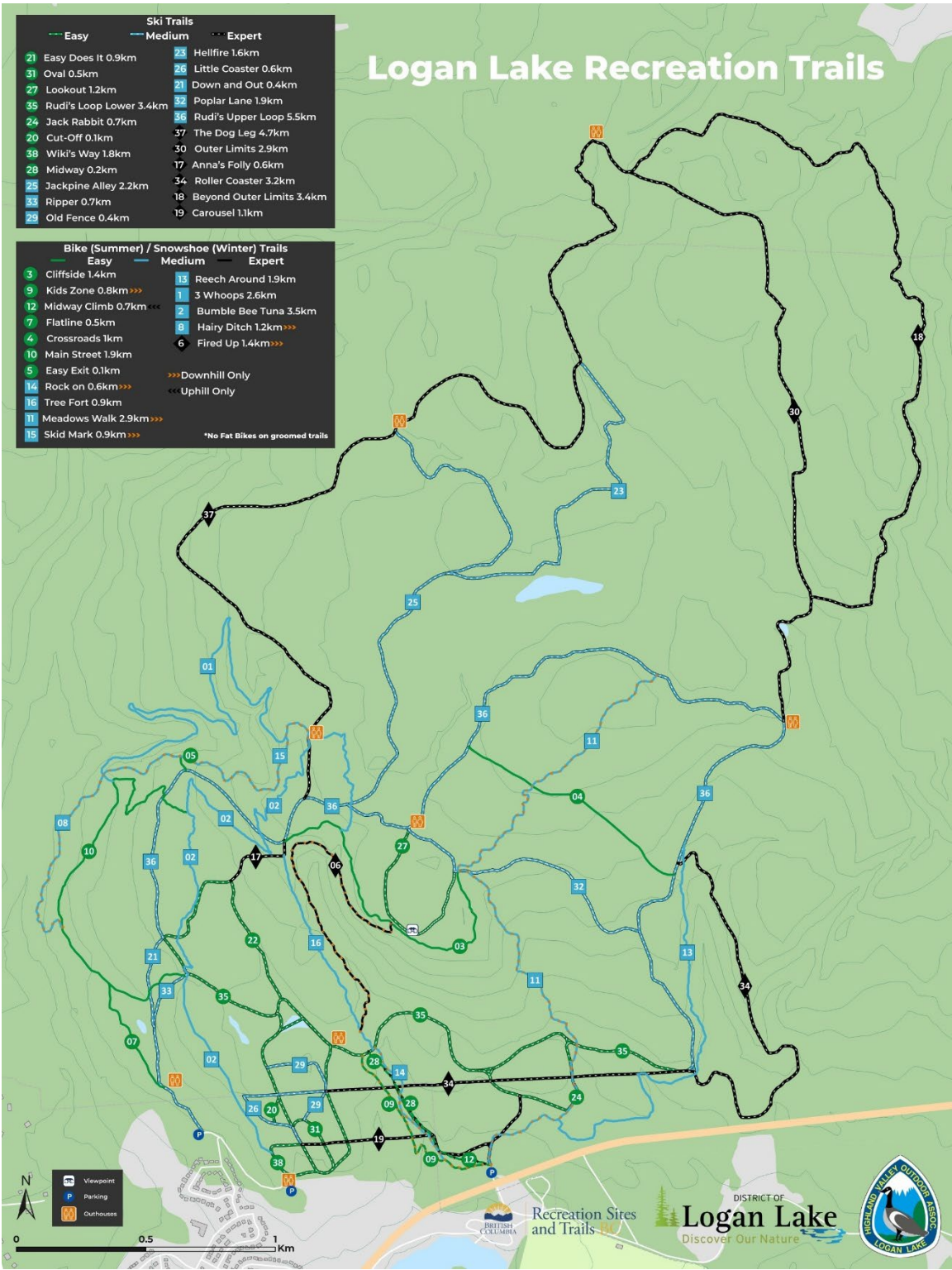


Figure 5 Map of the Logan Lake North Trail Network



### 3.1.4 ORV TRAILS

Logan Lake and Area ORV trails are located on crown lands surrounding the townsite and include four networks sanctioned by RSTBC. All four networks were sanctioned in 2014 following the retirement of the Logan Lake Snowmobile Trails Rec Site, which provided many of the alignments for the existing network. Descriptions of the networks can be found on the following pages.

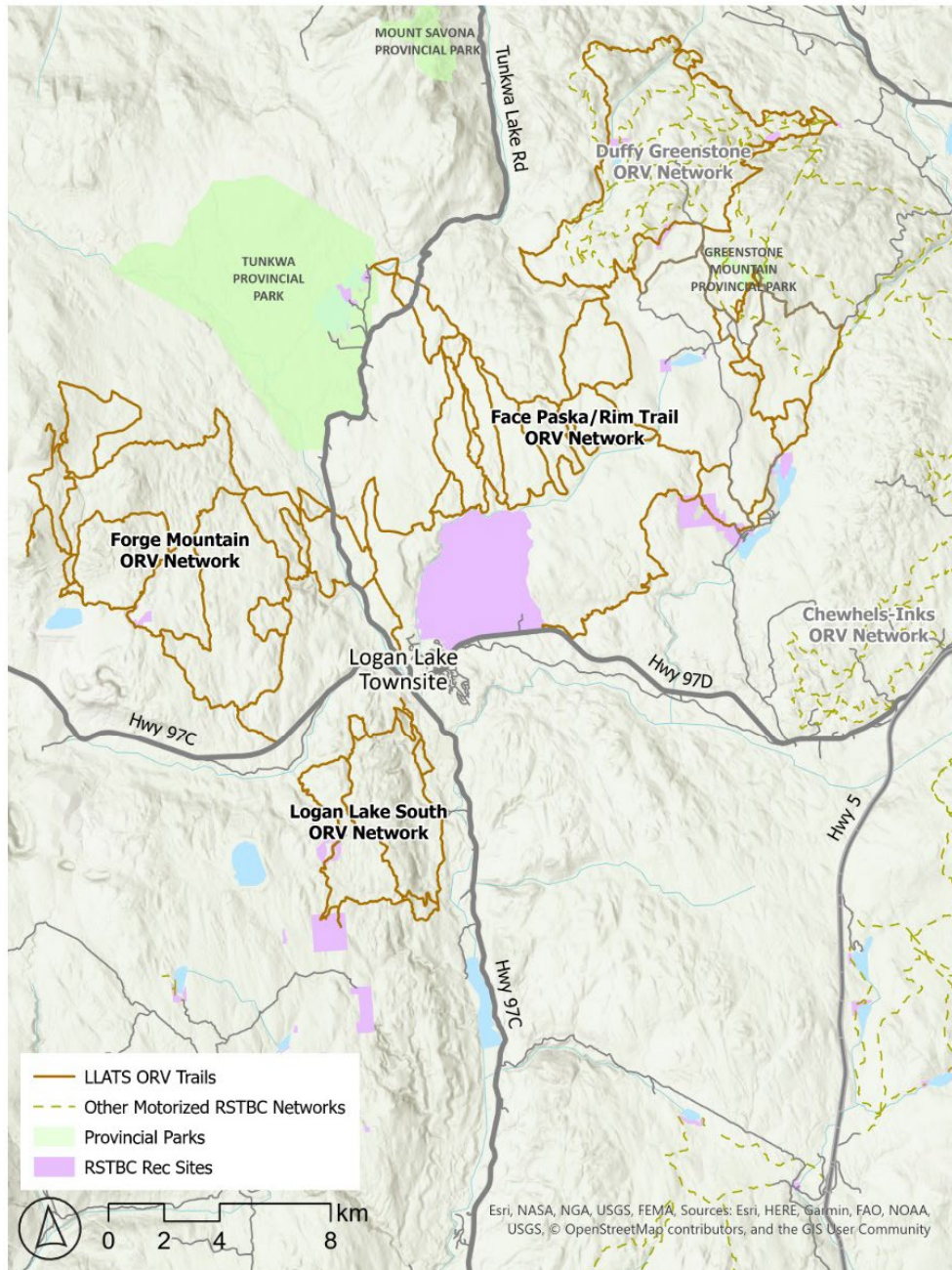


Figure 6 ORV trail networks included in the Logan Lake & Area Trails Strategy

## Face Paska ORV Trails

The Face Paska network consists of 183km of trails. The network links the Duffy-Greenstone ORV network, several RSTBC Rec Sites, Tunkwa and Greenstone Mountain Provincial Parks, the rural communities of Face Paska and Dominic Lake, and the Logan Lake Townsite. Several trails in the network share alignment with the Rim Trail network. The network is maintained through a collaboration between LLATV Club and LLCF, under the guidance of RSTBC.

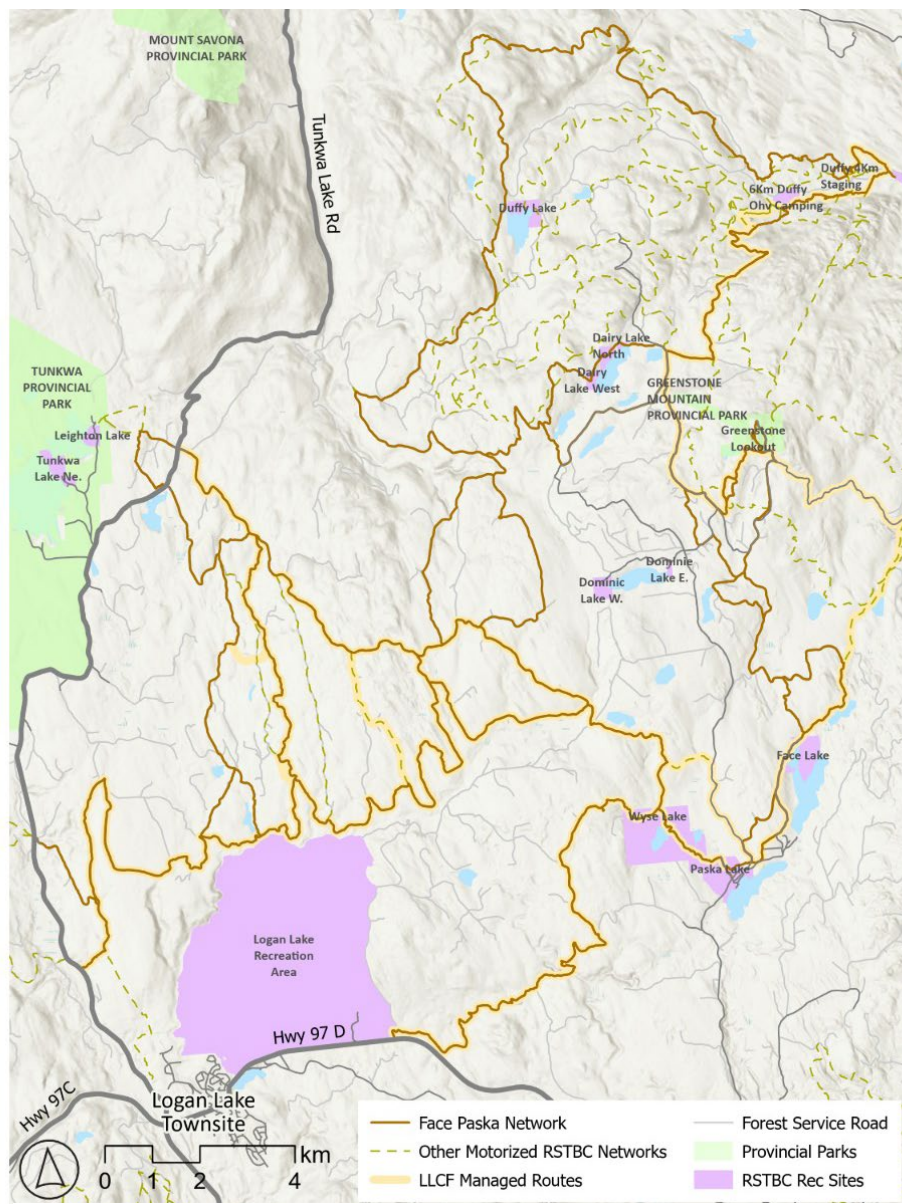


Figure 7 The Face Paska ORV trail network.



## Rim Trail ORV Trails

The Rim Trail network consists of 125km of trails. The network acts as a long circuit of the region, linking the Duffy-Greenstone ORV network, several RSTBC Rec Sites, Tunkwa and Greenstone Mountain Provincial Parks and Face Paska. Several trails in the network share alignment with the Face Paska ORV network. The network is operated by the Thompson Valley ORV Club.

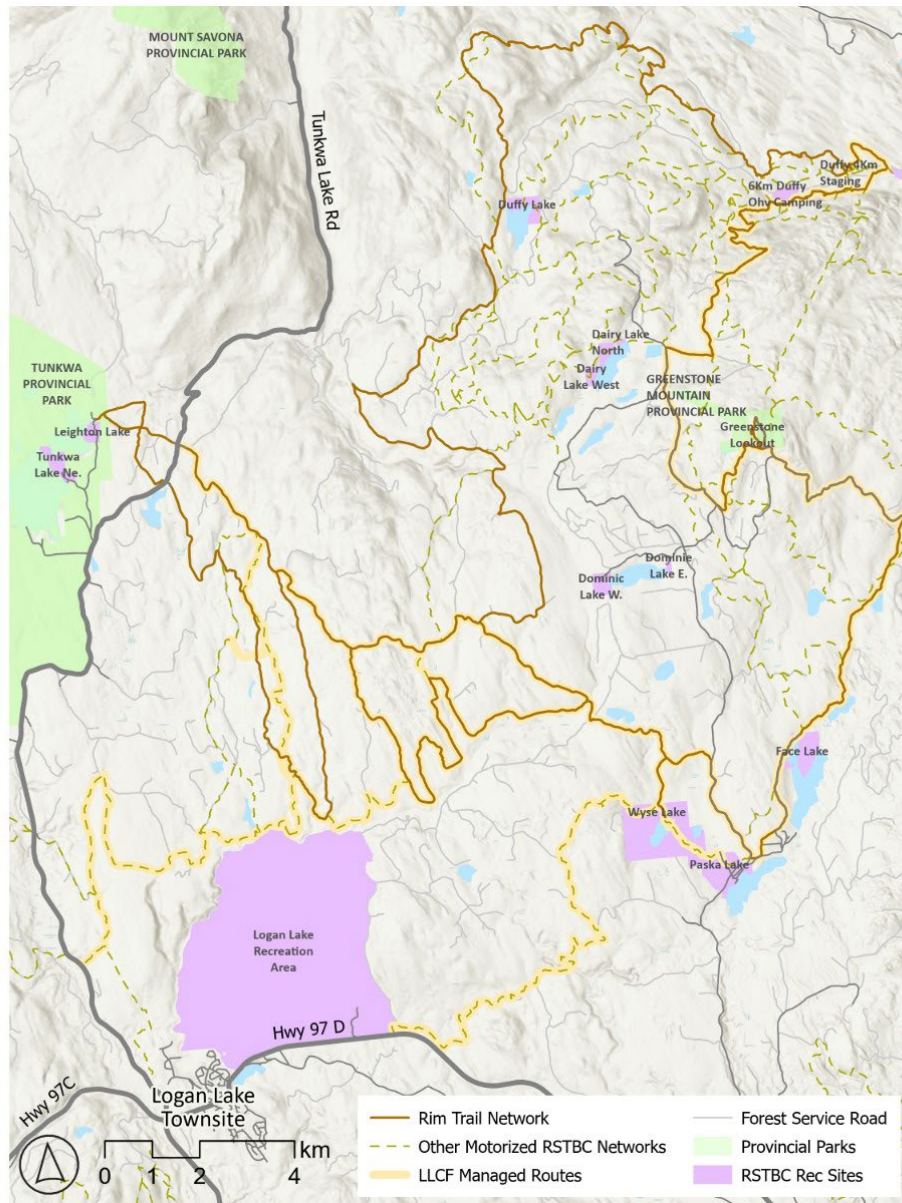


Figure 8 The Rim Trail ORV trail network.

Forge Mountain ORV Trails

The Forge Mountain network consists of 110km of trails. The network is located to the northwest of Logan Lake Townsite and connects to the Bose Lake Rec Site. The network includes a connection to the Face Paska ORV network via a crossing of the Tunkwa Lake Road.

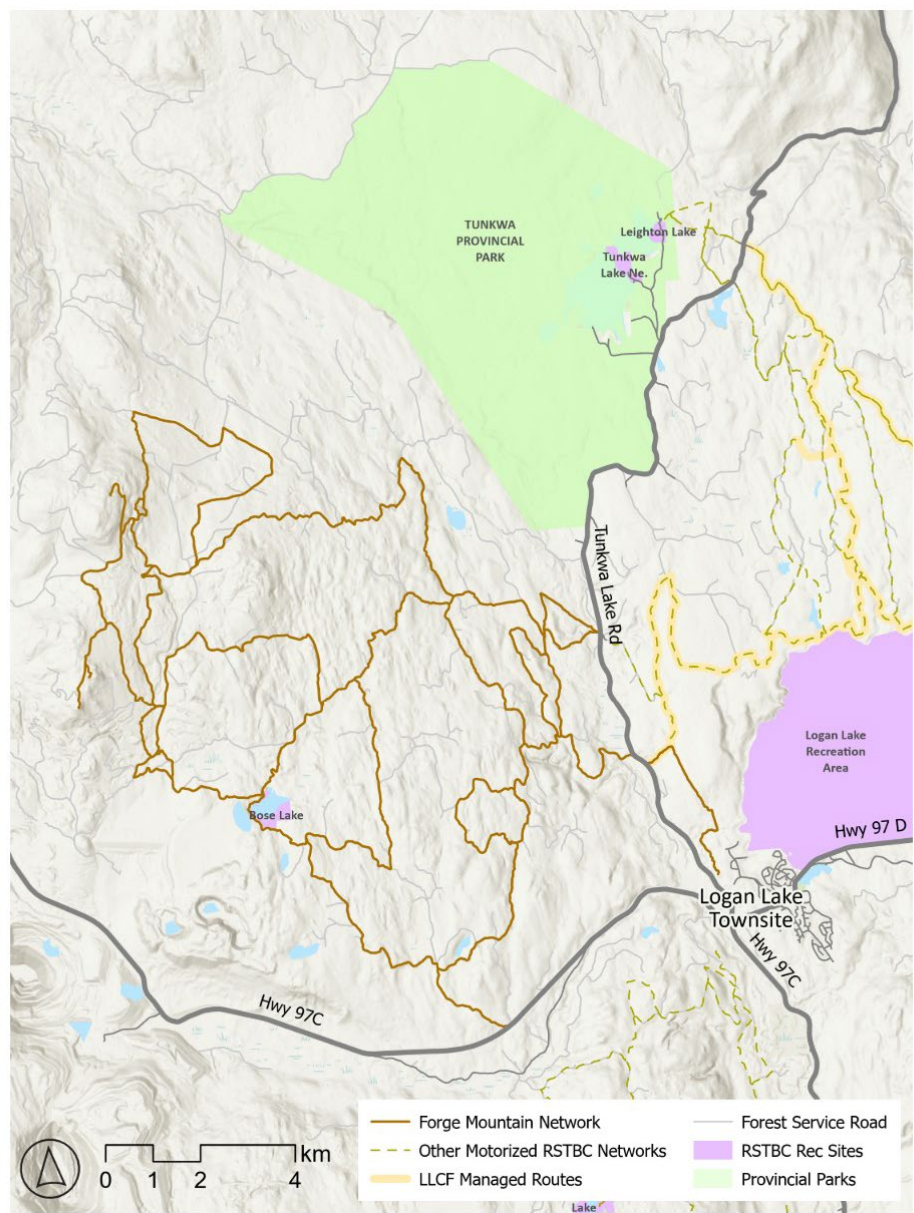


Figure 9 The Forge Mountain ORV trail network.



## Logan Lake South ORV Trails

The Logan Lake South ORV network consists of 44km of trails to the southwest of Logan Lake Townsite and links RSTBC Rec Sites on Gump, Tupper, and Leroy Lakes. The network's primary trailhead is located in the informal hunting carcass dumping site, southwest of the Highway 97 C/D intersection.

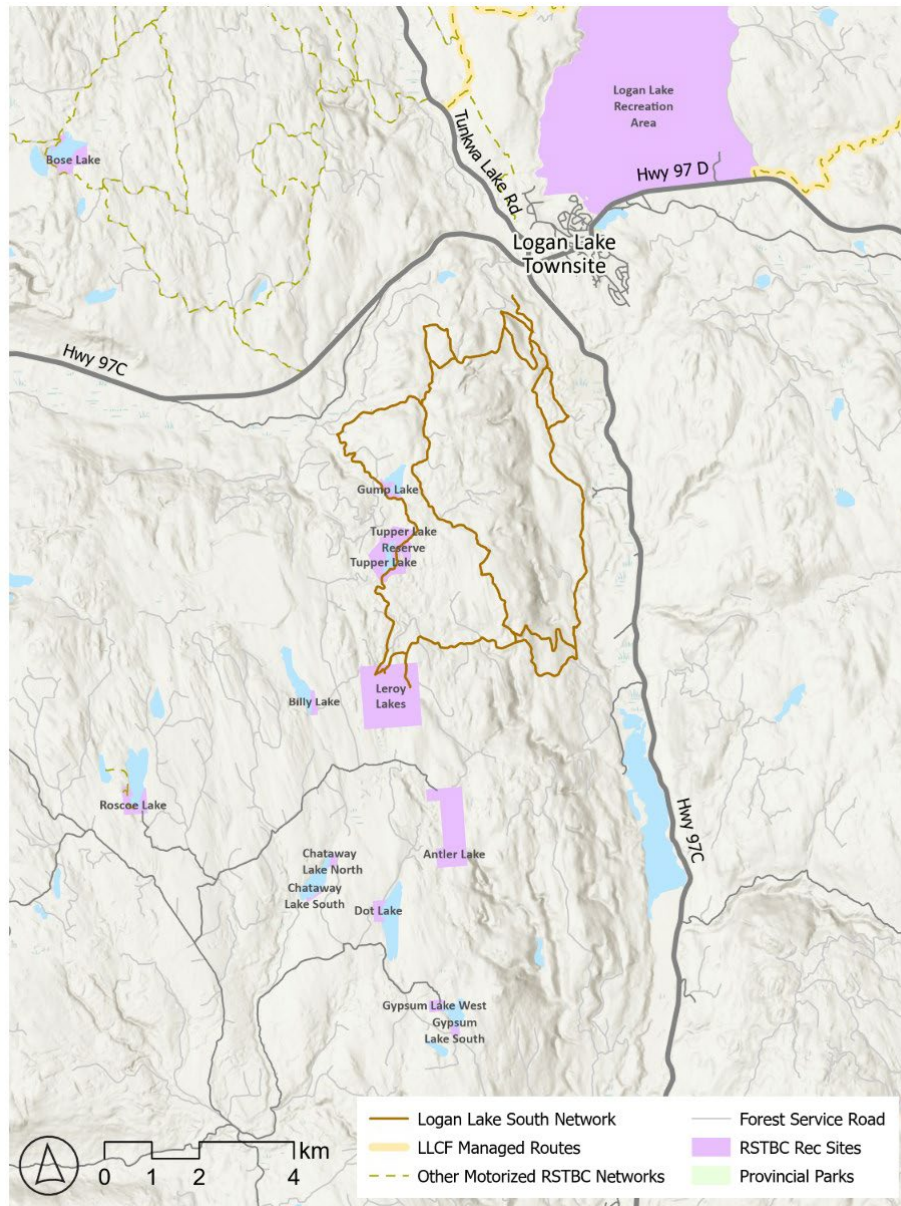


Figure 10 The Logan Lake South ORV trail network.

## 4 ENGAGEMENT

## 4.1 ENGAGEMENT TOOLS

Community engagement included an in-person community open house, workshops and interviews with interest-holders, and an online public survey. All engagement formats included information about the project and details on other ways to provide input

## 4.2 ENGAGEMENT KEY THEMES

The following key themes were raised by participants in the first round of engagement for the Logan Lake and Area Trails Strategy. A full summary of community engagement is available in Appendix A.

### Trails are Well-Used

Most participants used trails in and around Logan Lake at least once a week, primarily for recreation. Although many participants used trails for motorized recreation, they primarily used Logan Lake and Area trails for non-motorized activities such as walking/hiking, and cycling. Trail organizations have noted an increase in trail use in recent years.

### Signage, Mapping, and Trail Information Could Be Enhanced

Participants noted a lack of appropriate signage and limited mapping resources as a barrier to accessing and enjoying Logan Lake and Area trails. Improved navigational signage was raised as a means of improving the trail user experience for all trail users.

### Trail Organizations Need More Support

Trail organizations expressed difficulty in managing Logan Lake and Area trails with declining volunteer bases and limited operational budgets. Partnerships and updated fee models were raised as opportunities to raise funding and grow these organizations.

### Trail Network Improvements

Participants wanted to see the Logan Lake and Area trail network expanded and improved to serve a broader range of trail users. This included continuing to develop trails for specific user groups such as mountain bikers, dirt bikers, and hikers/backpackers, as well as improving trails to make them more accessible and inviting for families and those with mobility concerns.

### *Engagement by the Numbers*

**21** community open house attendees

**4** outdoor recreation organizations participants in workshop

**67** participants in the online survey

### ORV Connections

Many participants requested improved access to town for ORVs to enhance trail access for local residents and promote ORV tourism in the District of Logan Lake. Some participants voiced the need for formalized ORV highway crossings in the area to link trail networks.

### Winter Recreation Resiliency

Trail organizations raised the challenges they faced in dealing with poor snow years in recent decades. Some organizations wanted to explore trail-based strategies to mitigate the effects of a warming climate on winter recreation.



Community open house held during the first round of community engagement.



## 5 VISION, GOALS, AND RECOMMENDATIONS

Through inventory and analysis of the Logan Lake and Area trail network, and engagement with community interest holders and the public, a vision and goals were developed to guide the future management and development of the region's recreation trails. Within this framework, each goal has a set of recommendations, actionable items that help to achieve the overall vision.

## **5.1 VISION STATEMENT**

Logan Lake has a diverse and rewarding trail network built through collaboration. The trails attract visitors and help foster a livable, welcoming community. ORV riders, mountain bikers, hikers, cross-country skiers, and others see Logan Lake as a place with easy access to the beautiful forests, hills, lakes, and rivers of the Highland Valley.

## **5.2 GOALS**

**Goal 1 - Improve the trail network's connectivity and ease of access.**

**Goal 2 - Ensure trails are well-monitored and maintained.**

**Goal 3 - Strengthen partnerships to foster collaboration and develop sustainable funding sources.**

**Goal 4 - Promote accessibility, safety, and user experience through resources and supporting amenities.**

**Goal 5 - Grow the capacity of trails to support tourism.**

## 5.3 RECOMMENDATIONS

### Goal 1 - Improve the trail network's connectivity and ease of access.

#### 1.1 Establish an ORV trail link to the District of Logan Lake's commercial core.

The Highland Valley is a significant regional destination for ORV users, especially those on multi-day rides; however, the Logan Lake and Area's current trail network does not have official ORV connections to the town. An ORV route into the DLL's commercial area would let riders restock and refuel, making the Logan Lake Townsite a more appealing ORV tourism destination and boosting tourism spending.

Exploring ORV trail connections with the town that cause minimal disruption to residents and other trail users is recommended, including the development of a centrally located staging and parking area. Possible connection points include access from the Chartrand Forest Service Road (Chartrand FSR) to the east and from the utility right-of-way trails to the west. These routes should also link to a potential future ORV campsite in the DLL, as discussed in Recommendation 4.2.

Figure 12 shows the proposed corridor linking existing ORV trails west of town to the District of Logan Lake's commercial core. The route connects existing RBTBC ORV trails to Logan Lake's Commercial Core by repurposing informal trails and establishing an on-road ORV corridor on Ard Righ Road and Chartrand Ave. The route will require a new bridge crossing at Chartrand Creek.

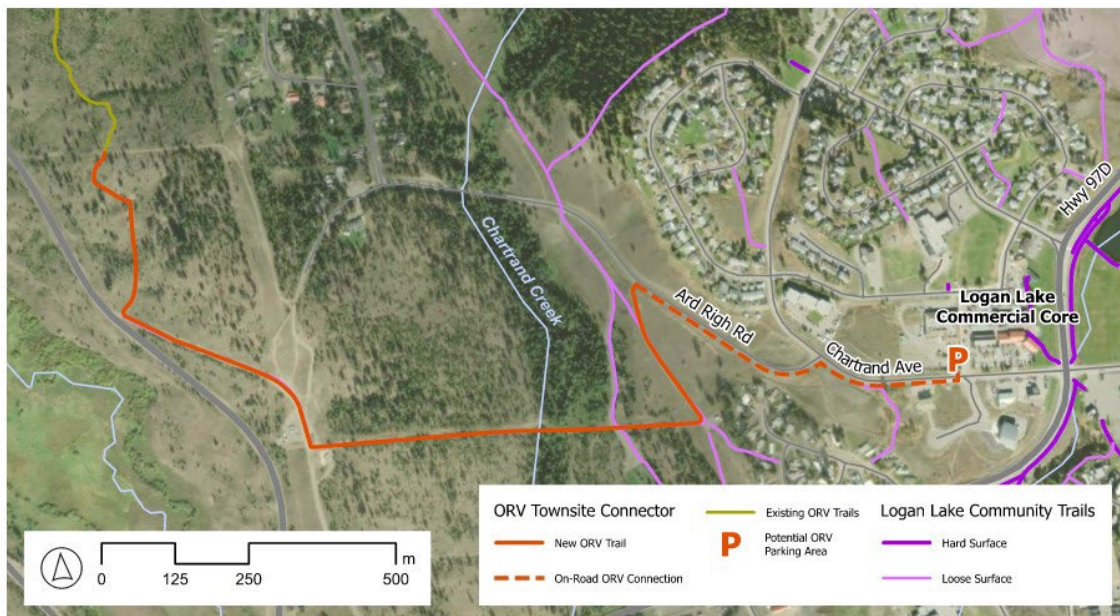


Figure 11 Proposed route for an ORV connection into the Logan Lake townsite.

## 1.2 Consider adding and/or formalizing missing ORV connections at key locations.

A cohesive ORV trail network promotes safety and improves the user experience, especially for visiting riders. Completing missing trail connections in key areas can help riders create new and longer loops, improve the legibility of the trail network, and prevent environmental degradation from off-trail riding.

In addition to the Commercial Core Connector (Recommendation 1.1), the LLCF and DLL should work with LLATV to identify, prioritize, and support the development of key trail connections in the Logan Lake Area, including:

- A realignment of Grant's Track to avoid environmentally sensitive areas and bypass the future Solar BC development area;
- A route to bypass the future Solar BC development area connecting across the Tunkwa Lake Road to the Forge Mountain ORV Network;
- A route connecting the Logan Lake Connector to formal highway crossings near the Highway 97 Junction through the Meadow Creek area, and
- A connection from the Forge Mountain ORV staging area to the Logan Lake South ORV network near Witches Brook Road.

Potential ORV network connections are summarized in Figure 14.

## 1.3 Work with the Ministry of Transportation and Transit to establish ORV roadway crossings at key locations.

Logan Lake's ORV networks are separated by major highways, which limit opportunities for ORV riders to connect riding areas and enjoy longer circuits. Additionally, without clear crossing locations, ORV riders may use informal crossings, raising safety concerns. The DLL and LLCF should work with the Ministry of Transportation and Transit (MOTT) and LLATV to establish ORV roadway crossings at key locations. These may include:

- Paska Lake Crossing: On the Paska Lake Road connecting the Face Paska/Rim Trail ORV Networks to the Paska Lake Recreation Site;
- Townsite Highway Crossing: On Highway 97D at the ball diamond access road;
- Logan Lake Connector Highway Crossing: On Highway 97D at the Chartrand Creek FSR (to link to potential Meadow Creek Connector ORV trail);
- Witch's Brook Highway Crossing: On Highway 97C at the Forge Mountain ORV Staging Area;
- Logan Lake South ORV Highway Crossing: On Highway 97C South of the Highway 97 Junction (to link to potential Meadow Creek Connector ORV trail and potential ORV campground location 2), and
- Tunkwa Lake Road Crossing: On the Tunkwa Lake Road, roughly 4km north of the Highway 97 Junction.

Potential ORV network roadway crossings are summarized in Figures 13 and 14.

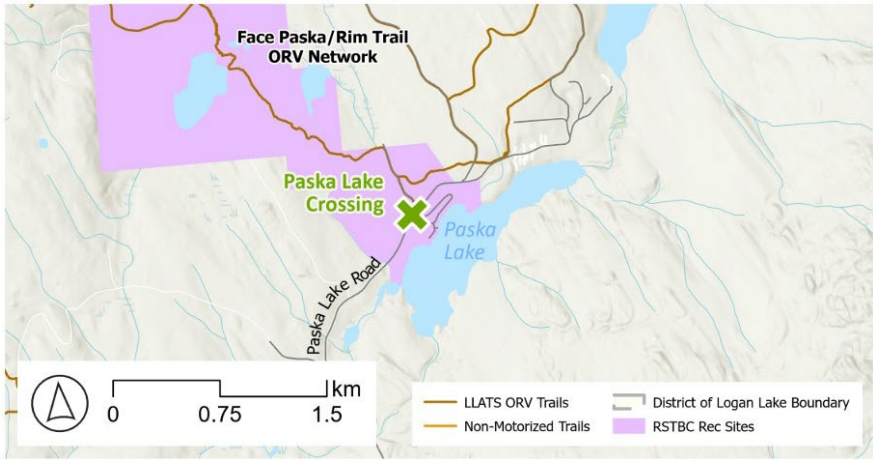


Figure 13 Map of potential ORV trail network connection improvements in the Face Paska area.

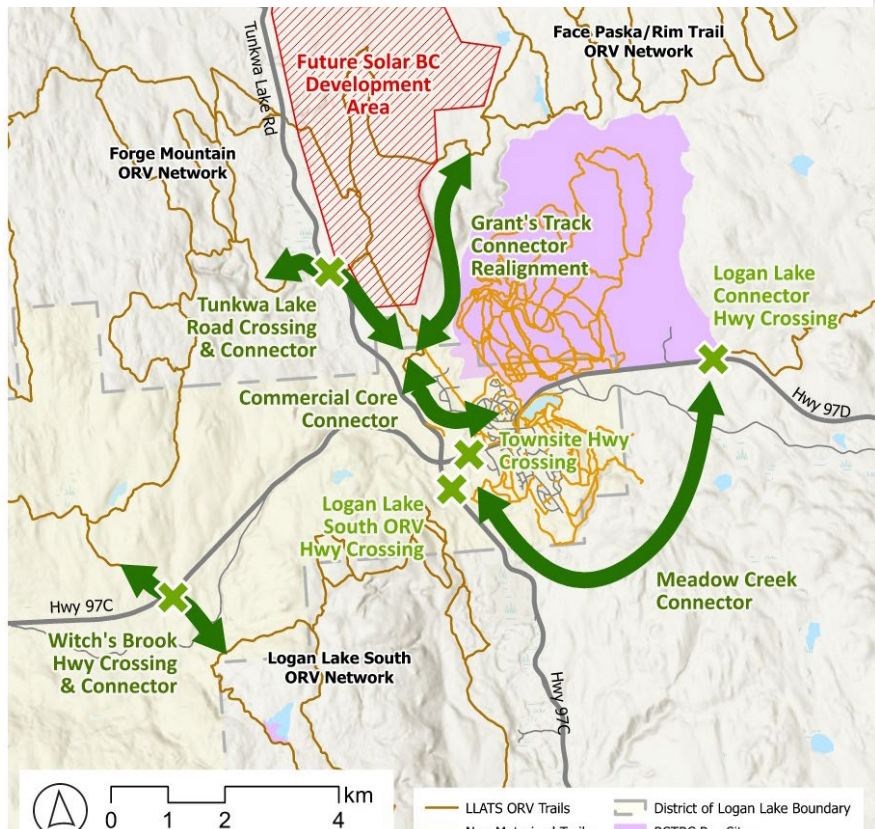


Figure 12 Map of potential ORV trail network connection improvements and ORV campsites locations in the Logan Lake townsite area.



#### 1.4 Consider developing new non-motorized destination trails.

The popularity of the Mimi Falls trail highlights the importance of trails that showcase a region's natural features and traverse diverse, engaging terrain. Destination trails like this provide residents with opportunities to enjoy the outdoors and foster community pride, while also drawing in tourists.

Opportunities for developing additional destination trails in and around Logan Lake include:

- Extending walking/hiking loops in the Mimi Falls area and along the Meadow Creek Gorge, including a scenic crossing of the gorge;
- Trails exploring the ravines and old-growth trees southeast of town, and
- A multi-use trail connecting the town to Mamit Lake and Left Field Cider Company.

Figure 15 summarizes destination trail development areas.

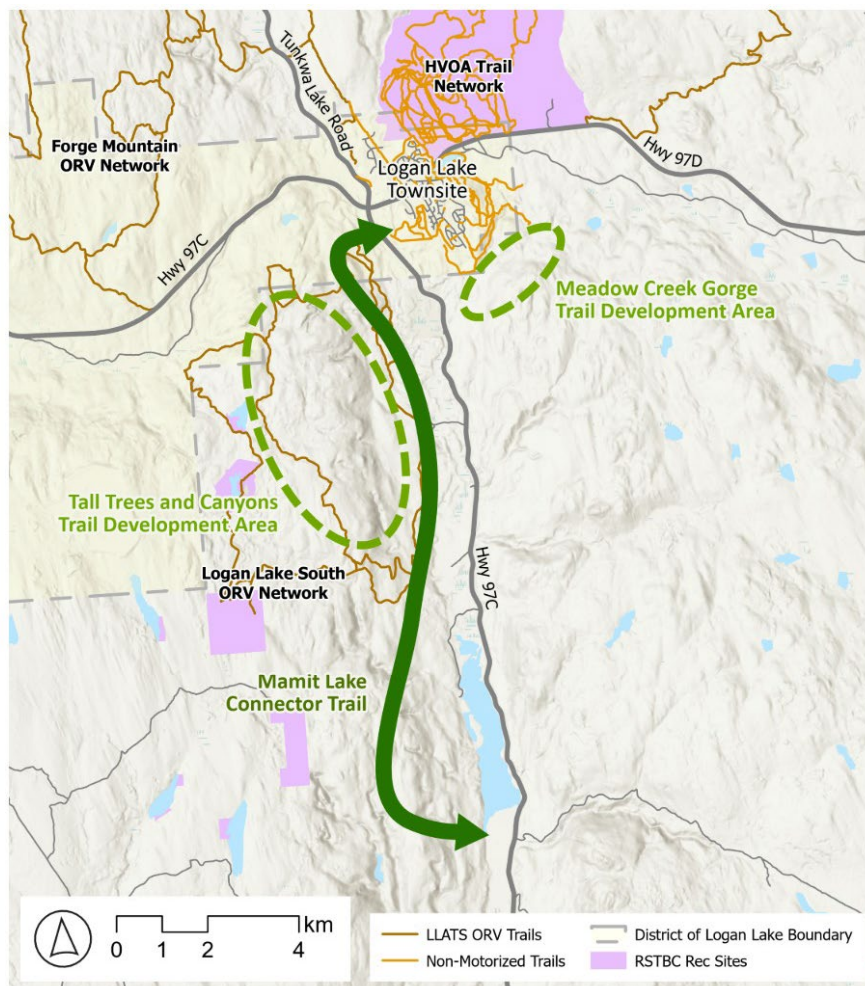


Figure 13 Potential non-motorized destination trail development areas.

### **1.5 Upgrade and formalize the Logan Lake South Trail Network.**

The Logan Lake South Trail Network is located close to town, is well connected to existing recreation amenities, and provides access to scenic terrain and viewpoints, but contains several unofficial trails in poor condition. The unofficial trails are a mix of historic access routes and informal singletrack trails. These trails are advertised on DLL publications, but are largely unmarked and difficult to follow, making the network challenging to navigate and posing safety concerns for trail users new to the area.

The LLCF and DLL should consider enhancing the informal trails in the Logan Lake South network to develop a family-friendly hiking and mountain biking destination. Improving the Logan Lake South Network could provide recreation opportunities close to town while complementing existing recreation amenities in the area, like trailheads, the bike park, and the Logan Lake Campground.

Trail improvements include assessing existing informal trails and carrying out appropriate management actions, such as sanctioning trails, improving existing trail surfaces, rerouting trail segments, and deactivating unsustainable trails. Signage should be installed on formalized trails to improve the network's navigability.

### **1.6 Develop designated accessible trail routes.**

Establishing designated accessible trail routes can help to ensure that high-quality outdoor recreation experiences are available to residents of all ages and abilities. This may include accessing and upgrading existing trails to meet accessibility standards and/or constructing new trails. Routes should be clearly marked with directional signage and distance markers, and should be designed with gentle grades and benches placed at regular intervals. Hard surfacing should be considered to better accommodate wheeled users and increased user traffic. Accessible trail routes should be designed to be managed for winter conditions to promote year-round use. Trails should preferably be located within walking distance of residential neighbourhoods and be accessed by accessible trailheads and parking areas.

### **1.7 Consider a higher-elevation trailhead in the Logan Lake North network to enhance winter recreation resiliency.**

In recent years, poor snow conditions have significantly limited the XC skiing season in Logan Lake. The LLCF and DLL should consider collaborating with the HVOA to develop an upper trailhead and staging area off the Chartrand FSR. Located roughly 200m higher than existing staging areas, an upper access point would allow skiers and trail groomers to access trails in the upper network when snow conditions are poor on lower trails. A figure of the HVOA network with a potential suitable staging area location can be found in Figure 16.

An upper trailhead could also support other trail users in the region. If placed on the edge of the motorized closure, the upper staging area could accommodate snowmobilers looking to access trails in the Face Paska/Rim Trail ORV networks. An upper trailhead would also allow for shuttle mountain biking opportunities in the Logan Lake Recreation Area.

Winter resiliency could also be improved by expanding the Logan Lake NorthXC ski trail network at high elevations and on north-facing aspects. Expansion in high-elevation areas may require working with RSTBC and the LLATVC to expand the Logan Lake Recreation Site and motorized recreation closure boundary.

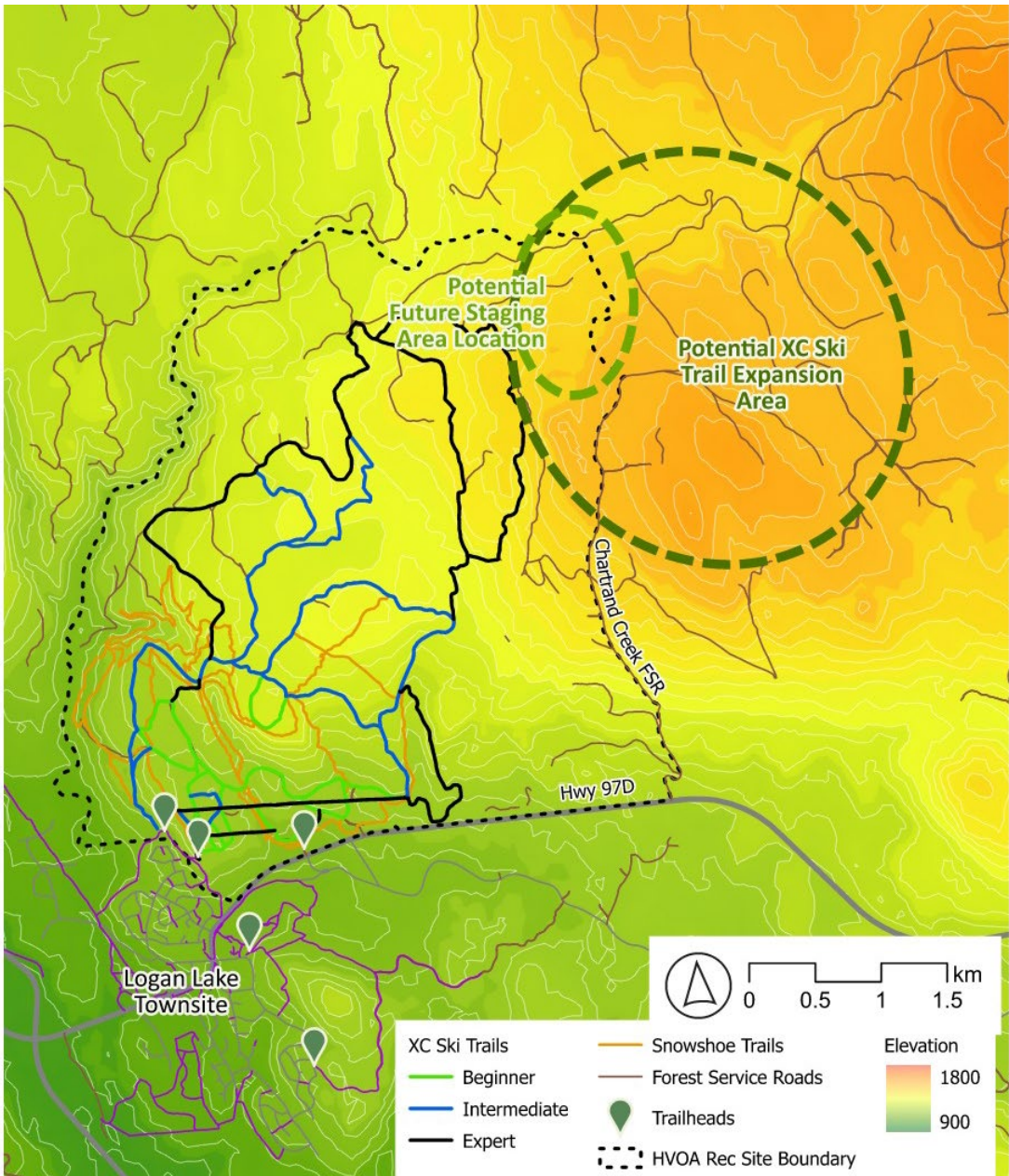


Figure 14 Potential upper staging area and expansion areas for the HVOA network.



## **Goal 2 - Ensure trails are well-monitored and maintained.**

### **2.1 Develop a trail management and maintenance plan.**

A trails management and maintenance plan is a comprehensive inventory of trails and their supporting amenities, continually updated to reflect current conditions. A robust asset management system will assist the LLCF and DLL, and collaborators, in monitoring, maintaining, and developing its trail networks, contributing to higher levels of service and operational efficiencies.

An asset management system contains several components, including:

- **Trail classification system and standards**
  - The classification system defines trail categories by the types of activities a trail accommodates, its levels of use, design standards, maintenance demand, and location. All new and existing trails are classified using the system. The system is intended to inform management decisions and not provide information to the public like a difficulty rating system.
- **Establish a GIS database**
  - The database contains the geographic locations of all historic, existing, and planned Logan Lake and Area trails, their classification and supporting amenities. A database can be assembled from existing GIS data, but trail data should be verified in the field to ensure it reflects existing conditions. A GIS database is a useful tool for coordinating trail management and development with land owners, land managers, and rights holders, as well as identifying geographic gaps in trail planning exercises.
- **Establish an inspection and maintenance schedule**
  - The schedule specifies inspection intervals based on trail classification. It maintains a continuous record of maintenance activities and aids in analyzing maintenance demand trends over time. The maintenance schedule helps prioritize projects in the short term and plan for maintenance and capital investments in the medium to long term.
- **Establish/formalize a reporting process for the trail system**
  - Empowering trail users to report issues can be a cost-effective means of notifying trail managers of issues between inspection intervals. The most common reporting systems involve a reporting line (email or phone number) or the use of the report feature on an online trail platform such as Trailforks. The process can be advertised at trailheads with a QR code/sign and on trail organization websites.

## 2.2 Explore forming a seasonal trail maintenance crew.

Seasonal trail crews can help to fill maintenance gaps and reduce the labour burden on volunteers and municipal staff during the maintenance season. Under the direction of a trails working group (Recommendation 3.1), trail crews can work to support multiple trail organizations with a variety of maintenance and construction tasks. Hiring youth for a summer trail crew can help bring new generations of trail stewards into community trail organizations, while opening new grant opportunities, such as the Canada Summer Jobs wage subsidy.

## 2.3 Enhance support for the Logan Lake North network.

The Logan Lake North network is the largest non-motorized outdoor recreation area in and around Logan Lake and a significant asset for the community. The HVOA noted challenges in managing their current trail network due to their limited volunteer capacity. Though funding has been allocated to the HVOA to clear deadfall and rebuild trails and amenities, damage from the Tremont Creek wildfire continues to pose operational challenges for the organization.

To avoid degradation of the Logan Lake North network, the LLCF and DLL should consider developing a support plan to maintain the network into the future. The plan should include establishing level-of-service goals to guide amenity upkeep schedules and to identify when additional support may be needed. The plan may also include measures to share management responsibilities with LLCF and/or DLL, in a phased approach, to adapt to changes in volunteer capacity. The plan may also include phased decommissioning of low-value trails to focus maintenance efforts on core trails.



*Logan Lake townsite from the Logan Lake North lookout.*

### **Goal 3 – Strengthen partnerships to foster collaboration and develop sustainable funding sources.**

#### **3.1 Establish and host a trails working group.**

Trails working groups can assist volunteer trail organizations in developing and maintaining relationships with all rightsholders, stakeholders, and land managers in the region. It can be an excellent tool for sharing resources and opportunities for partnerships and funding, allowing organizations to secure essential funding more easily.

Models for the working groups include the Shuswap Trail Alliance Roundtable, the Tumbler Ridge Outdoor Recreation Association, and the Pemberton Valley Trails Working Group. Examples of those who may be included in the working groups are:

- First Nations
- District of Logan Lake Staff and Council
- TNRD Electoral Area Directors and Staff
- Provincial agency staff (RSTBC, BC Parks, MOTT)
- Outdoor recreation associations
- Natural resources industry representatives (e.g., LLCF, mining, ranching)
- Outdoor recreation industry representatives
- Tourism associations
- Environmental organizations
- Relevant large private landowners

#### **3.2 Encourage improved cost recovery in trail associations.**

Logan Lake trail organizations can improve cost recovery by implementing strategies undertaken by other organizations elsewhere in the province.

PROMOTE THE ADOPTION OF A TRAIL PASS SYSTEM.

The cost of a membership for a local trail organization generally consists of two components: liability insurance and operational fees to support trail maintenance and amenities. If organizations do not incentivize membership, for example, by hosting regular events that require liability insurance or enforcing membership at trailheads, they miss out on collecting operations fees.

Implementing a Trail Pass system can encourage more trail users to provide funding to support trail maintenance without the need for enforcement measures. Trail passes can be promoted as both a component of annual trail organization memberships and optional purchases for those interested in supporting trail maintenance without full membership. Trail pass systems work to create a culture of user-supported maintenance by reinforcing psychological ties between fees and maintenance activities. Strategies to encourage trail pass uptake may include:

- Clearly defining which portion of annual membership fees goes towards the trail pass and supports trail maintenance.
- Informing buyers of the impacts of buying a trail pass, for example: “One trail pass funds one hour of labour from a professional trail builder”.
- Making trail pass holders visible to other trail users by using stickers or other identifiers that can be placed on equipment.
- Providing signage to encourage purchase of trail passes at trailheads, intersections, and viewpoints. Consider using humour, gratitude, and eye-catching graphics.
- Promoting trail passes through social media posts and newsletters.
- Tying trail pass funds to specific trail and amenity improvements through signage and social media posts, for example: “This project was made possible through trail pass funds”.

#### MODERNIZE MEMBERSHIP AND FEE COLLECTION PLATFORMS.

As people shift away from cash as their preferred payment method, online storefronts should be created to allow trail passes to be purchased using credit or debit payments. Several online platforms offer pass and membership sales services for trail organizations. An online storefront means that purchases can be made anywhere: at trailheads, local businesses, and other key community locations. QR codes can further facilitate pass and membership purchases. Fees or membership requirements should be clearly displayed at trailheads.

#### EXPLORE COLLABORATION OPPORTUNITIES WITH COMMUNITY PARTNERS.

Trail organizations can promote day pass, trail pass, and membership sales through partnerships with community and tourism organizations, businesses, events, and the DLL. Such opportunities can include:

- Advertising trail passes and memberships
- Offering corporate memberships and sponsorships
- Promoting or packaging trail passes with tourism services such as accommodation or equipment rentals
- Event-only trail passes
- Offering membership perks such as discounts and coupons



### 3.3 Explore providing financial support to community trail organizations.

Community trail organizations make significant contributions to the Logan Lake and Area outdoor recreation landscape, adding to community vibrancy, resident retention, and the local economy. Recognizing this, some communities in BC are exploring allocating tax-based funding to trail organizations to support outdoor recreation. This can include annual grants to organizations to support ongoing operations or the development of a fund to help organizations manage unforeseen expenses. Multi-year grants provide more stable funding than one-time grants. Funding could be available through the District of Logan Lake, Thompson-Nicola Regional District, and through a variety of provincial and federal grant programs.

### 3.4 Encourage community trail organizations to explore corporate sponsorship opportunities.

Many trail organizations seek sponsorship from businesses, events, and community organizations. This can include one-time donations, often associated with capital projects or equipment investments, or annual donations to support operations and maintenance. Sponsorship should include agreements to outline how the funding will be dispersed and any benefits (such as recognition) the donating member may receive.

Sponsorships can take the form of a trail 'adoption' program, in which the business 'adopts' an individual trail rather than making a general donation. Though the funding received is not usually fully allocated to maintaining the sponsored trail, signage at the top of the trail acknowledges the sponsorship. Sponsor businesses are often given the opportunity to host trail maintenance days on their trail with the support of trail organization volunteers.



Logan Lake Recreation Trails Trailhead on Highway 97D

## **Goal 4 - Promote accessibility, safety, and user experience through resources and supporting amenities.**

### **4.1 Establish a consistent area-wide wayfinding, signage, and information strategy.**

#### **SIGNAGE AND WAYFINDING**

A signage and wayfinding system is a crucial step in creating a cohesive and formalized trail network, which contributes to the user experience and ability to promote the trails for visitors. Signage provides information to trail users about route options, who yields to whom, permitted uses, and etiquette, and adds to the overall safety and enjoyment of the trail experience. A clear and legible signage and wayfinding system helps ensure that residents and visitors use the trail network safely and appropriately. Trail signage is also a low-cost management strategy to mitigate conflict and reduce human impacts on sensitive natural environments.

These components provide basic wayfinding and safety information, and focus on answering the questions:

- Where am I?
- What can I do here?
- How do I get elsewhere?
- How do I stay safe?

Trail signage design should align with provincial standards, such as those developed by BC Parks<sup>2</sup> and RSTBC<sup>3</sup>. Special considerations should be made for signage in trail areas with grazing leases to prevent damage from cattle. These may include:

- Flexible fibreglass trail markers (Carsonite, e.g.) for summer-use singletrack trails.
- Temporary trail markers, such as high-visibility poles, to mark winter-use singletrack trails.
- Temporary trail maps at the junctions of snowshoe trails and groomed XC ski trails.

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<sup>2</sup> BC Parks Universal Design Guide Front-Country Parks, 2020

<sup>3</sup> Infrastructure Drawings for Recreation Sites & Trails, <https://www2.gov.bc.ca/gov/content/sports-culture/recreation/camping-hiking/sites-trails/program/maintenance-development/drawings>

## TRAIL MAPS

Trail maps are an essential tool for ensuring safe, enjoyable recreation experiences. The DLL should work to update its trail maps to align with modern recreation trail map standards, including:

- Trail maps should only include sanctioned trails that are regularly monitored and maintained.
- Have separate maps for summer and winter recreation use, as the difficulty classification systems used for XC skiing and mountain biking are not interchangeable.
- Clearly differentiate between singletrack and doubletrack trails as they facilitate different users and provide different experiences.
- Show the direction of travel on downhill-only and climb-only mountain bike trails to improve safety and user experience.
- Show distances for trail segments with large distances between intersections, allowing users to make informed decisions when selecting routes.

Although information on the alignment of RSTBC-sanctioned ORV trails is widely available, Logan Lake and area ORV trails are not named in formal mapping documents. LLCF and DLL should work with the LLATVC to complete ORV trail datasets to ensure all ORV trails are accurately named in mapping documents.

## INTERPRETIVE SIGNAGE

Interpretive signage that communicates an area's cultural, historical, and environmental significance can support tourism objectives and foster a sense of place. Interpretive signage can also work to share information about the values, territory, and culture of local Indigenous groups, contributing to the region's Indigenous identity. The LLCF, DLL, and other community organizations have funded or installed interpretive signage on trails in and around Logan Lake.

New interpretive signage should continue to be implemented on Logan Lake and Area trails to highlight significant features. New and existing interpretive signage should be inventoried and reviewed regularly to ensure signs are in good condition and that interpretive information is relevant and aligned with community values.

## ACCESSIBILITY INFORMATION

Accessibility information at trailheads and online can help those with mobility concerns make informed decisions when choosing outdoor recreation opportunities and help promote safety and improve the user experience. Information on accessibility should include locations of potential accessibility barriers, such as steep sections, bridges/fence crossings, and surfacing changes, as well as accessibility amenities such as parking, washrooms, and benches. Photographs of the trail experience and potential accessibility

barriers can also be included in online resources. The BC Parks accessibility portal<sup>4</sup> is a good example of an online accessibility resource within an outdoor recreation context.

#### OTHER INFORMATION

Other information and resources that can be provided online and at trailheads to improve user safety and experience, as well as trail upkeep, can include:

- Wildlife safety
- Recreation preparedness
- Trail issue reporting
- Information on trail passes, membership, and volunteering opportunities

#### 4.2 Explore developing an ORV campground and staging area near the Logan Lake Townsite.

An ORV campground near the Logan Lake Townsite would draw on the strength of the area's ORV trail networks and help the community capture more of the benefits of tourism. The ORV campground should be separate from the existing community campground to avoid disrupting existing camping experiences. The campground could also include a staging area for day-use, taking advantage of shared campground amenities to create a quality trailhead experience. Potential campground locations include:

##### 1. Former MOTT gravel pit/salt shed site on Meadow Creek Road

This cleared site is a former MOTT gravel pit and is located 2.6 km away from Logan Lake's commercial centre. The site is located close to the Logan Lake Campground, which could lead to potential management efficiencies. Following ORV crossing improvements on Highway 97D per recommendation 1.3, the site is well situated as a staging area for the Face Paska ORV and Rim Trail ORV networks.

##### 2. Clearing west of the Highway 97 intersection

There is a forest clearing roughly 800m west of the Highway 97 intersection that already sees informal ORV use. With highway crossings and the Townsite Connector route in place per recommendations 1.1 and 1.3, this site could provide convenient connections into town. The site is well situated as a staging area for the Logan Lake South ORV and the Forge Mountain ORV network.

##### 3. Adjacent to Laker Baseball Field

(TBD following conversations with WA)

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<sup>4</sup> BC Parks Accessibility Portal, <https://accessibility.bcparks.ca/>



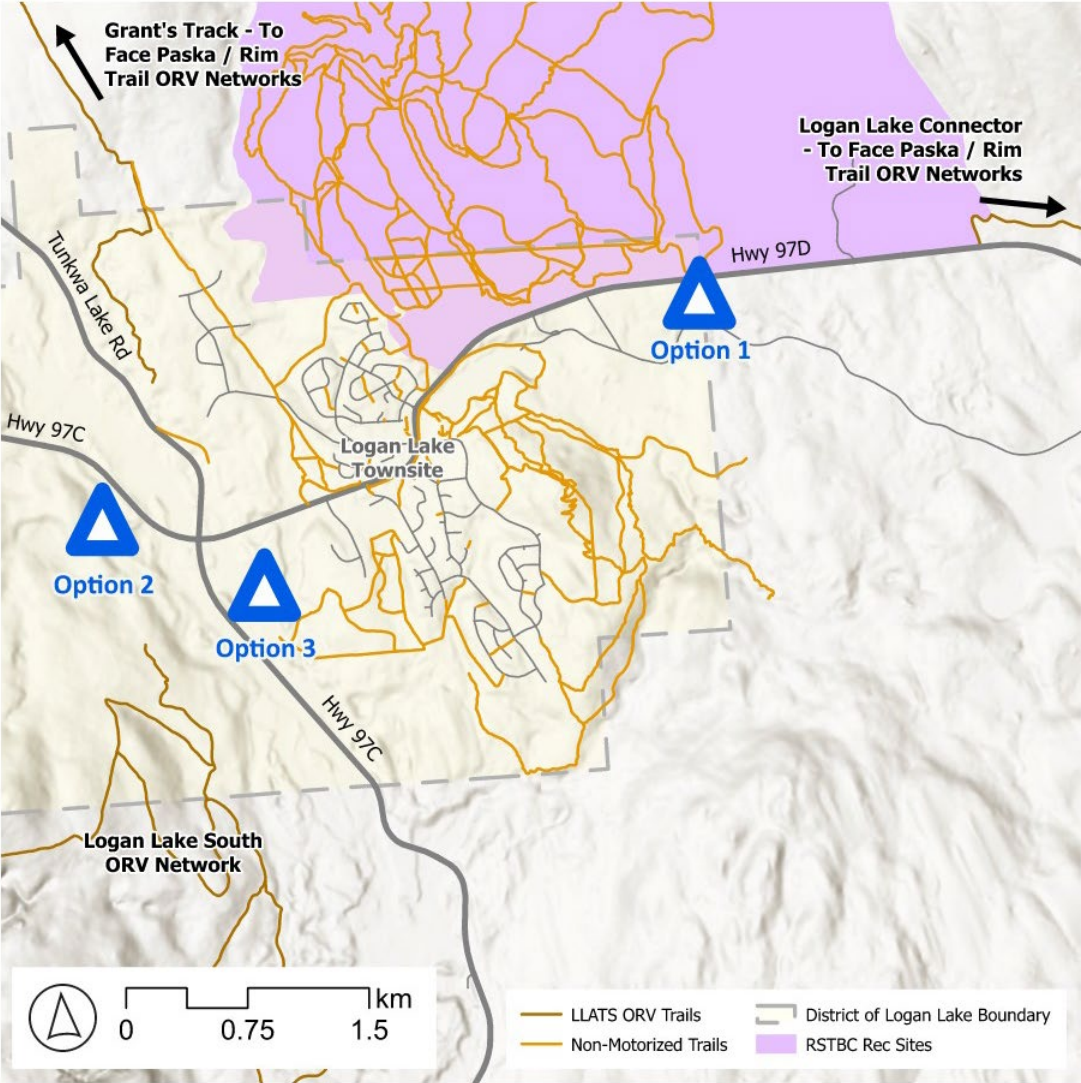


Figure 15 Proposed potential Logan Lake ORV campground locations.

#### 4.3 Work with grazing lease holders and trail organizations to maintain accessible fence crossings.

Logan Lake and Area trail networks use a variety of types of fence crossings. Some of these crossings are not safe or convenient for all user groups. Consider inventorying and auditing cattle fence crossings in Logan Lake and Area to ensure they are accessible and in good repair. Work with grazing lease holders and trail organizations to upgrade crossings as needed. Consider standardizing cattle guard designs on trails in Logan Lake and Area networks.



*Figure 16 This cattle fence crossing on the Mimi Falls Trail does not feature a handrail and has a significant fall height on the downhill side. The sloped wooden surface is slippery in wet and icy conditions.*



*Figure 17 Example of a singletrack ride-over cattleguard.*



## Goal 5 - Grow the capacity of trails to support tourism.

### 5.1 Assessing trail networks for tourism readiness.

The Logan Lake and Area trail network itself should be assessed using a tourism readiness matrix. Free tools like the Trans Canada Trail's Trail Tourism Readiness Criteria & Assessment<sup>5</sup> can help determine the trail network's ability to support tourism. Prior to formally promoting Logan Lake and Area trails, the network should attain a 'Visitor Ready' score for each readiness criterion. These include ensuring that:

- Trails have been formally approved by the landowner/manager
- A trail manager has accepted formal responsibility for the management of the trails
- Trails are regularly inspected and maintained
- Long-term sustainable funding is in place for asset renewal
- Trails feature consistent and high-quality signage and supporting amenities
- High-quality informational resources are available to the public
- High-quality accommodations and attractions are in place to support trail users



*Mullet's Revenge Trail in the Logan Lake South Network*

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<sup>5</sup> Trans Canada Trail, National Guideline for Classifying Multi-Use Trails in Canada. 2021.

## 5.4 IMPLEMENTATION PLAN

The Trails Strategy recommendations are intended to be implemented over the next 15 years and can be pursued as resources become available.

The implementation table on the following pages outlines the priority levels and resourcing requirements for each recommendation. The table also highlights potential partners with whom the LLCF and DLL may collaborate to offset implementation costs or achieve improved outcomes.

### Priority Levels

Priority Levels are defined as:

- High: Actions needed to maintain current service levels and address immediate gaps
- Medium: Actions that will help grow and/or improve the trail network
- Low: Actions that would be nice to have but are not critical to the overall success of the network

### Time Frames

Time Frames are defined as:

- Short term: 0-5 years
- Medium term: 5-10 years
- Long term: 10+ years

The availability of project resources arising from grant and partnership opportunities or other factors may allow long- and medium-term actions to be implemented earlier. The implementation timeline may also be adapted to changing community needs.

### Resource Requirements

Actions in the implementation plan involve costs, staff time, operational expense, and/or capital investments. Resource requirements are categorized as:

- \$: Less than \$50,000
- \$\$: \$50,000 to \$100,000
- \$\$\$: More than \$100,000

### Related Recommendations, Projects, and Options



Some recommendations or projects/options noted under a single recommendation should be implemented in conjunction with other recommendations to provide the greatest benefit. The related recommendations for each recommendation, project, and option are classified as either:

- Required: Needed for the action's complete implementation, or
- Beneficial: Demonstrate significant potential synergies to the action's implementation.

Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
<b>Goal 1</b>	<b>Improve the trail network's connectivity and ease of access.</b>				
<b>1.1</b>	Establish an ORV trail link to the District of Logan Lake's commercial core.	High	Medium Term	\$\$\$	<b>Required:</b> Project 1.2.1 <b>Beneficial:</b> Project 1.2.2, Project 1.3.2, Option 4.2.2, Option 4.2.3
<b>1.2</b>	Consider adding and/or formalizing missing ORV connections at key locations.				
<b>Project 1.2.1</b>	Grant's Track Realignment	High	Short Term	\$\$\$	<b>Beneficial:</b> Rec. 1.1, Project 1.2.2, Project 1.3.2, Option 4.2.2, Option 4.2.3
<b>Project 1.2.2</b>	Tunkwa Lake Road Connector	Medium	Short Term	\$\$\$	<b>Required:</b> Project 1.3.6 <b>Beneficial:</b> Rec. 1.1, Project 1.3.1, Project 1.2.1, Option 4.2.2, Option 4.2.3
<b>Project 1.2.3</b>	Meadow Creek Connector	Medium	Medium -Long Term	\$\$\$	<b>Required:</b> Project 1.3.3 <b>Beneficial:</b> Rec. 1.1, Project 1.3.2, Project 1.3.5, Option 4.2.1, Option 4.2.2, Option 4.2.3

<b>Project 1.2.4</b>	Witches Brook Connector	Low	Long Term	\$\$\$	<b>Required:</b> Project 1.3.4 <b>Beneficial:</b> Option 4.2.2
<b>Rec. #</b>	<b>Description</b>	<b>Priority</b>	<b>Timeline</b>	<b>Cost</b>	<b>Related Recommendations, Projects, &amp; Options</b>
<b>1.3</b>	Work with the Ministry of Transportation and Transit to establish ORV roadway crossings at key locations.				
<b>Project 1.3.1</b>	Paska Lake Crossing	High	Short Term	\$	
<b>Project 1.3.2</b>	Townsite Hwy 97D Crossing	Medium <sup>6</sup>	Medium Term	\$	<b>Required:</b> Project 1.2.1 <b>Beneficial:</b> Rec. 1.1, Project 1.2.2, Project 1.3.5, Option 4.2.2, Option 4.2.3
<b>Project 1.3.3</b>	Logan Lake Connector Hwy 97D Crossing	Medium <sup>7</sup>	Medium Term	\$	<b>Required:</b> Project 1.2.3 <b>Beneficial:</b> Option 4.2.1
<b>Project 1.3.4</b>	Witches Brook Hwy 97C Crossing	Low	Medium Term	\$\$	<b>Required:</b> Project 1.2.4 <b>Beneficial:</b> Option 4.2.2

<sup>6</sup> Project should be promoted to 'High' priority if Option 4.2.2 or 4.2.3 are selected for the ORV campground location.

<sup>7</sup> Project should be promoted to 'High' priority if Option 4.2.1 is selected for the ORV campground location.

<b>Project 1.3.5</b>	Logan Lake South Hwy 97C Crossing	Medium -Low <sup>8</sup>	Medium Term	\$\$	<b>Beneficial:</b> Rec. 1.1, Option 4.2.2
<b>Project 1.3.6</b>	Tunkwa Lake Road Crossing	Medium	Medium Term	\$\$	<b>Required:</b> Project 1.2.2 <b>Beneficial:</b> Rec. 1.1, Project 1.2.1, Project 1.3.2, Project 1.3.5, Option 4.2.2, Option 4.2.3

Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
1.4	Consider developing new non-motorized destination trails.				
<b>Project 1.4.1</b>	Meadow Creek Gorge Trail Development Area	Medium	Medium Term	\$\$\$	<b>Required:</b> Rec. 1.5
<b>Project 1.4.2</b>	Tall Trees and Canyons Trail Development Area	Low	Long Term	\$\$\$	
<b>Project 1.4.3</b>	Mamit Lake Connector	Low	Long Term	\$\$\$	
<b>1.5</b>	Upgrade and formalize the Logan Lake South Trail Network.	High	Short-Medium Term	\$\$	<b>Required:</b> Rec. 4.1 <b>Beneficial:</b> Rec. 1.6, Project 1.4.1

<sup>8</sup> Project should be promoted to 'High' priority if Option 4.2.3 is selected for the ORV campground location.

Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
1.6	Develop designated accessible trail routes	Medium	Short-Medium Term	\$-\$\$	<b>Required:</b> Rec. 4.1 <b>Beneficial:</b> Rec. 1.5, Rec. 2.1, Rec. 2.2
1.7	Consider a higher-elevation trailhead in the Logan Lake North network to enhance winter recreation resiliency.	High	Medium Term	\$\$\$	<b>Required:</b> Rec. 2.3 <b>Beneficial:</b> Rec. 2.1, Rec. 3.2, Rec. 3.3, Rec. 3.4
Goal 2	Ensure trails are well-monitored and maintained.				
2.1	Develop a trail management and maintenance plan.	High	Short Term	Staff Time	<b>Beneficial:</b> Rec. 2.2, Rec. 2.3, Rec. 4.1
2.2	Explore forming a seasonal trail maintenance crew.	Low	Medium Term	Varies	<b>Beneficial:</b> Rec. 2.1, Rec. 2.3, Rec. 3.1
2.3	Enhance support for the Logan Lake North network.	High	Short Term, Ongoing	Varies	<b>Beneficial:</b> Rec. 2.1, Rec. 2.2, Rec. 3.3
Goal 3	Strengthen partnerships to foster collaboration and develop sustainable funding sources.				
3.1	Establish and host a trails working group.	High	Short Term	Staff Time	



Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
3.2	Encourage improved cost recovery in trail associations.	High	Short Term	Staff Time	<b>Beneficial:</b> Rec. 3.4
3.3	Explore providing financial support to community trail organizations.	Medium	Short Term	\$-\$\$	<b>Beneficial:</b> Rec. 2.2, Rec. 3.2, Rec. 3.4
3.4	Encourage community trail organizations to explore corporate sponsorship opportunities.	Low	Ongoing	Staff Time	<b>Beneficial:</b> Rec. 3.2
<b>Goal 4</b>	<b>Promote accessibility, safety, and user experience through resources and supporting amenities.</b>				
4.1	Establish a consistent area-wide wayfinding, signage, and information strategy.	High	Medium Term	\$\$	<b>Beneficial:</b> Rec. 1.6, Rec. 2.1
4.2	Explore developing an ORV campground and staging area near the Logan Lake Townsite.	High	Medium Term	\$\$\$	
<b>Option 4.2.1</b>	Former MoTT gravel pit/salt shed site on Meadow Creek Rd				<b>Required:</b> Project 1.3.2 <b>Beneficial:</b> Project 1.2.3

Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
Option 4.2.2	Clearing west of the Highway 97 intersection				<b>Required:</b> Project 1.2.1, Project 1.3.2, Project 1.3.5 <b>Beneficial:</b> Rec. 1.1, Project 1.2.3
Option 4.2.3	Site adjacent to Lakers Ball Diamond				<b>Required:</b> Project 1.2.1, Project 1.3.2 <b>Beneficial:</b> Rec. 1.1, Project 1.2.3
4.3	Work with grazing lease holders and trail organizations to maintain accessible fence crossings.	Medium	Medium Term	\$	<b>Beneficial:</b> Rec. 1.5, Rec. 1.7, Rec. 2.1
Goal 5	<b>Grow the capacity of trails to support tourism.</b>				
5.1	Assess trail networks for tourism readiness	High	Ongoing	Staff Time	<b>Beneficial:</b> Rec. 1.1, Rec. 2.1, Rec. 4.1, Rec. 4.2

## 5.5 GRANT OPPORTUNITIES

Grant opportunities were identified to support the LLCF, DLL, and Non-profit trail organizations in implementing the plan's recommendations. Grants in the table below are organized by target group, as different grants are made available to different types of organizations. Community forests, like the LLCF, have limited eligibility for outdoor recreation grant funding; the LLCF should aim to support community trail organizations and the DLL in applying for grants with organizational and technical resources when possible.

Target group	Grant	Amount	Funder	Goals	<i>Eligible projects</i>
Non-profit Orgs.	ATVBC Trail Development + Maintenance Grant	Up to \$5000	Quad Riders ATV Association of British Columbia	Create and maintain mixed-use trails for the public.	<ul style="list-style-type: none"> <li>Trail and riding area maintenance</li> <li>Planning + building new trail infrastructure (e.g. signage, staging areas, etc.)</li> <li>Trail upgrades and addressing trail damage</li> <li>Education + mapping</li> <li>Associated fees</li> </ul>
	Polaris Trails Grants Program	Up to \$10,000 (two per year)	Polaris	Off-road trail preservation, creation, protecting the environment, and safety.	<ul style="list-style-type: none"> <li>Development of off-road trails</li> <li>Maintenance</li> <li>Equipment Purchases</li> <li>Safety and education initiatives</li> <li>Projects to increase and maintain trail access</li> </ul>
	Stay Outdoors	Various (~\$5,000-\$20,000)	Yamaha	Responsible use of trails, roads, and waterways for motorized vehicles.	<ul style="list-style-type: none"> <li>Conservation, access, and restoration</li> <li>Trail development,</li> <li>New facilities and amenities (e.g. signage, staging areas)</li> <li>Safety + education</li> </ul>
	Recreation Foundation of BC Grants	\$2,000-\$10,000	Recreation Foundation of BC	Invest in new and current programs through support to parks,	<ul style="list-style-type: none"> <li>Programming that extends recreation opportunities to underrepresented/marginalized groups</li> <li>Projects that promote accessibility and ease of access</li> </ul> Project must:

Target group	Grant	Amount	Funder	Goals	<i>Eligible projects</i>
				recreation and culture.	<ul style="list-style-type: none"> <li>Reach a significant portion of the community and have an impact</li> <li>Have a good program plan and a strong budget plan</li> </ul> <i>Contact program for info on eligible projects</i>
	Community Grant	Varies	Teck	Supporting environmental integrity and community well-being.	Grant Program areas of focus: <ul style="list-style-type: none"> <li>Environmental sustainability and climate adaptation</li> <li>Community health, well-being, and quality of life</li> </ul> <i>Contact directly for info on eligible projects</i>
	Two for the Trails	\$600-\$50,000	Athletic Brewing	Expand outdoor access via trails and parks while improving the environment.	<ul style="list-style-type: none"> <li>Fund for shovel-ready trails projects</li> <li>Projects have a positive environmental impact</li> </ul>
	Community Gaming Grants: Capital Project Grants	\$20,000-\$1,250,000(fund matching of up to 50% of total project cost)	Province of BC	Inclusive, accessible capital projects that meet community-identified needs.	<ul style="list-style-type: none"> <li>Development of inclusive, accessible public amenities that demonstrate widespread community benefit</li> </ul> <i>Note: Recipients must have received community gaming grant funding in the previous three years</i>
	Community Gaming Grants: Program Grants	Up to a max of \$125,000 per year. (Up to \$20,000 for minor capital projects).	Province of BC	Funding community programming and capital projects to support communities throughout BC.	<ul style="list-style-type: none"> <li>Delivery of community-based arts &amp; culture and sports programming, excluding motorized sports</li> <li>Minor capital projects</li> <li>Organizational operating cost</li> </ul>
	Accessibility Project Grants	Up to \$40,000	Disability Alliance of BC	Supports the enhancement of accessible sports and recreation through programming.	<ul style="list-style-type: none"> <li>Community programming, resulting in long-term accessibility improvements to people with disabilities</li> <li>Developing accessibility resources for art &amp; culture and parks</li> </ul>



Target group	Grant	Amount	Funder	Goals	Eligible projects
District of Logan Lake (DLL)	TD Friends of the Environment Foundation	\$2,000-\$8,000	TD Bank	Revitalizing, animating and stewarding public green spaces.	<ul style="list-style-type: none"> <li>Initiatives and programming to improve ecological integrity and promote environmental education (e.g. restoration and interpretive signage)</li> </ul>
	All Trails Stewards Fund	\$2,000-\$10,000	AllTrails	Enhance, maintain, rebuild, and restore outdoor spaces.	<ul style="list-style-type: none"> <li>Trail resilience and maintenance</li> <li>Trail experience (i.e. signage, visitor amenities)</li> <li>Trail restoration</li> <li>New trail builds</li> </ul> <p><i>Note: must be an active AllTrails user and be a current 1% for the Planet environmental partner or meet criteria</i></p>
	Off-road vehicle trail fund	\$5,000-25,000 Matching contributions must equal 20%	Province of BC	Safe, sustainable off-road trail projects across B.C.	<ul style="list-style-type: none"> <li>Routine maintenance</li> <li>New trails</li> <li>Inventory and data collection</li> <li>Trail inspections</li> <li>Structure development</li> <li>Education campaigns (e.g. trail planning)</li> </ul>
	Outdoor Recreation Fund of BC	\$2,000-\$10,000 (fund matching of up to 50% of total project cost)	Outdoor Recreation Council of BC	Community-based initiatives that create meaningful outdoor recreational experiences.	<ul style="list-style-type: none"> <li>Workshops + training for volunteers + recreation users</li> <li>New trail connections</li> </ul> <p>Projects must have authorizations in place before applying and ready to go. Cannot fund new trails.</p>
	Local Community Accessibility Grant Program	UP to \$25,000	Social Planning and Research Council of BC	Support the removal of barriers for persons with disabilities.	<ul style="list-style-type: none"> <li>Accessible infrastructure</li> <li>Development of accessibility resources</li> </ul>
	Canada Summer Jobs	Ranges	Government of Canada	Wage subsidy for job hiring.	<ul style="list-style-type: none"> <li>Funds creation of summer students to help trails maintenance capacity</li> </ul> <p><i>Funds up to 100% of minimum wage for non-profit organizations or up to 50% for public sector employees.</i></p>

Target group	Grant	Amount	Funder	Goals	Eligible projects
	Recreation Infrastructure Program	Up to \$300,000 (50% of project budget) or \$100,000 (70% of project budget)	Northern Development	The Recreation Infrastructure program supports community efforts to create and support recreational infrastructure.	<ul style="list-style-type: none"> <li>• Ski facilities</li> <li>• Campgrounds</li> <li>• Backcountry trail networks</li> <li>• Boat launches</li> <li>• New construction projects or upgrades</li> <li>• Backcountry cabins/shelters</li> </ul> <p><i>Up to \$100,000 (max of 70% for upgrades/repairs \$300,000 (max of 50% for construction + substantial upgrades)</i></p>
	Rural Economic Development and Infrastructure Grant – Implementation Path	Up to \$1,000,000 (60% of total project cost) or \$400,000 (80% of total project cost)	Province of BC	Implementation of construction of infrastructure resulting in new, upgrades, or preserved local economic assets.	<ul style="list-style-type: none"> <li>• Infrastructure that is aligned with regional and provincial tourism objectives and will have a potential economic impact for local business economy.</li> </ul> <p><i>Contact directly for info on eligible projects.</i></p>

## 5.6 SUMMARY OF PRIORITY PROJECTS

The following table summarizes recommendations and projects categorized as high-priority.

Rec. # & Project #	Description	Timeline	Class D Cost Estimate	Grant Opportunities
1.1	Establish an ORV trail link to the District of Logan Lake's commercial core.	Medium Term	\$120,000-\$200,000	<ul style="list-style-type: none"> <li>• ATVBC Trail Development + Maintenance Grant</li> <li>• Polaris Trail Grants Program</li> <li>• Yamaha Stay Outdoors Grant</li> </ul>

				<ul style="list-style-type: none"> <li>• BC Capital Project Grants</li> <li>• BC Off-road vehicle trail fund</li> <li>• ORCBC Outdoor Recreation Fund</li> <li>• Northern Development Recreation Infrastructure Program</li> <li>• BC Rural Economic Development and Infrastructure Grant – Implementation Path</li> </ul>
1.2 Project 1.2.1	<p>Consider adding and/or formalizing missing ORV connections at key locations.</p> <p>Project: Grant's Track Realignment</p>	Short Term	\$200,000-\$250,000	<ul style="list-style-type: none"> <li>• ATVBC Trail Development + Maintenance Grant</li> <li>• Polaris Trail Grants Program</li> <li>• Yamaha Stay Outdoors Grant</li> <li>• Teck Community Grant</li> <li>• BC Capital Project Grants</li> <li>• BC Off-road vehicle trail fund</li> <li>• ORCBC Outdoor Recreation Fund</li> <li>• Northern Development Recreation Infrastructure Program</li> </ul>
1.3 Project 1.3.1	<p>Work with the Ministry of Transportation and Transit to establish ORV roadway crossings at key locations.</p>	Short Term	\$20,000-\$40,000	<ul style="list-style-type: none"> <li>• ATVBC Trail Development + Maintenance Grant</li> <li>• Polaris Trail Grants Program</li> <li>• Yamaha Stay Outdoors Grant</li> <li>• BC Capital Project Grants</li> </ul>

	Project: Paska Lake Crossing			<ul style="list-style-type: none"> <li>• BC Off-road vehicle trail fund</li> <li>• ORCBC Outdoor Recreation Fund</li> <li>• Northern Development Recreation Infrastructure Program</li> </ul>
1.5	Upgrade and formalize the Logan Lake South Trail Network.	Short-Medium Term	\$60,000-\$100,000	<ul style="list-style-type: none"> <li>• Recreation Foundation of BC Grants</li> <li>• Teck Community Grant</li> <li>• Athletic Brewing Two for the Trails</li> <li>• BC Capital Project Grants</li> <li>• BC Community Gaming Grants</li> <li>• Disability Alliance of BC Accessibility Project Grants</li> <li>• TD Friends of the Environment Foundation</li> <li>• All Trails Stewards Fund</li> <li>• ORCBC Outdoor Recreation Fund</li> <li>• Northern Development Recreation Infrastructure Program</li> </ul>
1.7	Consider a higher-elevation trailhead in the Logan Lake North network to enhance winter recreation resiliency.	Medium Term	\$400,000-\$600,000 (Assumes 20 parking stalls and supporting trailhead amenities e.g. kiosk, pit toilet)	<ul style="list-style-type: none"> <li>• Recreation Foundation of BC Grants</li> <li>• Teck Community Grant</li> <li>• Athletic Brewing Two for the Trails</li> <li>• BC Capital Project Grants</li> </ul>



				<ul style="list-style-type: none"> <li>• BC Community Gaming Grants</li> <li>• Disability Alliance of BC Accessibility Project Grants</li> <li>• TD Friends of the Environment Foundation</li> <li>• All Trails Stewards Fund</li> <li>• ORCBC Outdoor Recreation Fund</li> <li>• Northern Development Recreation Infrastructure Program</li> </ul>
4.1	Establish a consistent area-wide wayfinding, signage, and information strategy.	Medium Term	\$40,000-\$80,000	<ul style="list-style-type: none"> <li>• Recreation Foundation of BC Grants</li> <li>• Teck Community Grant</li> <li>• Athletic Brewing Two for the Trails</li> <li>• BC Capital Project Grants</li> <li>• BC Community Gaming Grants</li> <li>• Disability Alliance of BC Accessibility Project Grants</li> <li>• TD Friends of the Environment Foundation</li> <li>• AllTrails Stewards Fund</li> <li>• ORCBC Outdoor Recreation Fund</li> <li>• Social Planning and Research Council of BC Local Community Accessibility Grant Program</li> </ul>

				<ul style="list-style-type: none"> <li>Northern Development Recreation Infrastructure Program</li> </ul>
4.2 <sup>9</sup>	Explore developing an ORV campground and staging area near the Logan Lake Townsite.	Medium Term	\$400,000-\$1,000,000 (Assumes 12-18 sites, high estimates include site service)	<ul style="list-style-type: none"> <li>ATVBC Trail Development + Maintenance Grant</li> <li>Polaris Trail Grants Program</li> <li>Yamaha Stay Outdoors Grant</li> <li>BC Capital Project Grants</li> <li>BC Off-road vehicle trail fund</li> <li>ORCBC Outdoor Recreation Fund</li> <li>Northern Development Recreation Infrastructure Program</li> </ul>

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<sup>9</sup> Establishing an ORV campground near the Logan Lake Townsite will require implementing additional ORV trail connections and/or highway crossings per recommendations 1.2 and 1.3. The additional cost of these infrastructure pieces has not been included in the Class D cost estimate, but should be considered as part of the total project cost.



# APPENDIX



## **APPENDIX A – ENGAGEMENT SUMMARY**

## **APPENDIX B – TRAIL NETWORK INVENTORY TABLES**

LOGAN LAKE COMMUNITY TRAIL NETWORK

Name	LLATNP ID	Owner/Manager	Trail Type	Length (m)	Status	Note
Breccia Dr Connector	TRL0001	District of Logan Lake	Doubletrack	58	Active	open space access
Garnet Ave Connector	TRL0002	District of Logan Lake	Singletrack	154	Active	open space access
Emerald Park Connector	TRL0003	District of Logan Lake	Doubletrack	70	Active	street connection
Emerald Dr Connector	TRL0004	District of Logan Lake	Doubletrack	38	Active	open space access
Amber Ct Connector	TRL0005	District of Logan Lake	Singletrack	70	Active	street connection
Lions Park Connector	TRL0006	District of Logan Lake	Singletrack	39	Active	park access
Amber Dr Connector	TRL0007	District of Logan Lake	Singletrack	47	Active	school access
Al Kemp Park Connector	TRL0008	District of Logan Lake	Singletrack	117	Active	open space traverse
Opal Dr Connector	TRL0009	District of Logan Lake	Paved Multi-Use Pathway	7	Active	school property
Agate Dr Connector	TRL0010	District of Logan Lake	Doubletrack	189	Active	storm RW
Maggs Park Path	TRL0011	District of Logan Lake	Doubletrack	56	Active	
Maggs Park Path	TRL0012	District of Logan Lake	Doubletrack	22	Active	Brick work path to sidewalk
Maggs Park Path	TRL0013	District of Logan Lake	Doubletrack	20	Active	Brick work path to sidewalk
Maggs Park Path	TRL0014	District of Logan Lake	Paved Multi-Use Pathway	96	Active	
Maggs Park Path	TRL0015	District of Logan Lake	Doubletrack	63	Active	
Maggs Park Path	TRL0016	District of Logan Lake	Doubletrack	30	Active	
Birch Cres Connector	TRL0017	District of Logan Lake	Singletrack	43	Active	Appears to be a Paved Connection
Shopping Centre Connector	TRL0018	District of Logan Lake	Paved Multi-Use Pathway	74	Active	

Name	LLATNP ID	Owner/Manager	Trail Type	Length (m)	Status	Note
Highway Multiuse Path	TRL0020	District of Logan Lake	Paved Multi-Use Pathway	245	Active	
	TRL0021	District of Logan Lake	Doubletrack	126	Active	
	TRL0022	District of Logan Lake	Doubletrack	292	Active	
	TRL0023	District of Logan Lake	Doubletrack	145	Active	
	TRL0024	District of Logan Lake	Doubletrack	152	Active	
	TRL0025	District of Logan Lake	Doubletrack	154	Active	
Jade Crt Connector	TRL0026	District of Logan Lake	Doubletrack	136	Active	
Pondersoa Connector	TRL0027	District of Logan Lake	Paved Multi-Use Pathway	412	Active	
Pondersoa Connector	TRL0028	District of Logan Lake	Paved Multi-Use Pathway	23	Active	
Rec Centre Connector	TRL0029	District of Logan Lake	Paved Multi-Use Pathway	174	Active	
Highway Multiuse/Maggs Park Path	TRL0030	District of Logan Lake	Paved Multi-Use Pathway	165	Active	multi use
Highway Multiuse/Maggs Park Path	TRL0031	District of Logan Lake	Paved Multi-Use Pathway	127	Active	Lake Trail
Maggs Park Staircase	TRL0032	District of Logan Lake	Paved Multi-Use Pathway	10	Active	
Logan Lake Loop	TRL0033	District of Logan Lake	Paved Multi-Use Pathway	709	Active	Lake Trail
Aralia PI Connector	TRL0034	District of Logan Lake	Singletrack	84	Active	
Dadladon Dr Connector	TRL0035	District of Logan Lake	Doubletrack	100	Active	
Basalt Dr Connector	TRL0036	District of Logan Lake	Singletrack	73	Active	
Aralia PI Connector	TRL0037	District of Logan Lake	Singletrack	88	Active	Appears to be a Paved Connection
Cinnabar Ct Connector	TRL0038	District of Logan Lake	Doubletrack	40	Active	Appears to be a Paved Connection



Name	LLATNP ID	Owner/Manager	Trail Type	Length (m)	Status	Note
Logan Lake Loop	TRL0039	District of Logan Lake	Paved Multi-Use Pathway	140	Active	Lake Trail
Logan Lake Loop	TRL0040	District of Logan Lake	Paved Multi-Use Pathway	125	Active	Lake Trail
Marie King Park Connector	TRL0041	District of Logan Lake	Paved Multi-Use Pathway	33	Active	
Highway Multisue Path Ponderosa Connector	TRL0042	District of Logan Lake	Paved Multi-Use Pathway	65	Active	
Duck Pond Lake Trail	TRL0043	District of Logan Lake	Doubletrack	993	Active	
Logan Lake Loop	TRL0044	District of Logan Lake	Doubletrack	616	Active	Lake Trail
Logan Lake Loop	TRL0045	District of Logan Lake	Paved Multi-Use Pathway	225	Active	Lake Trail
Cooper Ridge Access	TRL0046	District of Logan Lake	Doubletrack	350	Active	
Logan Lake Loop	TRL0047	District of Logan Lake	Doubletrack	337	Active	Lake Trail
	TRL0048	District of Logan Lake	Doubletrack	544	Active	
Breccia Park Connector	TRL0049	District of Logan Lake	Singletrack	58	Active	
Cooper Ct Connector	TRL0050	District of Logan Lake	Singletrack	37	Active	
Highland Mannor Connector	TRL0051	District of Logan Lake	Doubletrack	35	Active	
Lion Park Connector	TRL0052	District of Logan Lake	Singletrack	82	Active	
Guardian Trail	TRL0053	District of Logan Lake	Singletrack	389	Active	
Ripper-Wiki's Way Connector	TRL0054	District of Logan Lake	Doubletrack	358	Active	
Guardian Trail	TRL0055	District of Logan Lake	Doubletrack	1123	Active	
Jasper Hill Trail	TRL0056	District of Logan Lake	Doubletrack	200	Active	
Guardian Trail	TRL0057	District of Logan Lake	Doubletrack	906	Active	

Name	LLATNP ID	Owner/Manager	Trail Type	Length (m)	Status	Note
Meadow Creek Rd Connector	TRL0058	District of Logan Lake	Doubletrack	1017	Active	
Logan Lake Loop	TRL0059	District of Logan Lake	Doubletrack	168	Active	Lake Trail
Mimi Falls Trail	TRL0060	District of Logan Lake	Doubletrack	301	Active	
Beryl Dr Connector	TRL0061	District of Logan Lake	Doubletrack	329	Active	
Wiki's Way Connector	TRL0062	District of Logan Lake	Doubletrack	149	Active	
Wiki's Way Connector	TRL0063	District of Logan Lake	Doubletrack	158	Active	
Emerald Park Connector	TRL0064	District of Logan Lake	Doubletrack	171	Active	
	TRL0065	District of Logan Lake	Doubletrack	147	Active	
	TRL0066	District of Logan Lake	Doubletrack	325	Active	
	TRL0067	District of Logan Lake	Doubletrack	527	Active	
	TRL0068	District of Logan Lake	Doubletrack	928	Active	
	TRL0069	District of Logan Lake	Doubletrack	288	Active	
	TRL0070	District of Logan Lake	Doubletrack	82	Active	
	TRL0071	District of Logan Lake	Doubletrack	106	Active	
Cooper Ct Connector	TRL0072	District of Logan Lake	Doubletrack	148	Active	
Highland Mannor Connector	TRL0073	District of Logan Lake	Singletrack	46	Active	
	TRL0074	District of Logan Lake	Singletrack	107	Active	
Duck Pond Access	TRL0075	District of Logan Lake	Singletrack	503	Active	
	TRL0076	District of Logan Lake	Doubletrack	205	Active	
	TRL0077	District of Logan Lake	Doubletrack	113	Active	

Name	LLATNP ID	Owner/Manager	Trail Type	Length (m)	Status	Note
	TRL0078	District of Logan Lake	Doubletrack	472	Active	
	TRL0079	District of Logan Lake	Doubletrack	183	Active	
	TRL0080	District of Logan Lake	Doubletrack	194	Active	
Pondersoa-Poplar Connector	TRL0081	District of Logan Lake	Doubletrack	269	Active	
Ponderosa Connector	TRL0082	District of Logan Lake	Doubletrack	69	Active	
Daladon Dr Connector	TRL0083	District of Logan Lake	Singletrack	72	Active	
Jasper Hill Connector	TRL0084	District of Logan Lake	Doubletrack	379	Active	
Jasper Hill Trail	TRL0085	District of Logan Lake	Doubletrack	213	Active	
	TRL0086	District of Logan Lake	Singletrack	892	Active	
Duck Pond Loop	TRL0087	District of Logan Lake	Singletrack	291	Active	
Duck Pond Loop	TRL0088	District of Logan Lake	Doubletrack	80	Active	
Duck Pond Loop	TRL0089	District of Logan Lake	Doubletrack	72	Active	
Duck Pond Access	TRL0090	District of Logan Lake	Doubletrack	73	Active	
	TRL0091	District of Logan Lake	Doubletrack	85	Active	
	TRL0092	District of Logan Lake	Doubletrack	899	Active	
	TRL0093	District of Logan Lake	Doubletrack	405	Active	ORV Trail
	TRL0094	District of Logan Lake	Doubletrack	391	Active	ORV Trail

LOGAN LAKE NORTH TRAIL NETWORK

Reference #	Name	Difficulty XC Ski	Difficulty MTB	Travel Direction	Length (km)	Length (m)
1	3 Whoops	Snowshoe	Intermediate	two way	2.6	2573
2	Bumble Bee Tuna	Snowshoe	Intermediate	two way	3.5	3492
3	Cliffside	Snowshoe	Beginner	two way	1.4	1369
4	Crossroads	Snowshoe	Beginner	two way	1.0	969
5	Easy Exit	Snowshoe	Beginner	two way	0.1	63
6	Fired Up	Snowshoe	Expert	Downhill only	1.4	1449
7	Flatline	Snowshoe	Beginner	two way	0.5	490
8	Hairy Ditch	Snowshoe	Expert	Downhill only	1.2	1197
9	Kids Zone	Snowshoe	Beginner	Downhill only	0.8	808
10	Main Street	Snowshoe	Beginner	two way	1.9	1910
11	Meadow Walk	Snowshoe	Intermediate	two way	2.9	2919
12	Midway Climb	Snowshoe	Beginner	Uphill only	0.7	678
13	Reech Around	Snowshoe	Intermediate	two way	1.9	1870
14	Rock On	Snowshoe	Intermediate	Downhill only	0.6	551
15	Skid Mark	Snowshoe	Expert	Downhill only	0.9	860
16	Tree Fort	Snowshoe	Intermediate	two way	0.9	887
17	Anna's Folly	Expert	Multiuse	two way	0.6	629
18	Beyond Outer Limits	Expert	Multiuse	two way	3.4	3409
19	Carousel	Expert	Multiuse	two way	0.2	246
20	Cut-Off	Beginner	Multiuse	two way	0.1	106
21	Down and Out	Intermediate	Multiuse	two way	0.8	781

22	Easy Does It	Beginner	Multiuse	two way	0.5	512
23	Hellfire	Intermediate	Multiuse	two way	1.6	1574
24	Jack Rabbit	Beginner	Multiuse	two way	0.7	732
25	Jackpine Alley	Intermediate	Multiuse	two way	2.2	2185
26	Little Coaster	Intermediate	Multiuse	two way	0.8	819
27	Lookout	Beginner	Multiuse	two way	1.2	1174
28	Midway	Beginner	Multiuse	two way	0.6	590
28	Wiki's Way	Beginner	Multiuse	two way	1.8	1679
29	Old Fence	Intermediate	Multiuse	two way	0.4	448
30	Outer Limits	Expert	Multiuse	two way	2.9	2924
31	Oval	Beginner	Multiuse	two way	0.5	549
32	Poplar Lane	Intermediate	Multiuse	two way	2.6	2598
33	Ripper	Intermediate	Multiuse	two way	0.3	741
34	Roller Coaster	Expert	Multiuse	two way	3.6	3550
35	Rudi's Loop Lower	Beginner	Multiuse	two way	3.4	3370
36	Rudi's Loop Upper	Intermediate	Multiuse	two way	4.9	4897
37	The Dog Leg	Expert	Multiuse	two way	4.7	4712



LOGAN LAKE SOUTH TRAIL NETWORK

Reference #	Name	Trail Type	MTB Difficulty	Length (km)	Length (m)	Travel Direction	Notes
1	Mullet's Revenge 2.0	Unsanctioned Singletrack	Advanced	0.9	930	Downhill Primary	Unsanctioned
2	Corner Gas	Unsanctioned Singletrack	Intermediate	0.7	666	Downhill Primary	Unsanctioned
3	Jasper Hill Lookout	Doubletrack	Multi-use	0.1	117	Two-Way	Unsanctioned
4	Jasper Hill	Doubletrack	Multi-use	1.5	1484	Two-Way	Unsanctioned
5	Jasper Hillclimb	Unsanctioned Singletrack	Intermediate	1.3	1283	Uphill Primary	Unsanctioned
6	Easy Climb	Unsanctioned Singletrack	Beginner	1.0	968	Uphill Primary	Unsanctioned
7	Calcite Doubletrack	Doubletrack	Multi-use	0.6	618	Two-Way	Unsanctioned
8	Meadow Creek Traverse	Unsanctioned Singletrack	Intermediate	2.6	2559	Downhill Primary	Unsanctioned
9	Mimi Falls	Singletrack	Intermediate	2.8	2791	Two-Way	