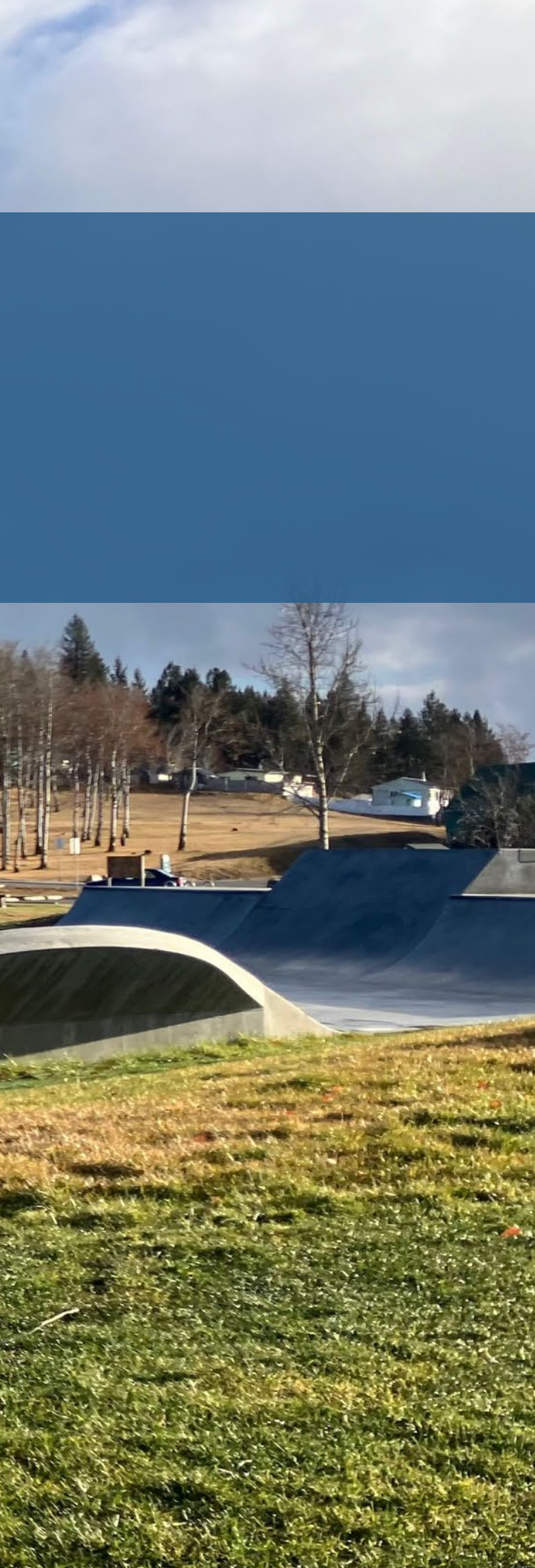


2025

DISTRICT OF LOGAN LAKE

ACTIVE TRANSPORTATION NETWORK PLAN





The Active Transportation Network Plan (ATNP) was prepared by EAP Consulting and TRUE Consulting for the District of Logan Lake, and funded in part, by the Province of British Columbia's 2024 Active Transportation Infrastructure Grant Program.

All images courtesy of EAP Consulting or the District of Logan Lake, unless otherwise noted.

September 2025

TERRITORIAL ACKNOWLEDGEMENT

The District of Logan Lake is located in the Southern Interior of British Columbia, Canada, on the traditional unceded territories of the Nlaka'pamux, Secwepemc and Syilx Nations.



TABLE OF CONTENTS

INTRODUCTION.....	0
1. Active Transportation Network Plan (ATNP) - Planning Context.....	1
1.1. Purpose	1
1.2. Study Process	2
1.3. Logan Lake’s ATNP Guiding Principles.....	3
2. Active Transportation & Types of Facilities.....	3
2.1. Why Promote Active Transportation?.....	3
2.2. What is an Active Transportation Network Plan	4
2.3. Active Transportation Facilities	5
ASSESSMENT OF EXISTING CONDITIONS	11
3. District of Logan Lake - Community Profile.....	12
4. Crash Data from ICBC (2020-2024)	16
5. Policy Context	17
6. Logan Lake Current Active Transportation	18
6.1. Community Destinations	18
6.2. Wayfinding	19
6.3. Sidewalks, Trails, and MUPs	19
6.4. Highway Crossings.....	20
7. Community Engagement	22
7.1. Engagement #1.....	22
7.2. Engagement #2.....	24
ACTIVE TRANSPORTATION NETWORK PLAN	25
8. Logan Lake’s Future ATNP	26
8.1. Complete and Direct	26
8.2. Safe and Comfortable.....	31
8.3. Connected and Context-Specific	34
RECOMMENDATIONS AND PRIORITIES	36
9. Implementation Plan.....	37
9.1. Priority Factors	37
9.2. Cost Estimates	38
9.3. Funding Strategies	38
9.4. Recommended Infrastructure Improvements Per Corridor	40
APPENDIX A - TABLE OF RECOMMENDATIONS	
APPENDIX B - REFERENCED POLICIES	
APPENDIX C - FORESEEN PLAN FOR ORV TRAILS	

INTRODUCTION

1. ACTIVE TRANSPORTATION NETWORK PLAN (ATNP) - PLANNING CONTEXT

1.1. Purpose

The District of Logan Lake is a picturesque town of 2,500 residents, recognized as an outstanding Rainbow Trout fishery. It is located in the Highland Valley, about 60km southwest of Kamloops and 70km north of Merritt. Logan Lake opened as a town in 1971 at the opening of the Highland Valley Copper Mine, one of the largest copper mines in the world. From the start, Logan Lake was developed with quality of life in mind, and with foresight towards diversifying and capitalizing on economic development opportunities so as to build a resilient community. Today, Logan Lake promotes many outdoors recreational facilities in the area.

Although Logan Lake's urban area is about 5km², the District has a total area of 325km². The District of Logan Lake has an extensive trail system, including Off-Road Vehicle (ORV) trails, that connects its residents and tourists to some of the most beautiful sites in the Province. All year round, though especially during the summer, the community receives an influx of tourists who are keen to explore the outdoors and enjoy recreational activities, such as fishing, golfing, hiking, horseback riding, rockhounding, bird-watching, cross-country skiing, and more.



Figure 1: Picture of Logan Lake's Park showing a Multi-Use Path

"A beautiful small town with amazing people in the community"¹

The District of Logan Lake has great appreciation for the outdoors and maintaining the natural environment. In planning and designing infrastructure, the District also prioritizes aesthetics and the preservation of its cultural heritage. The District is committed to sustaining a scenic, pedestrian-friendly, accessible community, with a focus on strengthening the town centre as the primary gathering place for local residents and visitors². The development of an Active Transportation Network Plan (ATNP) marks a significant step towards achieving these goals.

¹ Resident's description of the District of Logan Lake, Public Engagement Survey, 2024

² District of Logan Lake Official Community Plan – [Bylaw 670, 2010](#)

1.2. Study Process

The ATNP for the District of Logan Lake was developed through four key phases:



PHASE 1: Project Launch & Community Context

The District of Logan Lake staff and the consulting team met to kick-off the project and gathered a joined vision for the future of active transportation within the community.

This phase also included a background review to establish the community context, drawing on the Census Canada community profile, existing policies, industry guidelines, and relevant research on active transportation in small towns.



PHASE 2: Assessment of the Existing Network

A joint field review by the consulting team and District staff was undertaken to identify gaps and challenges with the current active transportation network.

In addition, the first public engagement session was held during this phase to gather input from residents on current travel habits, key destinations, and issues within the network. Community members also shared their vision and priorities for future improvements to the active transportation network during this session.



PHASE 3: Future Network Development

Based on input from residents and District staff, along with findings from the field assessment, a draft future active transportation network was developed and evaluated for feasibility.

This draft network was subsequently shared with the community through a public open house to confirm alignment with the community's needs.



PHASE 4: Implementation Plan

The future active transportation network was finalized following feedback from District staff and residents during Phase 3. An implementation plan was then developed to prioritize future improvements, estimate costs, and identify potential funding sources.

1.3. Logan Lake's ATNP Guiding Principles

The District of Logan Lake's ATNP has been guided by the following three core principles:

COMPLETE & DIRECT	Develop an active transportation network that is intuitive, convenient, and welcoming for both residents and visitors, minimizing unnecessary detours to ensure direct and complete routes to key destinations.
SAFE & COMFORTABLE	Make active transportation an attractive and comfortable option for people of all ages and abilities (AAA); prioritizing the safety of the most vulnerable road users, such as people walking and cycling.
CONNECTED & CONTEXT-SPECIFIC	Create a connected network that aligns with the community's planning context, enhancing connectivity between the urban centre and trailheads. The network should enhance residents' quality of life while considering the District's role within the broader regional context.

2. ACTIVE TRANSPORTATION & TYPES OF FACILITIES

2.1. Why Promote Active Transportation?

Active transportation refers to human-powered modes of travel used to transport people and goods to work, school and community activities. It can take many forms and is continually evolving as new technologies emerge. It includes walking, cycling, rolling, using a wheelchair or other mobility devices, such as e-scooters or e-bikes. Active transportation also encompasses recreational modes such as horseback riding, cross-country skiing and snowshoeing, and water-based activities such as kayaking, canoeing and stand-up paddleboarding.

Active transportation networks help create vibrant, connected communities by enhancing quality of life, increasing property values, and offering a cost-effective solution to societal challenges such as traffic congestion, safety, public health, equity, and air quality.



2.2. What is an Active Transportation Network Plan

An ATNP establishes a long-term vision for active modes of transportation within a community, aiming to enhance safety, accessibility, and efficiency for both active commuting and recreational use. A successful ATNP is grounded in the local context – reflecting the community’s unique characteristics, needs, and challenges – which shapes the vision and informs the recommendations within the plan. Given that each ATNP is context-specific, its development generally includes a thorough understanding of the community through background research, community engagement, and alignment with broader local objectives, such as those set out in the Strategic Plan and the Official Community Plan (OCP).

The general outline followed to develop the ATNP for Logan Lake is as follows:



2.3. Active Transportation Facilities

In keeping with best practices at both national and international levels, the ATNP for Logan Lake recommends striving to implement active transportation facilities designed for people of all ages and abilities (AAA facilities). These facilities should be comfortable, convenient, safe, and attractive for everyone, regardless of their age or ability³. They must also prioritize safety, accessibility, equity, inclusivity, and age-friendly design.

The *BC Active Transportation Design Guide* provides a “Universal Accessibility Design Toolbox” to support transportation professionals in designing facilities that accommodate people of all ages and abilities. The toolbox includes recommendations across four key areas: mobility, auditory, visual, and tactile accessibility, as summarized below.

MOBILITY

- Accessible slopes and grades
- Accessible ramps
- Smooth, firm, slip-resistant surfaces free of tripping hazards
- Curb ramps for road access
- Clear through zone without obstructions
- Year-round monitoring and maintenance.



AUDITORY

Audible pedestrian signals that make sound to indicate when it is safe to cross.

TACTILE ACCESSIBILITY

- Detectable warning surfaces identifiable underfoot or by a cane.



VISUAL

- Signage, pavement markings, and wayfinding
- Contrasting pavement materials
- Countdown timers for pedestrian crossings
- Adequate lighting along active transportation facilities.

General considerations for designing active transportation facilities include:

- Motor speed and volume are key factors to determine the type of facility needed: the higher the speed and/or the volume of vehicles, the higher the need to provide physical separation for the active transportation facility.

³ *BC Active Transportation Design Guide*, B9

- The width of the facility has an impact on the perception of comfort and/or safety, especially for mixed used paths, where people travel at different speeds and would need to pass each other.
- Creating a pleasant experience for the user is an important part of active transportation facilities. This can be achieved by mitigating steep slopes, providing amenities, public art and landscaping.
- Proper lighting, safety measures at road crossings, clear sightlines, and maintenance and repair throughout the life of the facility are aspects that contribute to making the facilities safe and comfortable for a wider range of people.

2.3.1. Pedestrian Facilities

Figure 2 illustrates pedestrian facilities according to the *BC Active Transportation Design Guide*.



Figure 2: Pedestrian Facilities (Adapted from Section C1 of the *BC Active Transportation Design Guide*)

Off-Street Pathway: Facilities that are physically separated from the roadway, including multi-use paths, as well as dedicated cycling and walking pathways.

Enhanced Separated Sidewalk: A wide, physically separated sidewalk that accommodates pedestrian movement, and offers opportunities for placemaking and streetscape enhancements.

Separated Sidewalk: A sidewalk physically set back from the roadway by a furnishing or buffer zone, enhancing pedestrian safety and providing space for amenities such as benches, lighting, and landscaping. Ideal for areas with higher pedestrian activity, such as school zones and near healthcare facilities.

Non-Separated Sidewalk: A sidewalk directly adjacent to the roadway, separated only by a curb. Generally appropriate for local roads and corridors with lower speed limits.

Walkable Shoulder: An informal pedestrian space located along the edge of the roadway, used in areas where formal sidewalks are not provided.

In rural contexts, the *BC Active Transportation Design Guide* recommends providing sidewalks along roads with more than 2,000 vehicles per day and vehicle speeds greater than 30km/h, particularly in built-up areas that connect pedestrians to key destinations. Where roads lead to schools or healthcare facilities, greater separation between pedestrians and traffic is strongly encouraged. In these areas, traffic calming measures should also be considered to reduce vehicle speeds.

Recommended Pedestrian Facilities for Logan Lake

Sidewalks	Material: Concrete Desirable width: 1.8m or greater, based on road type Accessibility: ramps at intersections and crossings
Separated Sidewalks	Sidewalks with a buffer separating them from the road Buffer: varies

The specifications included in the table above are based on the most up to date industry guidance available at the time of writing this ATNP. Transportation professionals should refer to the most up to date relevant design guidance at the time of design.

2.3.2. Cycling Facilities

The *BC Active Transportation Design Guide* categorizes cycling facilities into two groups: Off-Street Facilities and On-Street Facilities. Off-Street Facilities are cycling infrastructure separated from the road, such as bicycle paths and multi-use pathways (MUP), both considered AAA facilities. On-Street Facilities include some AAA facilities, such as protected bike lanes and neighbourhood bikeways.



Figure 3: Cycling Facilities (Adapted from Section D.1. of the BC Active Transportation Design Guide)

Bicycle Pathway: Off-street cycling facilities that are designed for people cycling or using another type of active mode (scooters, skateboards), and separated from pedestrians.

Multi-Use Pathway: Off-street facilities that are shared by people walking, cycling, or using another form of active transportation.

Protected Bike Lanes: Bicycle travel lanes that are physically separated from motor vehicles and pedestrians by vertical and/or horizontal elements.

Neighbourhood Bikeway: Streets with low vehicle volume and speeds of 30km/h or lower, where motor vehicles and people cycling share the road. To prioritize people cycling, treatments such as signage, pavement markings, traffic calming, and traffic diversion may be used.

Painted and Buffered Bicycle Lanes: A travel lane exclusive for bicycles on a road, separated from motor vehicles by a painted line and, in some cases, a painted buffer area.

Bicycle Accessible Shoulders: Paved spaces on the right side of a rural road or highway (and certain urban roads) that can be used by people cycling.

Recommended Cycling Facilities for Logan Lake

Neighbourhood Bikeways	For roads with vehicle speed of 30km/h and daily volume of 500 vehicles (maximum 1000 vehicles) Clear width: 4.0m - 5.5m (curb to curb or between parking) No directional dividing line
Buffered Bicycle Lanes	Recommended on corridors with posted vehicle speeds between 40km/h and 50km/h and daily volume of 2,500 to 4,000 vehicles Material: Asphalt Width: 1.8m (1.5m constrained, for less than 100m) Buffer: 0.6m (0.3m constrained) Accessibility: increase lane width in steep areas, especially in the uphill direction.
Protected Bicycle Lanes	Recommended on corridors with a posted speed of 50km/h or greater and/or vehicle volumes greater than 4,000 vehicles per day Material: Asphalt Uni-directional width: 2.5m (1.8m constrained) Buffer: 0.9m (0.6m constrained) Furnishing zone: 2.0m (0.25m constrained)
Multi-Use Paths	Material: Asphalt Width: 3.0m - 4.0m Buffer: varies Accessibility: use higher-end width on areas with steep slopes. Ramps at intersections and crossings
Unpaved Multi-Use Trails	Material: compact aggregate, paving stones, saw cut concrete, stabilized earth, etc. Width: 3.0m - 4.0m (2.7m constrained) Lateral clearance: 0.6m (1.5m on each side with steep side slope)

The specifications included in the table above are based on the most up to date industry guidance available at the time of writing this ATNP. Transportation professionals should refer to the most up to date relevant design guidance at the time of design.

2.3.3. Recreational Trails

The *Trails Strategy for British Columbia* defines recreational trails as “a path or route solely or partly used for one or more recreation functions”. Recreational trails can be used for tourism, transportation and leisure. The District of Logan Lake is known for their many recreational trails which include biking, walking, horseback riding, cross country skiing and ORV trails as shown in Figure 4.

The trails that are directly adjacent to the perimeter of the town have been considered to form part of the connectivity for the ATNP, and as such, to be used by active transportation users only, excluding ORV. The different trailheads to the recreational trails in the area, such as Wiki’s Way Trailhead, Ripper Trailhead, Mimi Falls Trailhead and Jasper Park Trailhead were considered popular destinations, and an effort was put towards having active transportation facilities that connect the urban centre to these trailheads.

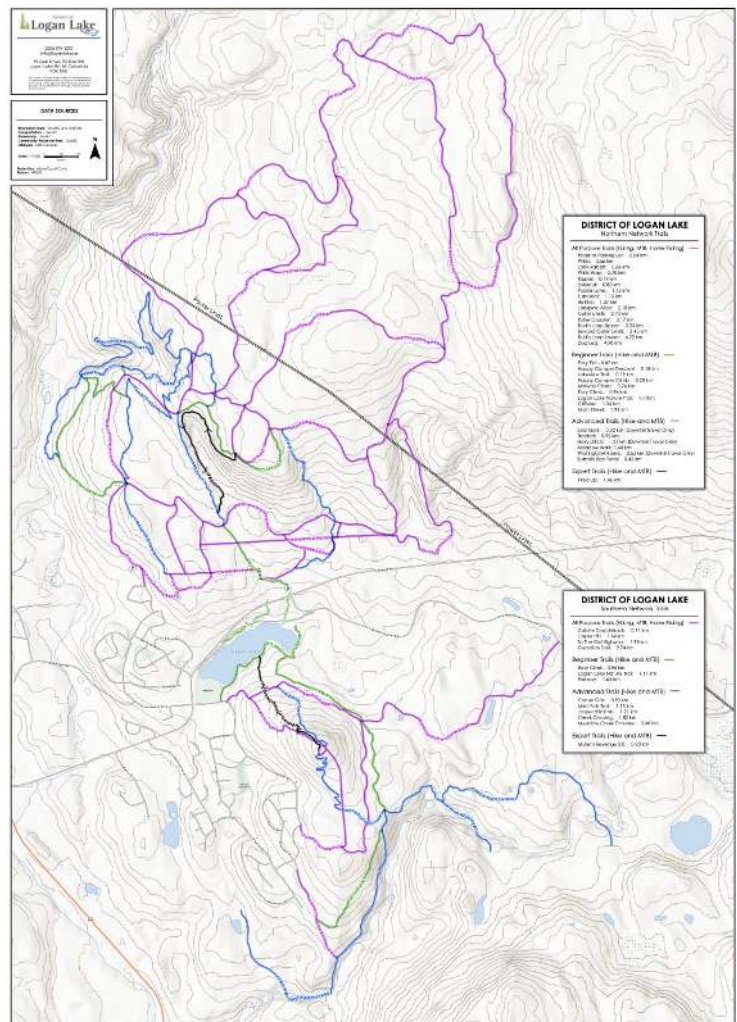


Figure 4: Recreational Trails in the District of Logan Lake, BC

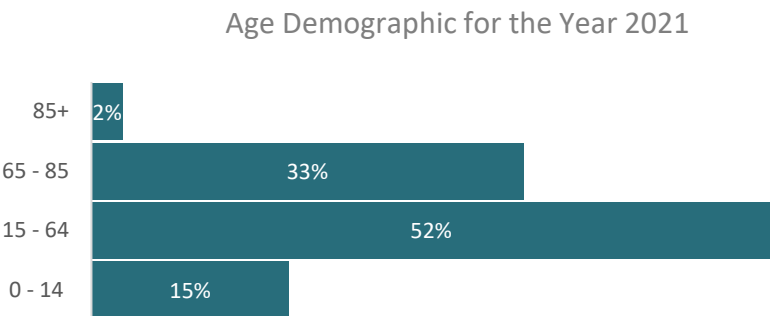
ASSESSMENT OF EXISTING CONDITIONS

3. DISTRICT OF LOGAN LAKE - COMMUNITY PROFILE

Demographics

According to the 2021 Census by Statistics Canada, the District of Logan Lake is home to 2,255 residents – an increase of 12% since 2016. Of the total population, 225 individuals identify as Indigenous.

The age distribution reflects a community that is both growing and aging. Approximately 15% of residents are under the age of 14, while 32% are aged 65 and older. The community’s mean age in 2021 was 54 years.



Climate

Situated at an elevation of 1,067m, Logan Lake experiences a wide range of seasonal temperatures. Average yearly temperatures range from -11°C to 25°C, with extremes recorded between -20°C and 38°C.

From June to mid-September the weather is typically pleasant, dry, and partly cloudy, with average temperatures around 18°C. In contrast, mid-November to mid-February brings cooler, overcast conditions with regular snowfall and average temperatures near 0°C.

Snowfall can occur throughout the year, but is most common between November and February, averaging approximately 25cm per month during this period. The rainy season spans from May to October, with monthly precipitation averaging 29mm.

Housing and Settlement

According to the 2021 Census, half of Logan Lake’s residents live in couple-family households, while 32% reside in single-person households. The remaining population occupies other types of housing arrangements.

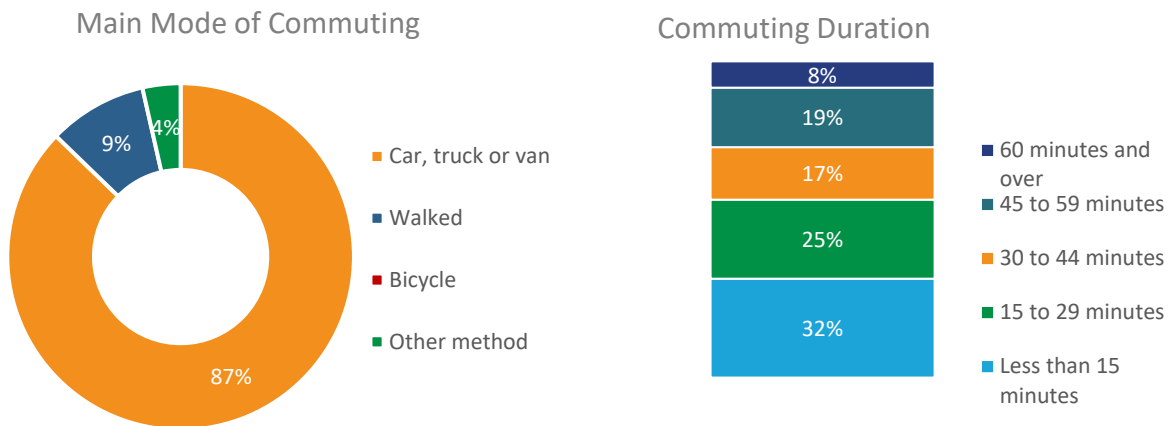
Occupation and Employment

In 2021, 870 residents, less than half of Logan Lakes population, reported being employed. Of those, 27% worked in trades and transport, while 26% were employed in sales and service occupations. Additionally, 26% of the workforce reported working from home, with the remaining majority commuting to their place of employment.

Commuting

Less than half of Logan Lake's residents reported commuting for work, with the majority relying on motor vehicles as their primary mode of transportation.

Among commuters, 56% travel to jobs within the community, 39% commute to destinations within the surrounding region, and 4% travel outside of the region. These patterns are reflected in commute times, with 57% of trips taking less than 30 minutes.



4. CRASH DATA FROM ICBC (2020-2024)

According to ICBC crash data, a total of 64 collisions were reported in Logan Lake between 2020 and 2024, as illustrated in Figure 5. Of these, seven were casualty crashes resulting in injury or fatality, while the remaining were property damage only (PDO) incidents.

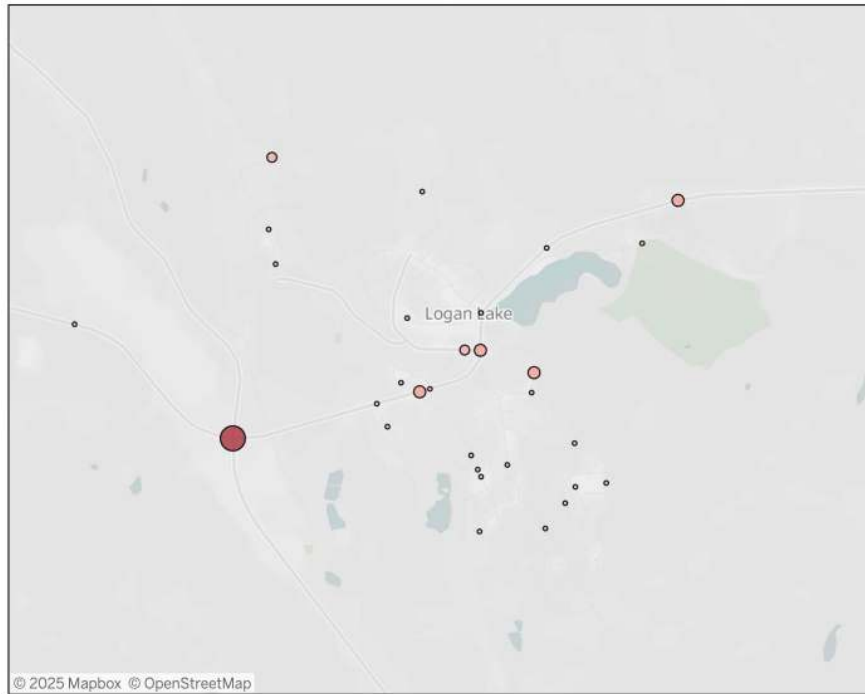


Figure 5: ICBC image showing crashes in the District of Logan Lake from 2020-2024

The seven casualty crashes resulting in injury or fatality occurred at the following locations:

- Three in the vicinity of Highway 97C, 97D, and Tunkwa Lake Rd.
- Two in the vicinity of Highway 97D and Chartrand Ave. One of these involved a pedestrian.
- One in the vicinity of Highway 97C and Moran Pl.
- One in the vicinity of Goldstream Fraser and Highway 97C (near Highland Valley Copper mine) involving a pedestrian

Between 2020 and 2024, the following locations experienced more than two PDO crash:

- 13 at Highway 97C, 97D, and Tunkwa Lake Rd.
- Four at Highway 97C and Moran Pl.
- Three at Highway 97D and Logan Lake East Pit Rd.
- Three at Highway 97D and Ponderosa Ave.
- Three at Jasper Dr., north of Topaz Cr.

5. POLICY CONTEXT

The local and regional policy listed below were reviewed and taken into consideration for the development of the ATNP. Appendix B summarizes elements of the OCP and the regional policies that are applicable to the ATNP.

Local Policies:

- District of Logan Lake, Subdivision Services Bylaw - [Bylaw 643, 2009](#)
- District of Logan Lake Official Community Plan – [Bylaw 670, 2010](#)
- Zoning Bylaw 675, 2010 – [Bylaw 670, 2010](#)
- District of Logan Lake Strategic Plan [2023 – 2026 Strategic Plan](#)

Regional, Provincial, and Federal Policies:

- [Thompson-Nicola Regional District Regional Growth Strategy \(2013\)](#)
- [Move. Commute. Connect: BC's Active Transportation Strategy \(2019\)](#)
- [Government of Canada, National Active Transportation Strategy \(2021-2026\)](#)



6. LOGAN LAKE CURRENT ACTIVE TRANSPORTATION

6.1. Community Destinations



Figure 6: Midway Climb Trailhead, District of Logan Lake, BC

The District of Logan Lake is surrounded by many parks and recreational trails that enhance its outdoor appeal. Popular destinations include the Lake Trail, the Golf Course, Wiki's Way Trail, Jasper Park and all trailheads surrounding the community. Within the urban centre, the downtown core (commonly referred to as the Plaza) is a key destination. Designed to be walkable and inviting, the Plaza functions as a central hub for both residents and visitors.

On the north side of Highway 97D key community destinations include the Health Centre, the Public Library, Municipal Hall, and the Elementary School. On the south side, important destinations include the Elementary-Secondary School and the Recreation Centre. Both schools are important daily destinations for many residents in the community.

In addition to these primary destinations, the urban area features several smaller parks that contribute to a walkable, family-friendly environment and encourage outdoor activity and social interaction.

6.2. Wayfinding

Wayfinding elements are integrated throughout the urban centre of the District of Logan Lake through signage that are designed to be intuitive and aesthetically pleasing, adding to the picturesque characteristic of the town. These signs help residents and visitors navigate the community by indicating the direction and distance to key destinations.



Figure 7: Wayfinding Sign at the entrance of Maggs Park, District of Logan Lake, BC

6.3. Sidewalks, Trails, and MUPs

The District of Logan Lake currently has a well-connected sidewalk network linking residential areas with community destinations. A MUP runs in the east-west direction along the south side of the highway. Sidewalks are single-sided and generally 1.2m to 1.5m wide, except for the section west of the Plaza, which is 2.0m. Most sidewalks are concrete, with a few asphalt segments.



Figure 8: Sidewalk, District of Logan Lake, BC



Figure 9: MUP, District of Logan Lake, BC



Figure 10: Unpaved Trail, District of Logan Lake, BC

The MUPs in Logan Lake are paved with asphalt. The main MUP extends from Maggs Park to Ponderosa Ave. on the south side of Highway 97D. There are also several short unpaved walking trails and unpaved multi-use trails within the urban centre that connect several neighbourhoods, and some longer ones that serve mainly as recreational trails.

A map of the District's existing active transportation network is shown in Figure 15.

6.4. Highway Crossings

The District of Logan Lake's urban centre has three primary highway crossings, as shown in Figure 11. According to the *Small Towns, Big Steps in Active Transport* report, having a provincial highway as a main street presents a complex active transportation challenge in small towns.

1. Highway 97D and Galena Ave. connects the northern urban area with Maggs Park, the Lake Trail, and the recreational trail area to the south. The crossing includes zebra pavement markings and pedestrian crossing signage.
2. Highway 97D and Chartrand Ave. connects the downtown core with Maggs Park, the Recreation Centre, and Mimi Falls Trailhead to the south. This crossing includes Rectangular Rapid Flashing Beacons (RRFB), signage, and zebra pavement markings.
3. Highway 97D and Ponderosa Ave. connects the northern urban area with the Elementary-Secondary School to the south. The crossing includes zebra pavement markings and pedestrian crossing signage. It is a key crossing location for the school located south of the intersection and presents the greatest safety concern. The crossing is especially challenging for pedestrians on the north side, where there are no sidewalks or refuge space, forcing them to use the highway shoulder.



Figure 11: Location of Highway 97D crossings



Figure 12: Crossing at Galena Ave.



Figure 13: Crossing at Chartrand Ave.



Figure 14: Crossing at Ponderosa Ave.

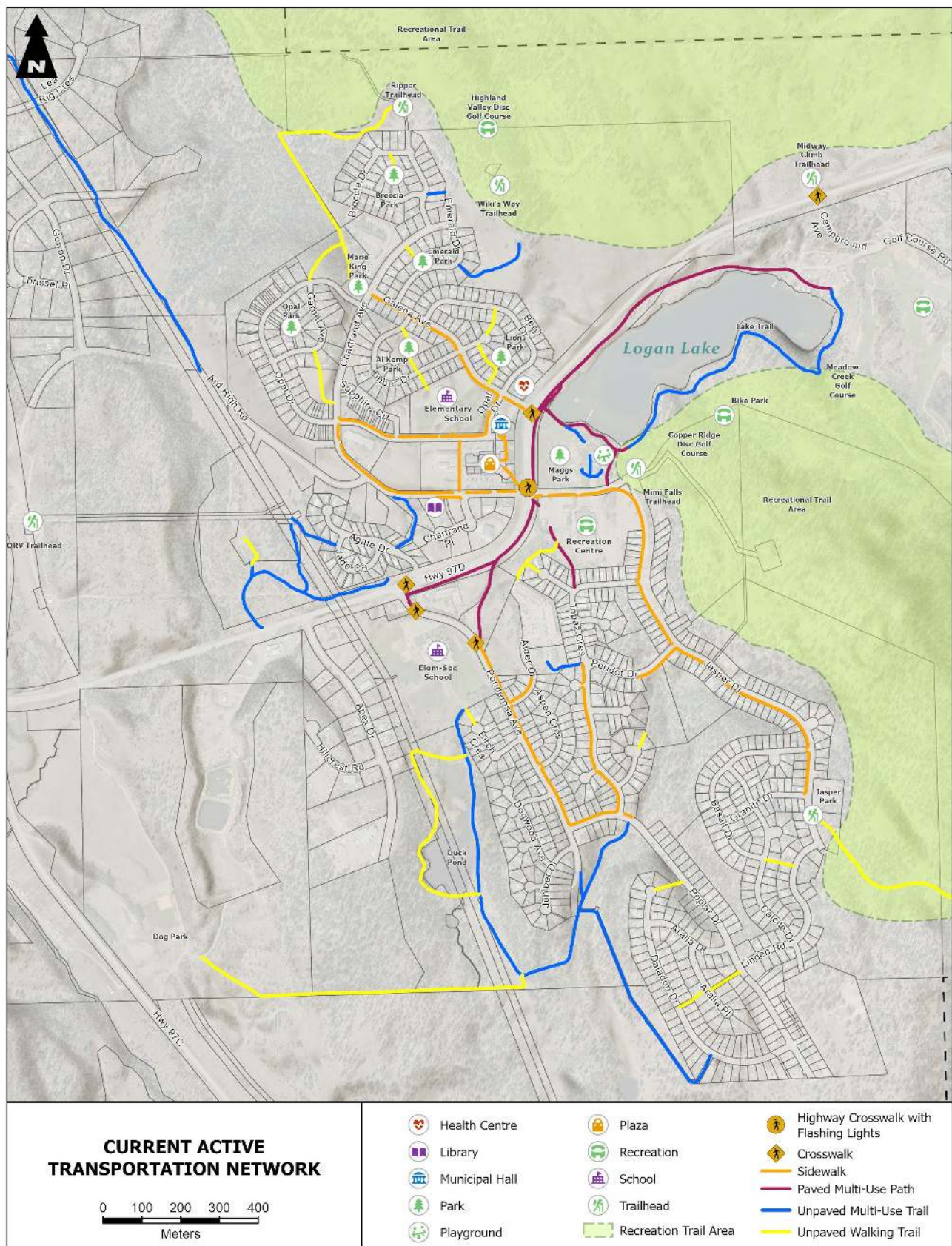


Figure15: Current Active Transportation Network

7. COMMUNITY ENGAGEMENT



Figure 16: Picture of the Community Engagement at the Recreation Centre Lobby

“Logan Lake has a lot of trails and beautiful places people can go see”

“Everything is within a 30 min walk!”

The goal of the first engagement was to gather insights from residents regarding the current state of active transportation in the District and to understand their priorities for the future of active transportation within their community.

7.1. Engagement #1

Date and Location: Nov 15th, 2024, 6:30pm - 8:00pm, in the Recreation Centre lobby during the Miners game.

During this event, District staff and the consultant team were available to listen to residents' experiences, challenges, and ideas related to active transportation. A “Welcome” board and several large maps of Logan Lake were displayed, inviting residents to mark their regular walking or biking destination, preferred routes are; and areas they believe need improvement.

The engagement session was a success, with participation across age groups, particularly school aged children. Over 30 people interacted with the maps, marking origin and destination points, frequently used routes, mode choice of travel, and suggesting improvements to enhance network connectivity.

Additionally, over 65 people completed the survey, with the majority using the online format, sharing their interest in walking or biking, the barriers they face, popular destinations, and ideas for network enhancements. Between November 15th and 29th, residents could complete the survey either via printed copies available at the engagement session or online through the District’s website and Facebook page.

The input received during the first engagement session played a key role in shaping the future active transportation network for the community.

Feedback Summary

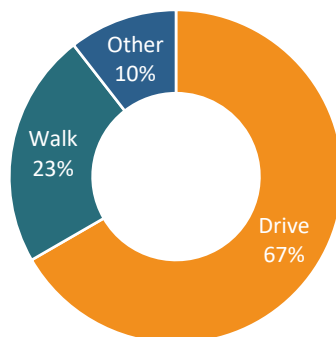
Guiding Principles Priorities: 55% of the survey participants indicated “safe and comfortable” as the top priority, followed by “complete and direct” as second, and “connected and context specific” for third priority.

Safety Rating of the Three Highway Crossings (1 not safe, 10 very safe):

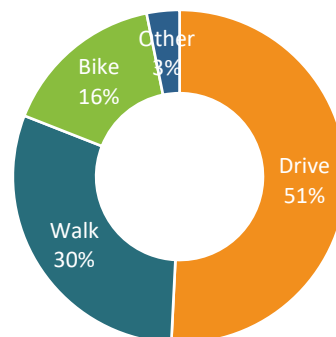
- Chartrand Ave.: 8.1
- Galena Ave.: 6.2
- Ponderosa Ave.: 5.5

Mode of Transportation: 67% of the survey respondents indicated they drive to work, while 23% walk and 10% indicated that they work from home or are retired. For recreational travel, 51% indicated they drive, while 30% walk, 16% bike, and a couple use other means, such as an e-scooter and ORV.

Commuting for Work



Commuting for Recreation



Major Destinations: includes both the Elementary and Elementary-Secondary Schools, Recreation Centre, Lake trails, and the shopping plaza.

Use of Active Transportation: if using active transportation modes, 85% indicated walking regularly while 27% indicated biking regularly. The three main reasons stated for not biking are too many hills, lack of bikeways and bike lanes, and poor weather conditions.

Residents' Suggestions for Improving the Biking Network:

- "More established trails would be excellent!"
- "Bike lane along highway"
- "Not sure don't own a bike but I really would like to see other sources for seniors of people with disabilities that need to get around for transportation like a taxi or shuttle here in Logan Lake"
- "Keep bicycles and scooters out of the mall centre, especially when they travel too fast."
- "Tunnel Under Highway"
- "Better signage to trails"
- "Mark out bike paths to bike trails, along highway. Education on vehicle distance to bike laws. Bike lanes for children. E-bike charging plugs."
- "Easy to find trail maps. Should be able to Google "Logan Lake trails" and find something accessible for little kids. The paved area at the lake is amazing but maybe something longer elsewhere. The old meadow Creek highway is great but is still used by the odd car."
- "More trails on the south side of town."
- "Better Signage and Mapping."
- "Adding a bike lane and adding a bike-pull system up the big hills (Jasper, Ponderosa, etc.)"
- "Washroom in park year-round."
- "Not much. I feel like the biking community is pretty big and helpful."
- "Bike Lanes."
- "More cross-trails in wooded areas between houses."
- "Lighting."
- "Keep improving bike trails keep up the good work! Maybe add shutters."

7.2. Engagement #2

Date and location: May 15, 2025 from 10:00am-2:00pm at the Fire Hall during the Open House for the "Local Government Awareness Week".

A board summarizing the findings from the first engagement together with a map showing the future active transportation network were available for residents to review and discuss with District staff.

Valuable feedback was provided on the future recommended trail system at the north end of the community, west of the Ripper Trailhead.

ACTIVE TRANSPORTATION NETWORK PLAN

8. LOGAN LAKE'S FUTURE ATNP

The recommendations for the future ATNP of Logan Lake were guided by three guiding principles: complete and direct, safe and comfortable, and connected and context-specific. This section presents the recommendations through the lens of these principles. For active transportation infrastructure recommendations, organized by corridors, refer to Section 9.

8.1. Complete and Direct

A complete active transportation network enables users to travel safely and efficiently through the community by means of an active mode, such as walking or biking. A direct network provides convenient and continuous routes to key destinations without requiring significant detours. “A traveller encountering an unexpected gap in the network is forced to either detour to a safer route, which often requires local knowledge, or to continue through substandard or potentially hazardous conditions.”⁴

To achieve a complete and direct network, existing gaps in connectivity should be prioritized for improvement, particularly those that affect access to common destinations, such as the downtown core, schools, recreation centre, and the recreational trail systems.

ACTION 1. Complete the Logan Lake walking network

As part of the existing walking network, Logan Lake has a combination of off-street pathways, enhanced separated sidewalks, non-separated sidewalks, and walkable shoulders. The proposed aims to address current network gaps by introducing new pedestrian infrastructure that ensures continuous and safe access to key destinations. This plan aligns with the Districts' OCP Road and Accesses Policies which states “It is the policy of Council to continue to upgrade and expand the network of pedestrian and non-vehicular routes including sidewalks, off-street pathways and bicycle lanes”, and Zoning Bylaw 675, 2010, Schedule D which indicates:

- Sidewalks on both sides for zoning C1 (Town Centre Commercial), C2 (Neighbourhood Commercial), C4 (Mixed Commercial Residential).
- Sidewalks on one side for zoning R1-5 (Residential).
- No sidewalks on zonings M1 (Light Industrial), M2 (General Industrial), ER (Estate Residential), RR (Rural Resource).

⁴ BC Active Transportation Design Guide, B26

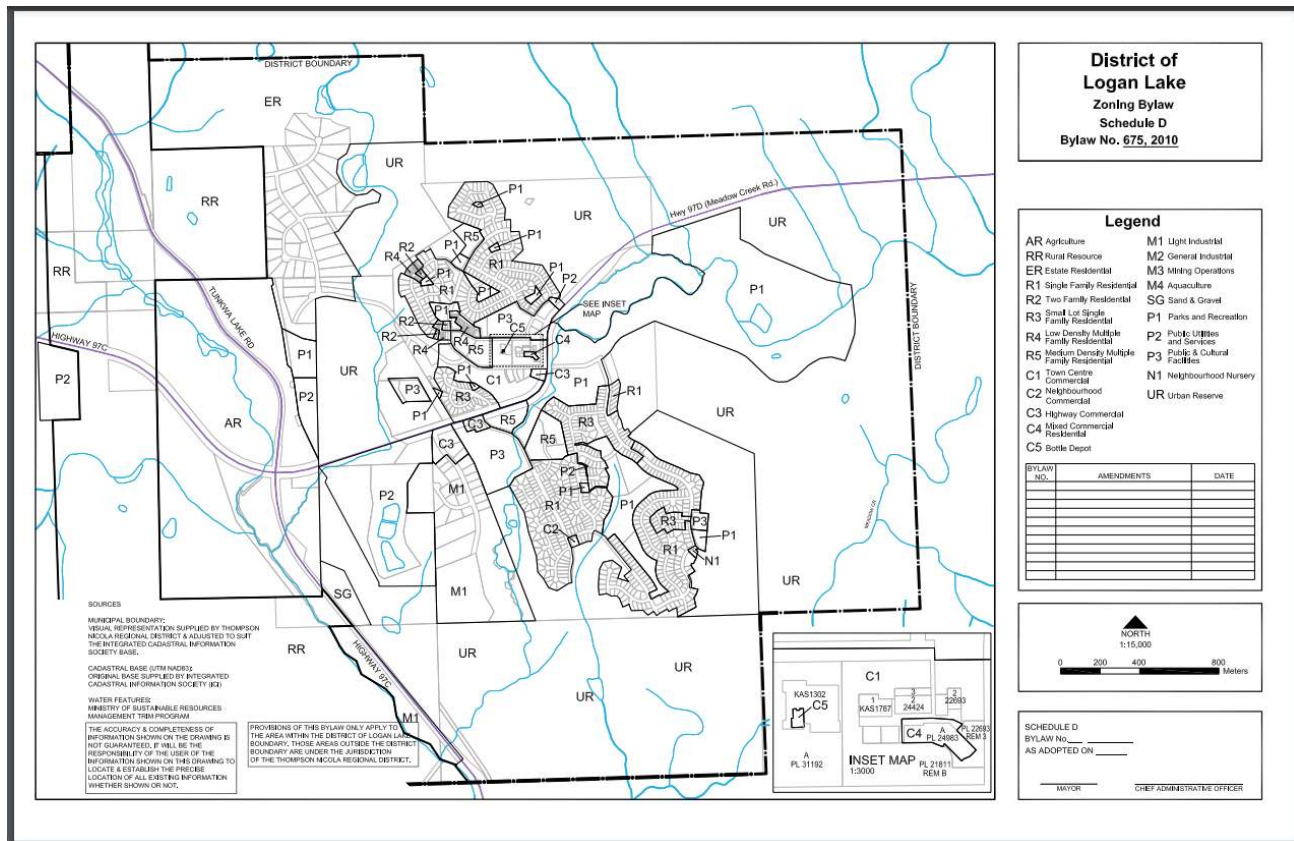


Figure 17: Zoning Bylaw, Schedule D

ACTION 2. Revise Bylaw 643, 2009 to align sidewalk width requirements with current industry standards

Wider and continuous sidewalks can contribute significantly to pedestrian safety and comfort. The *BC Community Road Safety Toolkit* recommends sidewalk width of 2.0m to enhance safety, while the *BC Active Transportation Design Guide* recommends 1.8m or greater as the desirable width, depending on road type.

The district should consider updating Bylaw 643, 2009, which currently indicates sidewalk widths of 1.2m for collector and local roads, and 1.5m for commercial roads, to align with the desirable widths in the *BC Active Transportation Design Guide*.

ACTION 3. Implement mitigation strategies for sidewalks with excessive longitudinal slopes

Logan Lake's mountainous topography presents significant grade variations, with slopes reaching 10% or more along some corridors. The *BC Active Transportation Design Guide* identifies requirements to address these conditions along sidewalks including:

- For longitudinal grades between 5% and 8.3% provide landings every 9.0m; and
- For grades exceeding 8.3% consider alternative accommodations such as:
 - Ensuring regular maintenance
 - Providing rest areas with level surfaces and seating
 - Installing handrails for additional support
 - Incorporating switchbacks to reduce slope severity
 - Offering a circulator shuttle service to connect key destination points
 - Installing stairways. Figure 18 shows a stairway on a park with steep slopes.



Figure 18: Example of a steep slope mitigation strategy at a park, Calgary, AB

ACTION 4. Upgrade asphalt sidewalks to concrete where feasible

Concrete is the standard material used for sidewalks. It provides durable, firm, smooth, even, and slip-resistant surfaces. While asphalt may be used as a cost-effective alternative, it has a shorter service life and is less optimal for rolling devices such as strollers, wheelchairs, and other mobility aids. Particular attention should be given to sidewalks in proximity to school zones and healthcare facilities.⁵ Where feasible, asphalt sidewalks should be upgraded to concrete as part of routine maintenance, capital improvement projects, or redevelopment initiatives.



Figure 19: Asphalt sidewalk, District of Logan Lake, BC

⁵ *BC Active Transportation Design Guide*, C8

ACTION 5. Complete the Logan Lake biking network

The current active transportation network in Logan Lake lacks cycling infrastructure within the town. According to the 2021 Canada Census, and input received during the ATNP public engagement process (see Section 7), cycling is not a widely used mode of transportation. Survey respondents identified three main barriers to cycling: challenging topography, lack of cycling facilities, and adverse weather conditions.

In developing the biking network plan, key destinations such as the schools, town centre, and trailheads were considered to ensure connectivity. At present, Logan Lake has a MUP on the south side of Highway 97D connecting the lake area with Ponderosa Ave., where the Elementary-Secondary School is located.

To establish a complete cycling network in the urban area, this plan recommends the implementation of cycling infrastructure within the town including MUPs, protected or painted buffered bicycle lanes, and neighbourhood bikeways.

ACTION 6. Implement mitigation strategies for cycling facilities on steep grades

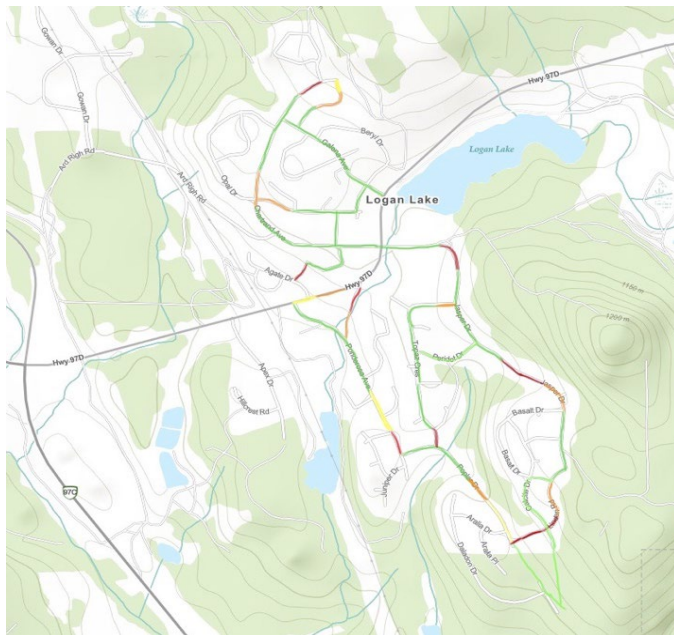


Figure 20: Preliminary topography analysis of Logan Lake

Cycling facilities are not considered comfortable for users when longitudinal grades exceed 5% over extended stretches. The *BC Active Transportation Design Guide* recommends providing a flatter area with a maximum 3% grade every 100m for grades between 5% and 6%, and every 50m for grades between 6% and 8%. For grades greater than 8%, the guideline suggests exploring alternative routes, incorporating switchbacks, or increasing the facility width, particularly in the uphill direction to accommodate weaving.

Logan Lake's mountainous topography presents significant grade variations, with slopes reaching 10% or more along some corridors. Figure 20 presents a preliminary topography analysis of Logan Lake, highlighting

steeper areas in red. This plan recommends alternative routes where feasible to mitigate the impacts of steep grades.

ACTION 7. Complete the Logan Lake unpaved trail network

Considering trails as key connectors is essential for building an effective active transportation network in small towns⁶. The Future Network map shown in Figure 21 show both existing and proposed unpaved trails adjacent to or within the community, enhancing connectivity and providing recreational options for active transportation.

Although unpaved, these trails should be constructed with a hard surface, such as compact aggregate, paving stones, saw cut concrete, stabilized earth, etc.

Unpaved multi-use trails should be maintained at a width comparable to paved MUPs to ensure comfortable use by active transportation users.



Figure 21: Unmaintained Trail that connects the Plaza with Highway 97D and Ponderosa Ave. crossing

⁶ BC Alliance for Healthy Living, *Small Towns Big Steps in Active Transportation*, 6

8.2. Safe and Comfortable

Safety is a critical component in the planning, design and implementation of active transportation networks given that pedestrians and users of other active modes, such as cyclists and mobility device users, are among the most vulnerable road users. Beyond actual safety, the perception of safety (i.e. how secure and comfortable people feel using the infrastructure) strongly influences whether they choose active transportation. This perception varies widely based on factors such as age, physical ability, experience, and accessibility needs, and must be carefully considered in network planning to encourage a broader use of active transportation options.

ACTION 8. Conduct intersection safety assessments on Highway 97D

Provincial Highway 97D, also called Meadow Creek Rd, passes through the middle of Logan Lake's urban centre, dividing the town into two similarly sized areas with three main pedestrian crossings, which are further discussed in Section 6.4. To integrate active transportation infrastructure along the highway and enhance pedestrian crossings, the District should collaborate with MOTT.

“There is a need to work with the Ministry of Transportation and Infrastructure in a continuous way, since the provincial highway issue is front and centre within active transportation planning in small towns. More emphasis on active transportation solutions on highways will have a big impact on making these spaces safe.” BC Alliance for Healthy Living, *Small Towns Big Steps in Active Transportation*



Figure 22: A picture taken from the north side of Highway 97D approaching Ponderosa Ave.

Among Logan Lake's three main crossings, the one at Highway 97D and Ponderosa Ave. presents the greatest safety concerns. The highway grade appears to get steeper near this crossing which serves as a key route to the Elementary-Secondary School located south of the intersection. The crossing is especially challenging for pedestrians on the north side, where there are no sidewalks or refuge space, forcing them to use the highway shoulder – see Figure 22.

ACTION 9. Implement traffic calming measures to encourage slower travel speeds

Lower travel speeds generally result in safer roadways. Traffic calming measures can be implemented to encourage slower vehicle speeds and enhance safety for all road users. Common measures include curb extensions, raised crosswalks, speed humps, and narrowed travel lanes. These features reduce both the visual and physical space available for vehicles, prompting drivers to slow down. These measures should especially be considered within the School Zones as they can be effective in creating safer, more comfortable environments for people walking and biking.

To ensure successful implementation, traffic calming should be supported by data and technical analysis, community input, and application of relevant design guidelines. A good design, community engagement, and enforcement all play a role in achieving speed reduction and safety goals.

ACTION 10. Ensure crosswalks have adequate sightlines and are located at pedestrian desired paths

Ensure that Transportation Association of Canada's (TAC) sightline requirements are met at all marked crosswalks.

Additionally, crosswalks should be placed along desirable pedestrian crossing paths in order to facilitate pedestrian compliance. The crosswalk located at the south side of Highway 97D on Ponderosa Ave., shown in Figure 23, is an example of a crosswalk requiring a safety review.



Figure 23: Crosswalk at Ponderosa Ave. in front of the Elementary-Secondary School

ACTION 11. Implement safety enhancement measures within School Zones

There are different strategies that can be used to increase safety within School Zones depending on the type of active transportation facilities in place, topography, land use, and roadway classification. Recommended safety enhancement measures for consideration include the following:

Separated Sidewalks

School zones can benefit from separated sidewalks, which increases physical separation between pedestrian and motor vehicles, while providing space for utilities and amenities, such as benches, bicycle racks, trees, landscaping, through an added buffer area.⁷

Sidewalks on Both Sides of the Road:

Adding sidewalks on both sides of the street increases pedestrian refuge, connectivity, and accessibility.

Traffic Calming

Implementing traffic calming measures can lower travel speeds and enhance safety. Applicable traffic calming measures could include reducing the width of vehicle travel lanes through horizontal deflection, such as curb extensions or centre medians, or by adding vertical deflection, such as raised crosswalks, or speed bumps.

Bike Lanes

Adding protected bike lanes along corridors near schools improves safety for those biking to and from school. These facilities can also encourage more students to use active modes of transportation, supporting both environmental sustainability and improved public health within the District.

⁷ BC Active Transportation Design Guide, C8

8.3. Connected and Context-Specific

To create a connected active transportation system, the specific context of the town must be taken into consideration, including the community profile, existing transportation network, future growth, and emerging technologies (such as e-bikes and e-scooters), and the needs and preferences of the residents. The network should enhance quality of life and reflect the town's role within the broader region.

Per the BC Alliance for Healthy Living, a “connected network is not developed by a single trail, sidewalk, or bike lane, but is comprised of many facilities that support walking and bicycling throughout the community”. One small town study showed that aesthetics of the walking environment, or how pleasing it was to the walker, was the most important factor underpinning destination-walking.

ACTION 12. Explore opportunities to adapt the BC Motor Vehicle Act (MVA) to the District's needs

The default posted speed within municipalities in BC is 50km/h, unless otherwise indicated by signage or established through bylaw. Lower vehicle speeds create safer conditions for people using active modes. Under Section 146 of the MVA, the District has the authority to reduce the posted speed along certain corridors within the community, such as those identified for future Neighbourhood Bikeways.

The District can also explore allowing children aged 12 and under to ride bicycles on sidewalks. Section 124 (v) of the MVA enables municipalities to permit the use of sidewalks and crosswalks by people operating bicycles or other devices, under specified conditions. Figure 24 shows graphics used by the City of Victoria to communicate their bylaw.

Pedal Assisted Electric Bikes (e-bikes) are on the rise and have the potential to increase ridership, especially due to their aid to cover distance and challenging topography. E-bikes are heavier and can operate at greater speeds than regular bikes, which may impact cycling facility design and use. For instance, the facility may require greater widths and separation between users. It is recommended that the District plans proactively for e-bikes, including the creation of policies that regulate the speed and use of e-bikes in the urban centre and trails.



Figure 24: Graphic used in the City of Victoria, BC

ACTION 13. Provide active transportation facilities support (amenities, lighting and placemaking)

Amenities play a key role in encouraging the use of active transportation by supporting the comfort, safety, and convenience of users. Appreciated amenities include:

- Bicycle parking at popular destinations for cyclist to securely lock their bikes when they have reached their destination
- Benches and resting areas, particularly at the top of steep grades or near parks adjacent to steep slopes.
- Public washrooms and water fountains in recreational areas.
- Adequate lighting along active transportation routes, in particular MUPs, where users may be travelling at different speeds. Lighting contributes towards the safety and feeling of comfort for active transportation users.
- In keeping with the District's goals, continue to seize opportunities for placemaking and beautification.

ACTION 14. Plan for maintenance and network development

Maintenance must be considered throughout the entire life of an active transportation facility. During the planning stage, it is important to account for the capital and operational investments required for year-round maintenance, including appropriate equipment and personnel. The design should accommodate effective drainage and snow removal and storage.

The District may need to update existing maintenance policies to explicitly include active transportation infrastructure such as sidewalks, MUPs, and bike lanes. Additionally, consideration should be given to developing new policies that require the construction of new active transportation facilities fronting the development, where appropriate.

ACTION 15. Provide signage and wayfinding

Provide signage and wayfinding to the cycling network and the recreational trails. It is especially important for people cycling to know where they can ride, and the paths to use to reach their destination. This information can be provided through signage, pavement markings, and maps.



Figure 25: Signage for an Informal Trail, Calgary, AB

Clearly designate trails that are used by ORV, or where ORVs are not permitted. Signage can also be used to indicate trails that are informal and thus not maintained. An example of this type of signage is shown in Figure 25. The Logan Lake foreseen plan for ORV trails can be found in Appendix C.

ACTION 16. Education campaigns

As new infrastructure is installed, it is important to keep the community engaged through education campaigns. These can entail messages, posters or videos celebrating a new infrastructure, and educating residents on how to use the infrastructure, or communicating new bylaws.

RECOMMENDATIONS AND PRIORITIES



9. IMPLEMENTATION PLAN

Implementing the ATNP requires significant effort, investment, and coordination between the District, MOTT, and stakeholders such as developers. This section provides an implementation framework based on high, medium and low priority projects, costs, and funding strategies. Note that there is a degree of flexibility with the framework and the type of facility that can be implemented in a given corridor. The proposed improvements require additional technical assessment, design, and community engagement.

ASSUMPTIONS AND LIMITATIONS

The ATNP is a planning-level document developed to support the District's infrastructure planning and capital budgeting process. It serves as a guiding framework, allowing flexibility in determining the type of facilities most appropriate for the District. A detailed assessment will be required prior to the design and implementation of any active transportation infrastructure identified in this plan.

9.1. Priority Factors

The prioritization of active transportation facilities was guided by the ATNP's core principles: **complete and direct, safe and comfortable**, and **connected and context-specific**. The key criteria used to assess priorities included:

- Existing active transportation infrastructure and facility types
- Proximity to key community destinations
- Opportunities for safety improvements
- Opportunities to enhance network connectivity
- Feasibility of implementation

Based on these criteria, projects were ranked as **high, medium, or low priority**, corresponding to general implementation timeframes of **0-5 years, 5-10 years, and 10+ years**, respectively. Section 9.4 outlines the recommended improvements and priority rankings, organized by corridor. Actual implementation may vary depending on factors such as available community resources, alignment with other capital projects (e.g., utility upgrades), development activity, grant opportunities, and public input.

9.2. Cost Estimates

For the purposes of the ATNP, planning-level cost estimates have been completed for the recommended pedestrian, cycling and other active transportation related projects as outlined in Section 9.4. The planning-level cost estimates have been created using historical and local pricing from previous work completed within the District. The cost estimates are intended to be used as order of magnitude cost to allow for funding discussions and project inclusion in long-term capital planning. Cost estimates will need to be refined for short-term budget planning.

The gaps in the active transportation network in Logan Lake are often because of topographical challenges. As such, the additional width to accommodate sidewalks or pathways can be very challenging – often requiring installation of drainage facilities; relocation of shallow utility vaults – such as hydro; construction of retaining walls; re-alignment of steep driveways; etc.

The cost estimates do not include any contingency for property acquisition, right-of-way requirements, or engagement with rights holders. The cost estimates include a 50% allowance for contingencies and engineering.

9.3. Funding Strategies

Future active transportation facilities should be integrated into the District's budget planning process to effectively implement the ATNP. A coordinated approach to the District's capital project planning which aligns active transportation infrastructure with other capital initiatives, such as maintenance and utility upgrades, can significantly reduce overall costs.

To support steady growth towards active transportation goals, the District can encourage new developments to provide active transportation facilities and amenities (e.g. lighting, benches, placemaking elements, and bicycle parking). This can be achieved through updates or incentives within the Development Cost Charges Bylaw (Bylaw 664) and Subdivision Servicing Bylaw (Bylaw 643).

Additionally, there are various funding opportunities available for active transportation projects that the District can pursue at both the provincial and federal levels. Example funding opportunities are listed below.

- The [B.C. Active Transportation Infrastructure Grants Program](#). This grant allows for two infrastructure applications per community per intake year. The grant considers ready to implement projects that support “safe, human-powered modes of active transportation for daily commuting to school, recreation, work, socializing, cultural relevant activities, and errands.” The intake is in September of each year.

- [ICBC Community Grants Program](#) for road safety support. This grant considers initiatives that make drivers and roads safer for all road users, and improve the safety of vulnerable users (pedestrians, cyclists and children), among others.
- Strategic Priorities Fund, under the [Canada Community-Building Fund BC](#). The Strategic Priorities Fund supports “infrastructure and capacity-building projects that are either large in scale, regional in impact, or innovative, and that align with the program's objectives of supporting productivity and economic growth, a clean environment, and strong cities and communities.”

9.4. Recommended Infrastructure Improvements Per Corridor

This section provides a summary of the recommended improvements for each corridor. The future active transportation network map is shown in Figure 26 at the end of this section.

HIGHWAY 97D	Priority	Planning-Level Cost Estimate
Highway 97D runs through the core of the urban centre. Collaborate with MOTT to integrate active transportation infrastructure along the highway and enhance pedestrian and cyclist crossings.		
MUP along the north side of Highway 97D from 200m east of Galena Ave. to Ponderosa Ave.	High	\$780,000
Highway 97D and Ponderosa Ave. intersection safety enhancements The marked and signed crosswalk at this intersection should be reviewed and upgraded to enhance safety for all users. Note that this crosswalk is regularly used by children, travelling to the Elementary-Secondary School on the south side of the highway.	High	\$120,000
Highway 97D and Galena Ave. intersection safety and traffic control assessment The marked and signed crosswalk at this intersection should be reviewed. This crossing was given a low safety rating in the public engagement survey.	High	\$20,000
Highway 97D and Chartrand Ave. intersection safety and traffic control assessment Although RRFBS are in place, crossing safety at this intersection should continue to be monitored.	High	\$20,000
Highway 97D and Campground Ave. intersection crossing assessment Monitor and consider crossing safety enhancements at this location to connect the golf course and Logan Lake Municipal Campground on the south side of the highway with the recreational trailheads entrance on the north side of the highway.	Medium	\$20,000
Highway 97C and Tunkwa Lake Rd. intersection assessment Although this intersection lies outside the active transportation network area, the District may wish to collaborate with MOTT on safety enhancements, as it recorded the highest number of ICBC-reported vehicular collisions between 2020 and 2024.		

CHARTRAND AVE.	Priority	Planning-Level Cost Estimate
Chartrand Ave. is a key north-south corridor located on the north side of Logan Lake's urban centre, providing direct access to key community destinations such as the Elementary-School, shopping plaza, and recreational trails.		
MUP on the west side of Chartrand Ave. from Breccia Dr. to Highway 97D Mitigation strategies for steep slopes may be needed in some sections.	Low	\$2,000,000
MUP on the north side of Chartrand Ave. from Highway 97D to Jasper Dr. This MUP connects the Lake's trail, as well as the active transportation from Highway 97D to Jasper Dr.	Medium	\$240,000
Sidewalk on the east side of Chartrand Ave. from Emerald Dr. to Galena Ave. Mitigation strategies for steep slopes may be needed in some sections.	Medium	\$980,000

CHARTRAND PL.	Priority	Planning-Level Cost Estimate
Chartrand Pl. is short north-south corridor that links the shopping plaza and Elementary School to the Highway 97D crossing and the southern part of the community.		
Sidewalk on the east side of Chartrand Pl. between Chartrand Ave. and Opal Dr.	Medium	\$115,000
Neighbourhood bikeway on Chartrand Pl. from Opal Dr. to the new unpaved trail, south of Chartrand Pl.	Medium	\$98,625

AGATE DR.	Priority	Planning-Level Cost Estimate
Agate Dr. is a short dead-end residential street that connects Highway 97D to a trail leading toward Chartrand Ave.		
Sidewalk on Agate Dr. between Highway 97D and the trailhead to the north	Medium	\$300,000

GALENA AVE.	Priority	Planning-Level Cost Estimate
Galena Ave. is a major road on the northern side of Logan Lake. Its relatively flat grades make it suitable for active transportation infrastructure. Given the steeper slopes on Chartrand Ave., active travellers may prefer this corridor. Galena Ave. also provides access to one of the entrances to the Elementary School, making it a priority for ensuring safety for children and commuters using active transportation.		
Uni-directional buffered or protected bike lane on each direction on Galena Ave. from Chartrand Ave. to Highway 97D	High	\$185,000
Safety improvement measures within the School Zone Traffic calming measures such as curb extensions, median islands, and reduced lane widths may be considered along this corridor. Raised crosswalks could also be implemented, where appropriate, in consultation with the community and emergency services. In addition, although not illustrated on the Future Active Transportation Network map, separated and wider sidewalks should be considered for this corridor to replace the existing narrow sidewalk.	High	\$400,000

EMERALD DR.	Priority	Planning-Level Cost Estimate
Emeral Dr. is a residential corridor that connects Galena Ave. to a trail leading to Wiki's Way trailhead. Running parallel to Chartrand Ave., this corridor has gentler slopes, making it a preferred route for people cycling toward the trailhead.		
Neighbourhood bikeway	High	\$108,750

BRECCIA DR.	Priority	Planning-Level Cost Estimate
Breccia Dr. is a residential corridor that connects Chartrand Ave. with popular recreational trailheads		
Neighbourhood bikeway from Chartrand Ave. to the entrance to Wiki's Way trailhead	Low	\$84,000
Sidewalk on the east side of Breccia Dr. from Chartrand Ave. to the trail connecting to Wiki's Way trailhead	Low	\$295,000

OPAL DR.	Priority	Planning-Level Cost Estimate
Opal Dr. is an important corridor due to its connectivity to major roads and key destinations. It also provides access to one of the entrances of the Elementary School, making it a priority for ensuring safety for children and commuters using active transportation.		
Uni-directional buffered or protected bike lane on each direction on Opal Dr. from Chartrand Dr. to Galena Dr.	Low	\$420,000
Safety improvement measures within the School Zone Traffic calming measures such as curb extensions, median islands, and reduced lane widths may be considered along this corridor. Raised crosswalks could also be implemented, where appropriate, in consultation with the community and emergency services. In addition, although not illustrated on the Future Active Transportation Network map, wider concrete sidewalks are recommended along this corridor to replace the existing narrow asphalt pedestrian walkway.	Medium	\$300,000
Sidewalk on the south side of Opal Dr. adjacent to the shopping plaza to Chartrand Dr.	Medium	\$770,000

PONDEROSA AVE.	Priority	Planning-Level Cost Estimate
Ponderosa Ave. is a major north-south corridor on the southern side of Logan Lake, connecting the residential neighbourhood in the south to Highway 97D. It provides access to the Elementary-Secondary School, thus safety enhancements for active modes of travel should be prioritized along the corridor.		
MUP on the east side of Ponderosa Ave. connecting Highway 97D to the southern crosswalk fronting the school	High	\$940,000
Sidewalk on the west side of Ponderosa Ave. connecting Highway 97D to the southern crosswalk fronting the school Accesses to the Esso gas station should be evaluated for operational and safety performance, with consideration given to consolidating or closing one access	Medium	\$855,000
Safety improvement measures within the School Zone Traffic calming measures such as curb extensions, median islands, and reduced lane widths may be considered along this corridor. Raised crosswalks could also be implemented, where appropriate, in consultation with the community and emergency services.	High	\$500,000
Crossing safety enhancements at the school entrance The location and pedestrian crossing control of the existing crosswalks near the school entrance should be reviewed. Consideration should be given for relocating the northern crosswalk to meet TAC sightline guidance and to better align with the school entrance. Additional safety improvements at the crosswalks could include curb extensions and raised crosswalks as included under the safety improvement measures within the School Zone description above.	High	\$100,000
Uni-directional buffered or protected bike lane on each direction on Ponderosa Ave. to continue from the school south to Poplar Dr. Mitigation strategies for steep slopes may be needed	High	\$185,000

POPLAR DR.	Priority	Planning-Level Cost Estimate
Poplar Dr. is a north-south corridor primarily serving the residential neighbourhood at the southern end of the community.		
Uni-directional buffered or protected bike lane on each direction on Poplar Dr. from Ponderosa Ave. to Linden Rd. Mitigation strategies for steep slopes may be needed	High	\$225,000
Sidewalk on the east side of Poplar Dr. from Topaz Cres. to southern end of corridor Update new development policy to include a sidewalk on this corridor	High	\$1,085,000
Neighbourhood bikeway on Poplar Dr. south of Linden Rd. Linden Rd., between Poplar Dr. and Calcite Dr., is steep, creating a potential barrier for active transportation users. This proposed neighbourhood bikeway would provide an alternative route to the steep grade. Note that a connection to Calcite Dr. between properties would be needed to complete the link.	Medium	\$100,875

CALCITE DR.	Priority	Planning-Level Cost Estimate
Calcite Dr. is a residential corridor that connects Linden Rd. to Jasper Dr., north of Jasper Park. This corridor has lower grades than Linden Rd., which could make it more accessible for cycling.		
Sidewalk on the west side of Calcite Dr. from Basalt Dr. to southern end of corridor Update new development policy to include sidewalk on this corridor.	Low	\$1,310,000
Neighbourhood bikeway on Calcite Dr. from Basalt Dr. to south of Linden Rd. Linden Rd., between Poplar Dr. and Calcite Dr., is steep, creating a potential barrier for active transportation users. This proposed neighbourhood bikeway would provide an alternative route to the steep grade. Note that a connection to Calcite Dr. between properties would be needed to complete the link.	Medium	\$233,250

BASALT DR.	Priority	Planning-Level Cost Estimate
Basalt Dr. is a residential corridor, somewhat parallel to the steeper section of Jasper Dr.		
Neighbourhood Bikeway on Basalt Dr. between Calcite Dr. and Jasper Dr. This neighbourhood bikeway, together with the one on Calcite Dr. provide an alternative, less steep, corridor for cycling.	Low	\$98,625

JASPER DR. & LINDEN RD.	Priority	Planning-Level Cost Estimate
Jasper Dr. is a major north-south corridor that connects the community's recreation centre, parks, and lake trails to the residential neighbourhood on the south. Note that Calcite Dr. and Poplar Dr. have been identified as preferred alternative cycling routes to Linden Rd. due to more favourable grades.		
Uni-directional buffered or protected bike lanes on Jasper Dr. between Mimi Falls Trailhead to Linden Rd. Mitigation strategies for steep slopes may be needed in some areas of Jasper Dr.	Low	\$875,000
Sidewalk on Jasper Dr. from Jasper Park to Poplar Dr. (including Linden Rd.) Mitigation strategies for steep slopes may be needed in some areas of Linden Rd.	Medium	\$1,125,000

PERIDOT DR.	Priority	Planning-Level Cost Estimate
Peridot Dr. is a short residential corridor that connects Topaz Cres. to Jasper Dr.		
Sidewalk between Jasper Dr. and Topaz Cres.	Low	\$190,000

TOPAZ CRES.	Priority	Planning-Level Cost Estimate
Topaz Cres. is a residential corridor that connects Poplar Dr. to Jasper Dr.		
Neighbourhood bikeway on Topaz Cres. between Poplar Dr. and Jasper Dr.	Low	\$238,875
Sidewalk on Topaz Cres. (north and west side) between Jasper Dr. and Peridot Dr.	High	\$235,000

TRAILS	Priority	Planning-Level Cost Estimate
Logan Lake contains an extensive trail system in and around the community, consisting of a mix of narrow walking paths and wider access roads that also function as active transportation routes. Enhancements include widening trails to a minimum of 3.0m to accommodate both cyclists and pedestrians, implementing steep slope mitigation strategies, and installing clear wayfinding signage. Signage should indicate key information such as maintenance status and whether ORV use is permitted.		
Unpaved multi-use trail from Ripper Trailhead to Mary King Park	Low	\$180,000
Unpaved multi-use trail from Ripper Trailhead to Lea Rig Cres.	Low	\$225,000
Unpaved multi-use trail from Breccia Dr. to Wiki's Way Trailhead and from Wiki's Way Trailhead to Ripper Trailhead	Medium	\$75,000
Unpaved multi-use trail from Wiki's Way Trailhead to Highway 97D	Low	\$135,000
Unpaved multi-use trail connecting Ard Righ Rd. to the unpaved multi-use trails connecting to Highway 97D	Medium	\$180,000
Unpaved multi-use trail from Chartrand Pl. to Highway 97D	Medium	\$20,000

9.5. Summary of Other Recommendations

POLICY AMENDMENTS

Creating policies that support the active transportation network is key since it assures that the systems needed to continue developing the network and maintaining it are in place.

- Consider amending Bylaw 643, 2009, to increase sidewalk widths to the recommended 1.8m width per *BC Active Transportation Design Guide*
- Consider amending Bylaw 643, 2009, to include new policy regarding adding sidewalks fronting new developments
- Consider amending or adding new maintenance policy to include active transportation facilities such as MUPs and bike lanes.
- Explore the opportunity to allow children ages 12 and under to ride their bicycle on the sidewalks (See section 124 (v) of the MVA)
- Consider providing shuttle (on demand) for people with accessibility needs as a mitigation strategy for steep slopes
- Clearly indicate ORV trails and corridors that can be used by ORV
- Proactively create policies that regulate the speed and use of e-bikes in the urban centre and trails
- Upgrade asphalt sidewalks to concrete when possible

AMENITIES

Amenities are an integral part in encouraging the use of active transportation by enhancing user comfort, safety, and overall experience. Below is a list of amenities that can help support and encourage people travelling by active modes.

- Bicycle parking at key destinations
- Benches and resting areas at the top of steep slopes or in nearby parks adjacent to steep slopes
- Washrooms and water fountains in recreational areas
- Adequate lighting along active transportation routes, particularly on MUPs, where users travel at varying speeds. Lighting contributes towards the safety and feeling of comfort for active transportation users.
- Placemaking and beautification initiatives to help create more welcoming and enjoyable public spaces for active transportation users.

EDUCATION

As new infrastructure is introduced, it is important to keep the community engaged through ongoing education and awareness campaigns. This can include messaging through the District's website, posters, or social media to explain how to use new facilities, promote and celebrate improvements, and communicate new bylaws.

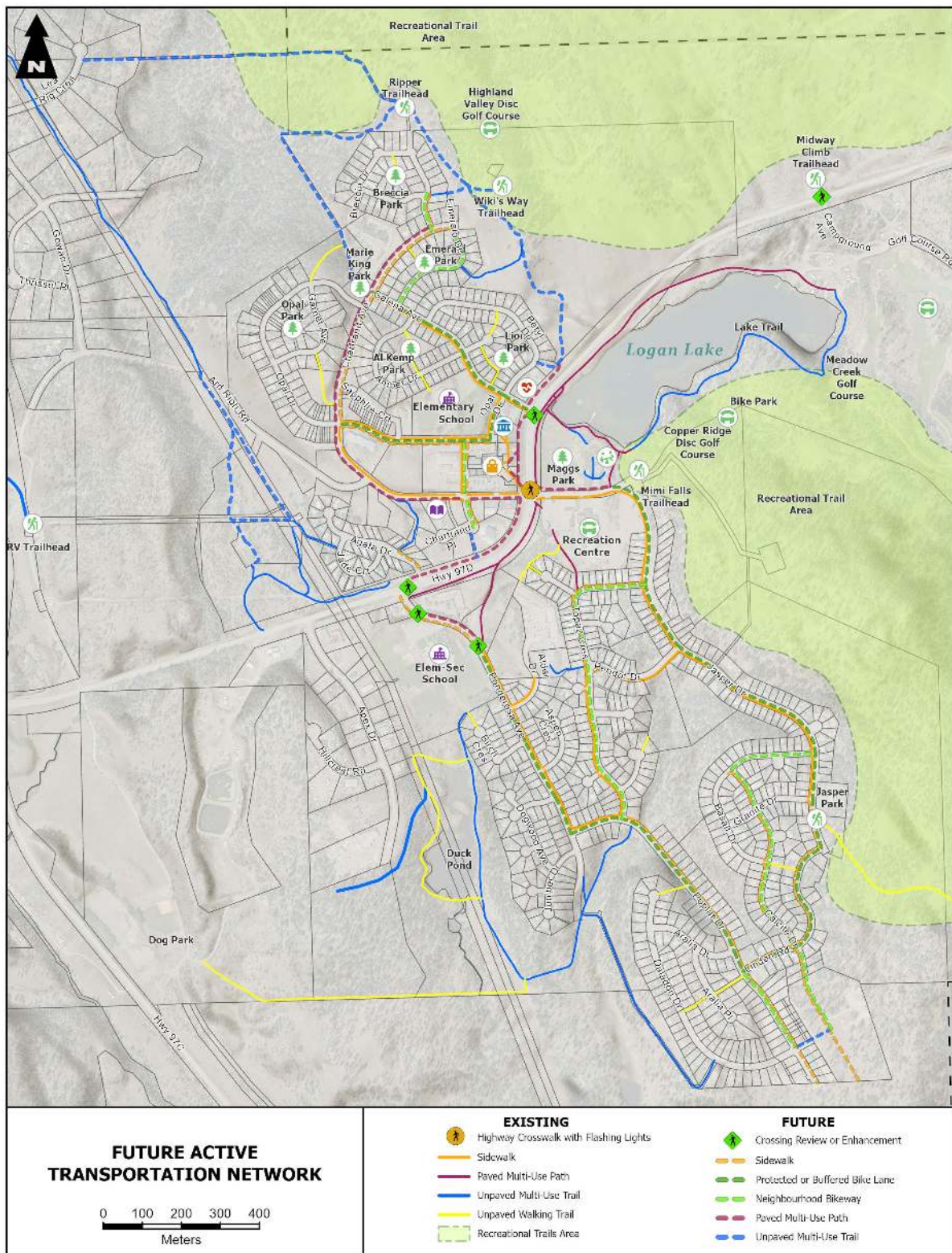


Figure 26: Future Active Transportation Network

APPENDIX A

TABLE OF RECOMMENDATIONS

District of Logan Lake

Active Transportation Network Plan 2025

Summary of Recommended Infrastructure Improvements

Type	Corridor	Project Extents	Recommendations	Priority	Planning-Level Cost Estimate	Supported Action
MUP	Hwy 97D	200m east of Galena Ave. to Ponderosa Ave.	MUP along the north side (in collaboration with MOTT)	High	\$780,000	Action 5
Crossing Improvements	Hwy 97D	Hwy 97D and Ponderosa Ave.	Intersection safety enhancements (in collaboration with MOTT)	High	\$120,000	Action 8
Crossing Improvements	Hwy 97D	Hwy 97D and Galena Ave.	Intersection safety and traffic control assessment (in collaboration with MOTT)	High	\$20,000	Action 8
Crossing Improvements	Hwy 97D	Hwy 97D and Chartrand Ave.	Intersection safety and traffic control assessment (in collaboration with MOTT)	High	\$20,000	Action 8
Crossing Improvements	Hwy 97D	Hwy 97D and Campground Ave.	Intersection crossing assessment (in collaboration with MOTT)	Medium	\$20,000	Action 8
Crossing Improvements	Hwy 97D	Highway 97C, 97D and Tunkwa Lake Rd.	Although this intersection lies outside the active transportation network area, the District may wish to collaborate with MOTT on safety enhancements, as it recorded the highest number of ICBC-reported vehicular collisions between 2020 and 2024	n/a	n/a	Action 8
MUP	Chartrand Ave.	Breccia Dr. to Highway 97D	MUP on the west side (Mitigation strategies for steep slopes may be needed in some sections)	Low	\$2,000,000	Action 5 Action 6
MUP	Chartrand Ave.	Highway 97D to Jasper Dr.	MUP on the north side	Medium	\$240,000	Action 5
Sidewalk	Chartrand Ave.	Emerald Dr to Galena Ave.	Sidewalk on the east side (Mitigation strategies for steep slopes may be needed in some sections)	Medium	\$980,000	Action 1 Action 3
Sidewalk	Chartrand Pl.	Chartrand Ave and Opal Dr.	Sidewalk on the east side	Medium	\$115,000	Action 1
Cycling Facility	Chartrand Pl.	Opal Dr. to the new unpaved trail south of Chartrand Pl.	Neighbourhood bikeway	Medium	\$98,625	Action 5
Sidewalk	Agate Dr.	Hwy 97D and the trailhead to the north	Sidewalk	Medium	\$300,000	Action 1
Cycling Facility	Galena Ave.	Chartrand Ave. to Highway 97D	Uni-directional buffered or protected bike lane on each direction	High	\$185,000	Action 5
Traffic Calming	Galena Ave.	School Zone	Safety Improvement measures within the School Zone	High	\$400,000	Action 9 Action 11
Cycling Facility	Emerald Dr.	Emerald Dr.	Neighbourhood bikeway	High	\$108,750	Action 5
Cycling Facility	Breccia Dr.	Chartrand Ave. to the entrance of Wiki's trailhead	Neighbourhood bikeway	Low	\$84,000	Action 5
Sidewalk	Breccia Dr.	Chartrand Ave. to the trail connecting to Wiki's Way trailhead	Sidewalk on the east side	Low	\$295,000	Action 1
Cycling Facility	Opal Dr.	Chartrand Dr. to Galena Dr.	Uni-directional buffered or protected bike lane on each direction	Low	\$420,000	Action 5

District of Logan Lake

Active Transportation Network Plan 2025

Summary of Recommended Infrastructure Improvements

Type	Corridor	Project Extents	Recommendations	Priority	Planning-Level Cost Estimate	Supported Action
Traffic Calming	Opal Dr.	School Zone	Safety improvement measures within the School Zone	Medium	\$300,000	Action 9 Action 11
Sidewalk	Opal Dr.	Shopping Plaza to Chartrand Dr.	Sidewalk on the south side	Medium	\$770,000	Action 1
MUP	Ponderosa Ave.	Hwy 97D to the southern crosswalk fronting the school	MUP on the east side	High	\$940,000	Action 5
Sidewalk	Ponderosa Ave.	Hwy 97D to the southern crosswalk fronting the school	Sidewalk on the west side (Accesses to the Esso gas station should be evaluated)	Medium	\$855,000	Action 1
Traffic Calming	Ponderosa Ave.	School Zone	Safety improvement measures within the School Zone	High	\$500,000	Action 9 Action 11
Crossing Improvements	Ponderosa Ave.	School entrance	Crossing safety enhancements	High	\$100,000	Action 10
Cycling Facility	Ponderosa Ave.	The school south crosswalk to Poplar Dr.	Uni-directional buffered or protected bike lane on each direction (Mitigation strategies for steep slopes may be needed)	High	\$185,000	Action 5 Action 6
Cycling Facility	Poplar Dr.	Ponderosa Ave. to Linden Rd.	Uni-directional buffered or protected bike lane on each direction (Mitigation strategies for steep slopes may be needed)	High	\$225,000	Action 5 Action 6
Sidewalk	Poplar Dr.	Topaz Cres. to southern end of corridor	Sidewalk on the east side (Update development policy to include sidewalk on this corridor)	High	\$1,085,000	Action 1 Action 13
Cycling Facility	Poplar Dr.	South of Linden Rd.	Neighbourhood bikeway (Note that a connection to Calcite Dr. between properties would be needed to complete the link)	Medium	\$100,875	Action 5 Action 6
Sidewalk	Calcite Dr.	Basalt Dr. all the way to the south	Sidewalk on the west side (Update development policy to include sidewalk on this corridor)	Low	\$1,310,000	Action 1 Action 13
Cycling Facility	Calcite Dr.	Basalt Dr. to the south of Linden Rd.	Neighbourhood bikeway (Note that a connection to Calcite Dr. between properties would be needed to complete the link)	Medium	\$233,250	Action 5 Action 6
Cycling Facility	Basalt Dr.	Calcite Dr. and Jasper Dr.	Neighbourhood bikeway	Low	\$98,625	Action 5
Cycling Facility	Jasper Dr.	Mimi Falls Trailhead to Linden Rd.	Uni-directional buffered or protected bike lane on each direction (Mitigation strategies for steep slopes may be needed in some areas of Jasper Dr.)	Low	\$875,000	Action 5 Action 6
Sidewalk	Jasper Dr.	Jasper Park to Poplar Dr. (including Linden Rd.)	Sidewalk (Mitigation strategies for steep slopes may be needed in some areas of Linden Rd.)	Medium	\$1,125,000	Action 1 Action 3
Sidewalk	Peridot Dr.	Jasper Dr. and Topaz Cres.	Sidewalk	Low	\$190,000	Action 1
Cycling Facility	Topaz Cres.	Poplar Dr. and Jasper Dr.	Neighbourhood bikeway	Low	\$238,875	Action 5
Sidewalk	Topaz Cres.	Jasper Dr. to Peridot Dr.	Sidewalk on the north and west side	High	\$235,000	Action 1

District of Logan Lake

Active Transportation Network Plan 2025

Summary of Recommended Infrastructure Improvements

Type	Corridor	Project Extents	Recommendations	Priority	Planning-Level Cost Estimate	Supported Action
Trails	Trail	Ripper Trailhead to Mary King Park	Unpaved multi-use trail	Low	\$180,000	Action 6 Action 7
Trails	Trail	Ripper Trailhead to Lea Rig Cres.	Unpaved multi-use trail	Low	\$225,000	Action 6 Action 7
Trails	Trail	Breccia Dr. to Wiki's Way Trailhead to Ripper Trailhead	Unpaved multi-use trail	Medium	\$75,000	Action 6 Action 7
Trails	Trail	Wiki's Way Trailhead to Highway 97D	Unpaved multi-use trail	Low	\$135,000	Action 6 Action 7
Trails	Trail	Ard Righ Rd. to trails connecting to Highway 97D	Unpaved multi-use trail	Medium	\$180,000	Action 6 Action 7
Trails	Trail	Chartrand Pl. to Highway 97D	Unpaved multi-use trail	Medium	\$20,000	Action 6 Action 7
Sidewalk	Policy		Consider amending Bylaw 643, 2009, to increase sidewalk widths to the recommended 1.8m width per <i>BC Active Transportation Design Guide</i>			Action 2
Sidewalk	Policy		Consider amending Bylaw 643, 2009, to include new policy regarding adding sidewalks fronting new developments			Action 14
Maintenance	Policy		Consider amending or adding new maintenance policy to include active transportation facilities such as MUPs and bike lanes.			Action 14
Sidewalk	Policy		Explore the opportunity to allow children ages 12 and under to ride on sidewalks (see section 124 (v) of the BC MVA)			Action 12
Sidewalk	Policy		Consider providing shuttle (on demand) for people with accessibility needs.			Action 3
Wayfinding	Policy		Clearly indicate ORV trails and corridors that can be used by ORV			Action 15
Cycling Facility	Policy		Proactively create policies that regulate the speed and use of e-bikes in the Urban Centre and trails			Action 12
Sidewalk	Policy		Upgrade asphalt sidewalks to concrete when possible			Action 4
Cycling Facility	Amenities		Provide bicycle parking at common destinations			Action 13
Other	Amenities		Consider adding benches and resting areas at the top of steep slopes or in parks adjacent to steep slopes			Action 13
Other	Amenities		Provide washrooms and water fountains in recreational areas			Action 13
Cycling Facility	Amenities		Provide adequate lighting for active transportation infrastructure, in particular for MUP, where users are going at different speeds. Lighting contributes towards the safety and feeling of comfort for active transportation users.			Action 13

District of Logan Lake
Active Transportation Network Plan 2025
Summary of Recommended Infrastructure Improvements

Type	Corridor	Project Extents	Recommendations	Priority	Planning-Level Cost Estimate	Supported Action
Other	Amenities		Placemaking and beautification initiatives to help create more welcoming and enjoyable public spaces for active transportation users.			Action 13
Other	Education		As new infrastructure is installed, keep the community engaged through education campaigns			Action 16

APPENDIX B

REFERENCED POLICIES

LOCAL POLICY

Logan Lake Official Community Planning (OCP) 2010

Vision and Goals

The 2010 OCP was consolidated on September 29, 2020.⁸ The Guiding Principles for the District of Logan Lake's OCP are summarized below.

Build on Strengths of the Town Centre

- Support scenic, pedestrian-oriented setting of the core area
- The town centre is the primary gathering place for residents and visitors

Pursue Economic Development and Diversification

- Support Highland Valley Copper Corporation as a major industrial employer
- Provide home-based businesses
- Ensure an adequate supply of residential, commercial, and industrial land
- Timber harvesting under the Community Forest Agreement
- Encourage a healthy construction sector

Promote Environmental Stewardship

- Protect water quality and environmental integrity of lakes, streams, and wetlands
- Exercise caution in areas with steep slopes
- Designate significant land within/around townsite as open space reserve

Sustain a Pedestrian-Friendly, Universally Accessible Community

- Maintain a compact, pedestrian-friendly community accessible to all
- Promote development close to the community core
- Enhance non-vehicular transportation networks
- Further develop the greenway system

Ensure New Development is of Good Form and Character

- Ensure new development is aesthetic and functional

⁸ The Bylaw is cited as "District of Logan: Lake Official Community Plan Bylaw No. 670, 2010"

Enable Development of Housing to Meet Community Needs

- Future housing in mixed-use forms
- Higher density in the town centre, with lower density neighborhoods around the core area

Encourage Public Involvement in Planning

- Promote public participation in community planning initiatives

Support TNRD Growth Strategy

- Align policies with the District's Regional Context Statement on human settlement, transportation, energy, economic development, environmental protection, open space, and cultural heritage

OCP Objectives Related to the Transportation Network

A "Smart Growth" community that demonstrates a commitment to its financial, environmental, and social health and is recognized for its quality of life.⁹

The OCP indicates the commitment to:

- Pursue expansion of a multi-modal trail system throughout the community.
- Strive for a compact urban form that would contribute towards reducing automobile dependency and supporting alternative modes of transportation.
- Continue working with the TNRD and Ministry of Transportation and Transit (MoTT) to ensure major transportation corridors have an efficient movement of peoples and goods throughout the community and region. See Figure 27 for the major transportation corridors in the District of Logan Lake.
- Develop, maintain and enhance the system of parks, greenways and related facilities.
- Work towards the Green House Gas reduction goals in these three areas: residential emissions, commercial emissions, and transportation.

OCP Road and Accesses Policies (Copy of Section 20, 4)

1. It is the policy of Council to designate major roads as shown on Schedule F [see Figure 27], the Major Road Network plan and to establish and maintain a road network that will guide development and provide for safe and efficient traffic circulation.

⁹ District of Logan Lake Official Community Plan Bylaw No. 670, 2010, Section 3, 1. Mission Statement

2. It is the policy of Council to provide safe and well-maintained public access for persons of all levels of physical ability on all publicly accessible rights of way maintained by the district of Logan Lake
3. It is the policy of Council to continue to upgrade and expand the network of pedestrian and non-vehicular routes including sidewalks, off-street pathways and bicycle lanes. Bicycle routes may complement traditional forms of transportation and encourage people to use them to travel to and from their places of work and leisure. Bicycle facilities are encouraged to support this.
4. It is the policy of Council to implement traffic calming measures such as increased signage throughout the community (Bylaw 826)
5. It is the policy of Council to consider pursuing a Golf Cart community status for Logan Lake. This may require internal road speed limit reduction to 30km/h on all roads within the Townsite when Golf Carts are present. Further, the District will work with the Province to allow electric carts on the old highway and permit carts traversing highways within the Townsite.

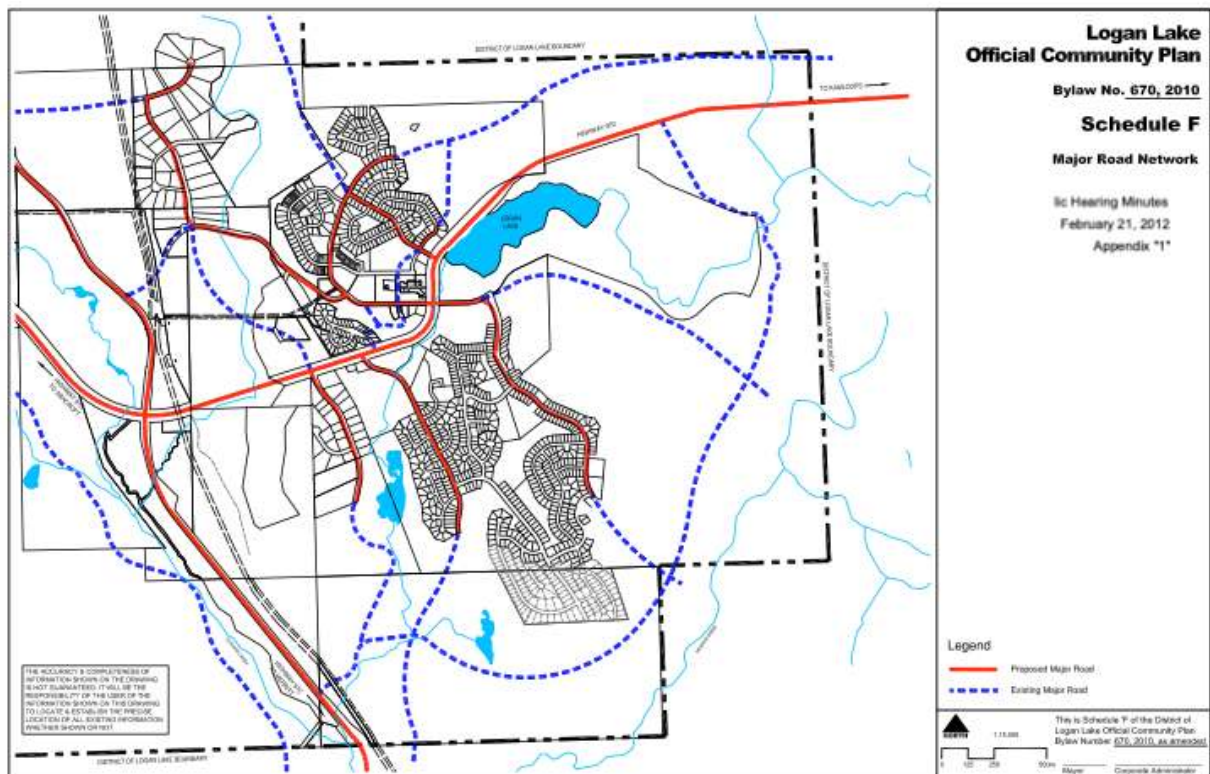


Figure 27: Schedule F, Major Road Network, District of Logan Lake, BC

REGIONAL POLICY

Thomson-Nichola Regional Growth Strategy, 2013

Greenhouse Gas Emissions (GHG) Reduction Targets and Policies

The GHG reduction target for the Region are:

- 10% by 2020 from 2007 levels
- 33% by 2050 from 2007 levels

Goals related to transportation (copied below from Section 2.0 of the Document):

- Encourage compact community design in order to save transportation and energy costs and to provide more opportunities for walking, cycling, and other forms of alternative transportation.
- Encourage transportation demand management planning for major industrial, commercial and residential developments.
- Encourage local transportation network planning to improve connectivity, access, and egress as well as promoting alternative transportation events.
- Expand formal agreements with transportation providers for public transportation options beyond current service boundaries, where warranted by ridership.
- Develop incentives and infrastructure for low-emissions vehicles such as recharging infrastructure and priority parking.
- Protect transportation and utility corridors for potential expansion or use as pedestrian and non-motorized trail systems. Address impacts on adjacent lands through appropriate corridor planning.
- Explore innovative financing options and opportunities to encourage energy efficient development and affordable transportation.
- Encourage the development of clean energy projects subject to public consultation.

PROVINCIAL POLICY

Move. Commute. Connect: B.C.'s Active Transportation Strategy, 2019

The Active Transportation Strategy of BC aspires to double the percentage of trips taken with active transportation by 2030 by providing incentives that encourage active transportation use, and working together with communities to create policies and plans that contribute towards creating active transportation networks across the province.

NATIONAL POLICY

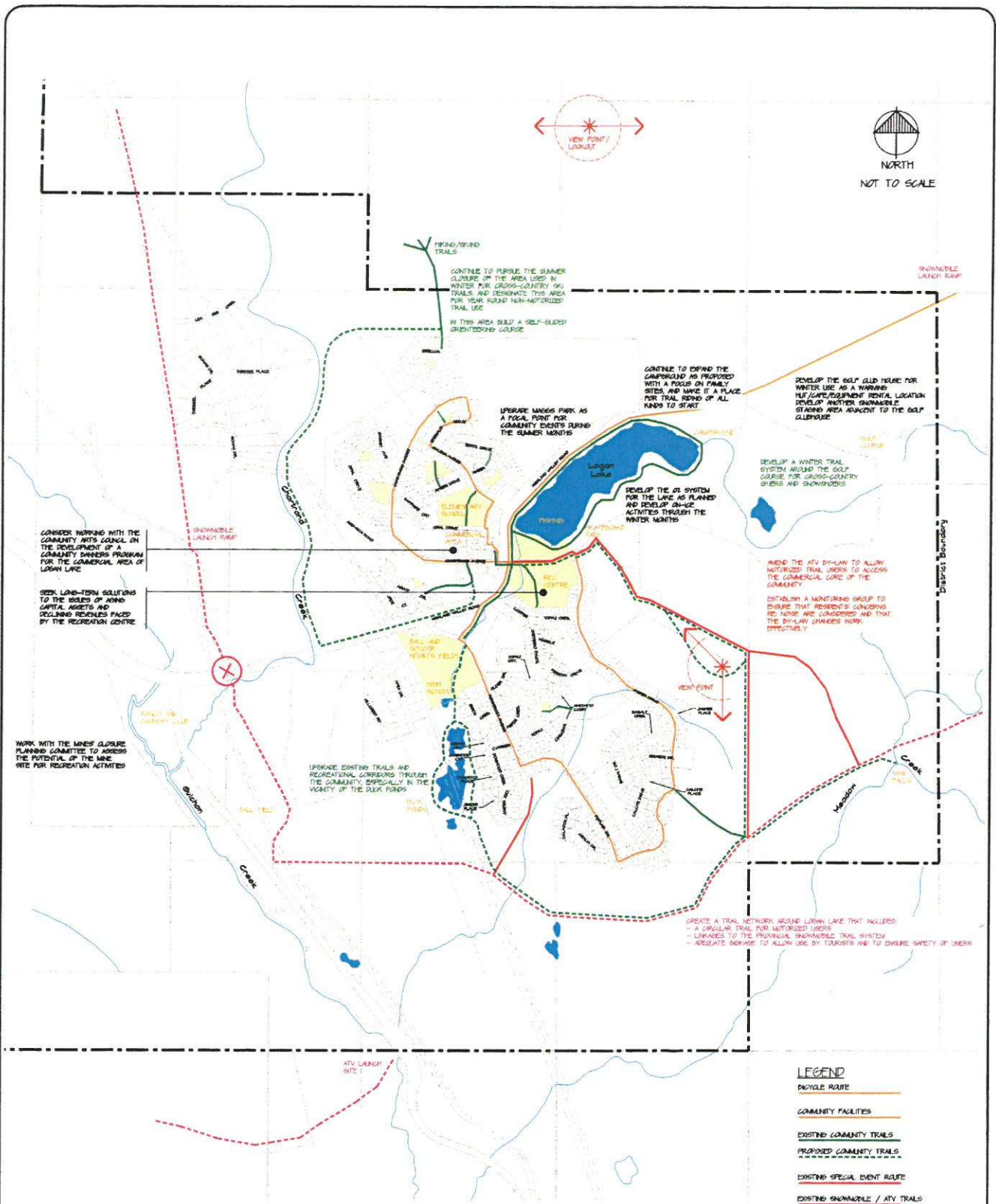
Government of Canada, National Active Transportation Strategy (2021-2026)

This document is the first national active transportation strategy. The goal is to “significantly increase the ‘modal share’ of active transportation: the proportion of Canadians who regularly make the choice to use active transportation.” To achieve this goal, the focus will be on the six elements of the A-C-T-T-I-V-E framework:

- Awareness: raise awareness of the benefits of active transportation and promotion of its use
- Coordination: coordinate active transportation investments
- Targets: support the adoption of target and data collection
- Investments: invest the \$400 million fund and other incentive for active transportation planning
- Value: maximize the value and benefit of active transportation investments by ensuring social, economic and environmental benefits of these projects
- Experience: support active transportation as a positive user experience by promoting safe and accessible projects, as well as projects that connect existing transportation, active transportation or public transit.

APPENDIX C

FORESEEN PLAN FOR ORV TRAILS



District of Logan Lake RECREATION / TOURISM MASTER PLAN RECOMMENDATIONS