



**Youth and Community Services Committee Meeting Agenda  
Wednesday, June 17, 2026 at 3:00 PM in the Fire Hall**

Page

**1. CALL TO ORDER**

**2. LAND ACKNOWLEDGEMENT**

We acknowledge that the District of Logan Lake is located on the traditional unceded territories of the Nlaka'pamux, Secwepemc and Syilx Nations on whose traditional territories, we live, we learn, we play, and we do our work. We acknowledge that the historical relationship to the land and territories of these peoples continues to this day.

**3. ADOPTION OF AGENDA AND LATE ITEMS**

- (a) June 17, 2026 Youth and Community Services Committee Agenda

**4. ADOPTION OF MINUTES**

- (a) Minutes of April 15, 2026 3 - 4  
[Youth and Community Services Committee - 15 Apr 2026 - Minutes - Pdf](#)

**5. NEW BUSINESS**

- (a) Resolution from April 13, 2026 Provisional Budget Meeting: 5 - 8  
*"THAT the Logan Lake Recreation Centre Accessibility Improvements report be deferred to the Youth and Community Services Committee for review and recommendation."*  
[Logan Lake Recreation Centre Accessibility Improvements](#)
- (b) Prioritizing Accessibility Projects. 9 - 18  
[District of Logan Lake Accessibility Plan \(2026\)](#)
- (c) Final Logan Lake and Area Trails Strategy. 19 - 161  
[Final Logan Lake and Area Trails Strategy](#)

**6. CONSIDERATION OF LATE ITEMS**

**7. QUESTION PERIOD**

**8. ADJOURNMENT**



# MINUTES

## Youth and Community Services Committee Meeting

3:00 PM - Wednesday, April 15, 2026  
Fire Hall

**PRESENT:** Councillor Montgomery, Councillor Chong, Councillor Hart, Kirsten Demsey, Karley Millhouse, Lea Ellis, and Rachel Milne

**ABSENT:** None

**ADMINISTRATION:** Mel Bohmer, Director of Public Works and Recreation, and Jacqui Martell, Administrative Assistant

**PUBLIC:** There was 1 member of the public at large in attendance.

**1 CALL TO ORDER**

Councillor Montgomery, Chair called the meeting to order at 3:02 p.m.

**2 LAND ACKNOWLEDGEMENT**

Councillor Montgomery opened the meeting with a Land Acknowledgement.

**3 ADOPTION OF AGENDA AND LATE ITEMS**

a) April 15, 2026 Youth and Community Services Committee

Moved and seconded

THAT the Youth and Community Services Committee meeting agenda for April 15, 2026 be adopted.

CARRIED.

**4 ADOPTION OF MINUTES**

a) Minutes of February 18, 2026

Moved and seconded

THAT the Minutes of the Youth and Community Services Committee meeting held on February 18, 2026 be adopted as presented and circulated.

CARRIED.

**5 UNFINISHED BUSINESS**

a) Updated District of Logan Lake Accessibility Plan for review.

Councillor Montgomery reviewed the updates to the Logan Lake Accessibility Plan with the Committee.

**RECOMMENDATION**

Moved and seconded

Youth and Community Services Committee Minutes — April 15, 2026

THAT Council approve the Logan Lake Accessibility Plan as amended.

CARRIED.

**6 NEW BUSINESS**

- a) Discussion regarding Fundraising Opportunities for Interim Food and Beverage Services at the Meadow Creek Golf Course.

The Director of Public Works and Recreation informed the Committee that the Meadow Creek Golf Course is opening on May 1, 2026 and there are potential opportunities for non-profit organizations to fundraise by organizing interim food and beverage services at the Golf Course until there is a lease agreement for the food and beverage services for the Golf Course.

**RECOMMENDATION**

Moved and seconded

THAT Council approve Staff explore options to invite non-profit organizations, with preference given to local non-profits, to provide interim food and beverage services at the Meadow Creek Golf Course.

CARRIED.

**7 CONSIDERATION OF LATE ITEMS**

N/A

**8 QUESTION PERIOD**

N/A

**9 ADJOURNMENT**

The Youth and Community Services Committee meeting adjourned at 3:23 p.m.

Recorded by Jacqui Martell, Administrative Assistant

CERTIFIED CORRECT

\_\_\_\_\_  
Chair (Councillor Montgomery)

\_\_\_\_\_  
Corporate Officer (L. Grimm)



## Council Report

**To:** Wade Archambault, Chief Administrative Officer  
**From:** Mel Bohmer, Director of Public Works and Recreation  
**Date:** April 13, 2026  
**Re:** Logan Lake Recreation Center Accessibility improvements

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### BACKGROUND:

The District of Logan Lake adopted an Accessibility Plan to meet the needs of people with disabilities and to provide equal access to all municipal services and facilities. The Accessibility Plan outlined the measures the District would take to address and remove barriers that individuals with disabilities currently face in our community. The first goal outlined within the Accessibility Plan is to *“Ensure all public buildings are accessible and comply with the latest standards of accessibility.”*

### DISCUSSION:

As part of the monitoring and evaluation portion of the plan, follow-up was conducted by the Youth and Community Services Committee to identify barriers within the community and to prioritize the removal of these barriers within Logan Lake. Staff participated and prioritized areas within District owned facilities and come up with an option to improve the accessibility within the arena portion of the Recreation Center.

The hockey arena currently has a wooden ramp built at one end of the ice surface to accommodate wheelchair access. This current configuration is not inclusive to people with disabilities and provides no heat for people sitting in this area. The ramp is pictured below:

Figure 1: Current accessible viewing platform



Staff met with the Garaventa Lift company who installed the stair lift system in the community center to look at ways to improve the accessibility of the arena. The goal was to have patrons who use a wheelchair able to sit in the stands with the crowd to enjoy activities. This would also provide above radiant heating from our existing heating system. Garaventa provided two lift options for consideration, a Genesis Enclosure and an Xpress II - rail-style lift.

The Genesis Enclosure is an enclosed lift that is like an elevator. To do this work within the current configuration, a section of concrete and a small section of stands would need to be removed to accommodate a lift in that area. This system will require a main power source to be run to the unit with a dedicated GFI duplex circuit, a new set of handrails installed for the upper landing and upgraded lighting for the landing areas. An architect or structural engineer will be required to approve the location and support structure for the lift. The following pictures are two examples of the vertical lift systems available, and the third is the location where it could be installed.

*Figure 2: The Genesis Enclosure Lift and proposed installation location*



The Xpress II - rail-style lift system is similar to the lift previously installed in the community center. This system attaches to the structural components of the wall system. Blocking is then installed to anchor the system to the structure of the building. This system will also require an architect or structural engineer to verify that the stairs and walls are sufficiently strong enough to support the loading specifications. This system will also require a dedicated power source with a GFI duplex circuit and the installation of emergency lighting for the system. Figure 3 includes pictures of the lift in the community centre for comparison.

*Figure 3: Xpress Rail Style Lift currently in the community centre*



This system would also need to attach a rail to the left side of the stairway pictured below. This would require blocking and wall panels to be installed to fur out the walls to align with the beam at the top of the stairs. Handrail modifications to the stairway would also be required to remove the center handrail and add handrails to the sides of the stairway to maintain code compliance for stairways.

Figure 4: Lift work area



Once accessibility to the arena viewing area is achieved, a viewing platform with new handrails would be created behind the players benches to accommodate accessibility including wheelchairs. This platform would be large enough to accommodate groups that are broadcasting events from the middle of the arena. The picture below is a similar configuration used at the MNP Center in West Kelowna. This would allow people using wheelchairs to improve their experience while attending the Recreation Centre and enjoy events in a heated, inclusive environment from the middle of the arena.

Figure 5: Viewing platform location and example of similar areas in other arenas



The estimated total project cost complete the full buildout of the Xpress II system and new finished platform and electrical is estimated at \$106,000, alternatively the complete build out of the Genisis Vertical lift system is estimated at \$123,000.

After a site visit with the Garaventa staff, they recommended the Genesis Vertical Lift as a first choice based on location within the arena. The recommendation is based on it being safer, faster and less likely to be played on by young people in the arena due to the enclosed nature.

**FINANCIAL IMPLICATIONS:**

The total project costs include the supply and installation of a Garaventa vertical wheelchair lift, building a viewing platform, handrail modifications, electrical and concrete removal or rail support system. Total cost estimates for the project are \$123,000 for the Genesis System and \$106,000 for the Xpress II system. Funds can be allocated for this project from the Recreation Center Reserve Fund. There is currently an opportunity to apply for a \$25,000 accessibility grant which may take decrease the cost to the District. The installation of a new lift would also require yearly inspections and certifications and a suggested increase in the Recreation Centre Building Maintenance budget of \$2,500.

**OPTIONS:**

1. Council allocate funding of \$123,000 from the Recreation Centre Reserve Fund for a Garaventa "Genesis" vertical wheelchair lift and viewing platform in the Recreation Center.
2. Council allocate funding of \$106,000 from the Recreation Centre Reserve Fund for an Xpress II rail style lift and a viewing platform in the Recreation Center.
3. Council direct staff to investigate alternative accessibility projects.
4. Council receives this report for information only at this time.

**RECOMMENDATION:**

THAT Council allocate funding of \$123,000 from the Recreation Centre Reserve Fund for a Garaventa "Genesis" vertical wheelchair lift and viewing platform in the Recreation Center.

Respectfully submitted,



Mel Bohmer  
Director of Public Works and Recreation



Approved for Council Consideration  
Chief Administrative Officer

2026

DISTRICT OF LOGAN LAKE

# ACCESSIBILITY PLAN



DISTRICT OF  
**Logan Lake**  
Discover Our Nature

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## Introduction

The District of Logan Lake is committed to ensuring that all members of the community, including individuals with disabilities, have equal access to all municipal services and facilities. This Accessibility Plan outlines the measures the District will take to address and remove barriers that individuals with disabilities may face in our community.

The District of Logan Lake is committed to meeting the needs of people with disabilities in a timely manner through the implementation of this Accessibility Plan. The District recognizes its legal and ethical obligations to ensure accessibility in all aspects of municipal life.

*This Accessibility Plan has been developed in accordance with the principles outlined in the Canadian Human Rights Act, and relevant provincial and local legislation.*



## Vision and Mission

### **Vision:**

The District of Logan Lake envisions a community where individuals of all abilities can access services, facilities, and programs with ease, fostering an inclusive environment for all.

### **Mission:**

The mission of this Accessibility Plan is to identify barriers within the community and to prioritize their removal, ensuring that Logan Lake becomes a fully accessible community.

## Goals and Objectives

The District of Logan Lake aims to achieve the following:

- **Goal 1:** Increase physical accessibility of public spaces.
  - Objective: Ensure all public buildings are accessible and comply with the latest standards of accessibility.
- **Goal 2:** Improve communication access for individuals with disabilities.
  - Objective: Provide alternative formats of communication such as large print, and digital formats.
- **Goal 3:** Enhance transportation accessibility.
  - Objective: Evaluate and improve the accessibility of public transportation and roadways.

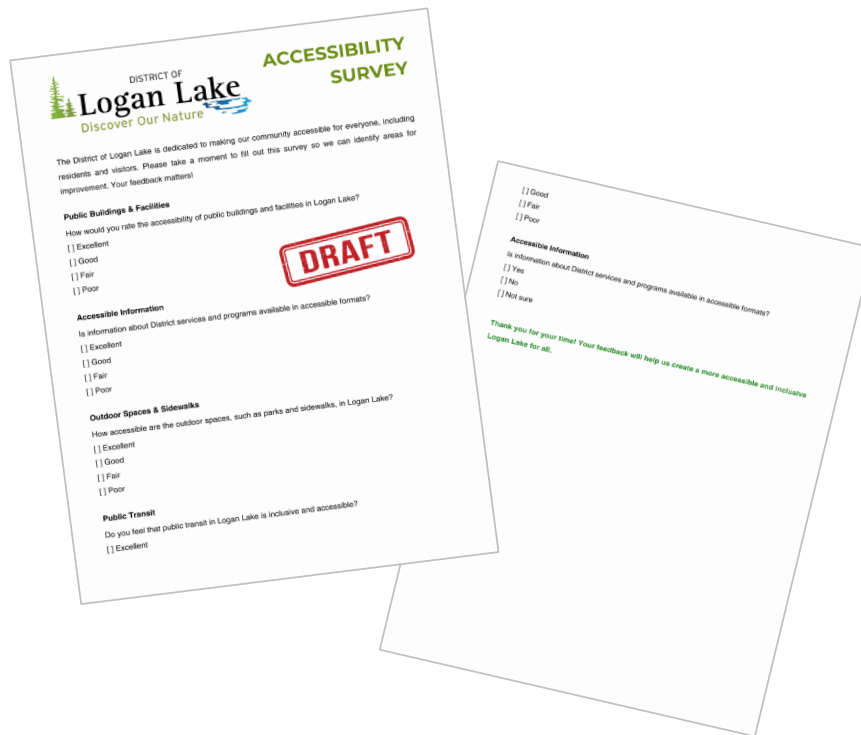
## Consultation and Engagement

To ensure that the Accessibility Plan reflects the needs of the community, consultations with residents and disability advocates were carried out. We also conducted surveys to gather input on areas that need improvement and reviewed these submissions with the *Youth and Community Services Committee*.

## Feedback Mechanism

The District of Logan Lake values the input of all residents, especially those with disabilities, to continuously improve accessibility. The feedback mechanism is an essential tool to help us understand the challenges faced by people with disabilities and to create an accessible community for everyone.

The District will provide multiple avenues for feedback, including an online feedback form on the municipal website, a phone number, and engagement in regular community consultation processes. All feedback will be reviewed, and where possible, actionable solutions will be implemented.



## Barriers Identified

Barriers were identified through public consultation conducted in 2025. The Committee also conducted a further review of facilities in 2026, the barriers identified through these processes includes:

- **Physical Barriers:**
  - Inadequate ramps and doorways at public facilities.
  - Insufficient accessible parking spaces.
  - Insufficient access in/to Municipal Parks (pathways, etc.).
  - Modifications are required to the Lakers Field washroom.
  - Inadequate viewing platform at the Recreation Centre.
  - Lack of accessible doors entering and exiting the ice arena at the Recreation Centre.
- **Communication Barriers:**
  - Lack of accessible online formats for important municipal documents.
  - Limited sign language interpreters at public meetings.
- **Transportation Barriers:**
  - Uneven sidewalks and poorly maintained crosswalks.

## Strategies and Actions

### Physical Accessibility Improvements:

- Upgrade ramps and doorways at municipal buildings to meet accessibility standards.
- Increase the number of accessible parking spaces in key public areas.
- Implement mobility improvements for trails, pathways, and washrooms in Municipal Parks.
- Implement modifications to the Lakers Field washroom to improve wheelchair accessibility.
- Improvements to the accessible viewing platform at the Recreation Centre.
- Install automatic doors for entering and exiting the ice arena at the Recreation Centre.

### Communication Accessibility:

- Convert key municipal documents into accessible formats (e.g., large print, digital).

### Transportation Accessibility:

- Repair sidewalks and install additional ramps at crosswalks.

**Downtown Revitalization**

- Replace bricks and improve overall accessibility to our downtown core (Lakeview Plaza).

**Implementation Timeline**

<b>Action Item</b>	<b>Timeline Responsible Party</b>
Upgrade ramps and doorways	Q3 2025 Public Works
Provide alternative formats for documents	Ongoing Communications Dept.
Repair sidewalks and crosswalks	Q2 2025 Public Works
Repair broken bricks in Lakeview Plaza	Ongoing Public Works
Improve Pathways in Parks (Maggs Park)	Q2 2026 Public Works
Improve pathways, trails, and washrooms in Municipal Parks	
Improve washroom accessibility at Lakers Field	
Improvements to the viewing platform at the Recreation Centre	
Install automatic doors for entering and exiting the ice arena at the Recreation Centre	

## **Budget Considerations**

The budget for the implementation of this Accessibility Plan will be sourced from the general municipal budget, as well as potential provincial and federal grants for accessibility improvements. A detailed budget will be prepared once specific costs are identified.

## **Monitoring and Evaluation**

The District will monitor the progress of the Accessibility Plan annually and evaluate the effectiveness of the strategies and actions taken. Public feedback will be solicited regularly to assess ongoing needs and any further improvements. The Youth and Community Services Committee eval

## **Conclusion**

The District of Logan Lake is committed to continuous improvement in accessibility for all its residents. Through collaboration, innovation, and dedication, we aim to remove barriers and create a community where all individuals can thrive.



## Municipal Office

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DISTRICT OF  
**Logan Lake**  
Discover Our Nature

**Logan Lake Community Forest**

**District of Logan Lake**

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# **Logan Lake & Area Trails Strategy**

LEFS  
+  
ASSOCIATES

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Logan Lake & Area Trails Strategy

Final

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April 2026

Contact Information:

509-318 Homer St, **Vancouver** BC Canada, V6B 2V2 | p: 604.899.3806

info@elac.ca | www.elac.ca

## EXECUTIVE SUMMARY

Logan Lake offers an extensive array of trails for hiking, mountain biking, horseback riding, and ORV riding. Volunteer organizations, including the Highland Valley Outdoors Association and the Logan Lake ATV Club, build and maintain many of the trails in collaboration with the District of Logan Lake, the Logan Lake Community Forest, and Rec Sites and Trails BC. Trails in and around Logan Lake are well used and valued by the community; however, opportunities remain to enhance the trail network by strengthening collaboration with and support for volunteer organizations, improving connectivity, and improving signage and wayfinding.

The Logan Lake and Area Trails Strategy involved an inventory and assessment of trails and supporting amenities, a review of past and current planning initiatives, and the collection and incorporation of community input to identify challenges and opportunities for the future. The resulting vision, goals, and recommendations form a road map for collaborative strategic improvements over the next 15 years.

### 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.*

### Goals

1. Improve the trail network's connectivity and ease of access.
2. Ensure trails are well-monitored and maintained.
3. Strengthen partnerships to foster collaboration and develop sustainable funding sources.
4. Promote accessibility, safety, and user experience through resources and supporting amenities.
5. Grow the capacity of trails to support tourism.

**List of Recommendations**

<b>Rec. #</b>	<b>Description</b>	<b>Priority</b>
<b>Goal 1</b>	Improve the trail network's connectivity and ease of access.	
<b>1.1</b>	Establish an ORV trail link to the District of Logan Lake's commercial core.	High
<b>1.2</b>	Consider adding and/or formalizing missing ORV connections at key locations.	
<b>Project 1.2.1</b>	Graham's Track Realignment	High
<b>Project 1.2.2</b>	Tunkwa Lake Road Connector	Medium
<b>Project 1.2.3</b>	Meadow Creek Connector	Medium
<b>Project 1.2.4</b>	Witches Brook Connector	Low
<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
<b>Project 1.3.2</b>	Townsite Hwy 97D Crossing	Medium
<b>Project 1.3.3</b>	Logan Lake Connector Hwy 97D Crossing	Medium
<b>Project 1.3.4</b>	Witches Brook Hwy 97C Crossing	Low

## Logan Lake &amp; Area Trails Strategy

<b>Project 1.3.5</b>	Logan Lake South Hwy 97C Crossing	Medium-Low
<b>Project 1.3.6</b>	Tunkwa Lake Road Crossing	Medium
<b>1.4</b>	Consider developing new non-motorized destination trails.	
<b>Project 1.4.1</b>	Meadow Creek Gorge Trail Development Area	Medium
<b>Project 1.4.2</b>	Tall Trees and Canyons Trail Development Area	Low
<b>Project 1.4.3</b>	Mamit Lake Connector	Low
<b>1.5</b>	Upgrade and formalize the Logan Lake South Trail Network.	High
<b>1.6</b>	Develop designated accessible trail routes	Medium
<b>1.7</b>	Consider a higher-elevation trailhead in the Logan Lake North network to enhance winter recreation resiliency.	High
<b>1.8</b>	Upgrade the main Logan Lake North Trailhead.	High
<b>Goal 2</b>	Ensure trails are well-monitored and maintained.	
<b>2.1</b>	Develop a trail management and maintenance plan.	High
<b>2.2</b>	Explore forming a seasonal trail maintenance crew.	Low
<b>2.3</b>	Enhance support for the Logan Lake North network.	High
<b>Goal 3</b>	Strengthen partnerships to foster collaboration and develop sustainable funding sources.	
<b>3.1</b>	Establish and host a trails working group.	High

## Logan Lake &amp; Area Trails Strategy

3.2	Encourage improved cost recovery in trail associations.	High
3.3	Explore providing financial support to community trail organizations.	Medium
3.4	Encourage community trail organizations to explore corporate sponsorship opportunities.	Low
<b>Goal 4</b>	Promote accessibility, safety, and user experience through resources and supporting amenities.	
4.1	Establish a consistent area-wide wayfinding, signage, and information strategy.	High
4.2	Explore developing an ORV campground and staging area near the Logan Lake Townsite.	High
<b>Option 4.2.1</b>	Former MoTT gravel pit/salt shed site on Meadow Creek Rd	
<b>Option 4.2.2</b>	Clearing west of the Highway 97 intersection	
<b>Option 4.2.3</b>	Site adjacent to Lakers Ball Diamond	
4.3	Work with grazing lease holders and trail organizations to maintain accessible fence crossings.	Medium
<b>Goal 5</b>	Grow the capacity of trails to support tourism.	
5.1	Assess trail networks for tourism readiness	High

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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.

Logan Lake & Area Trails Strategy

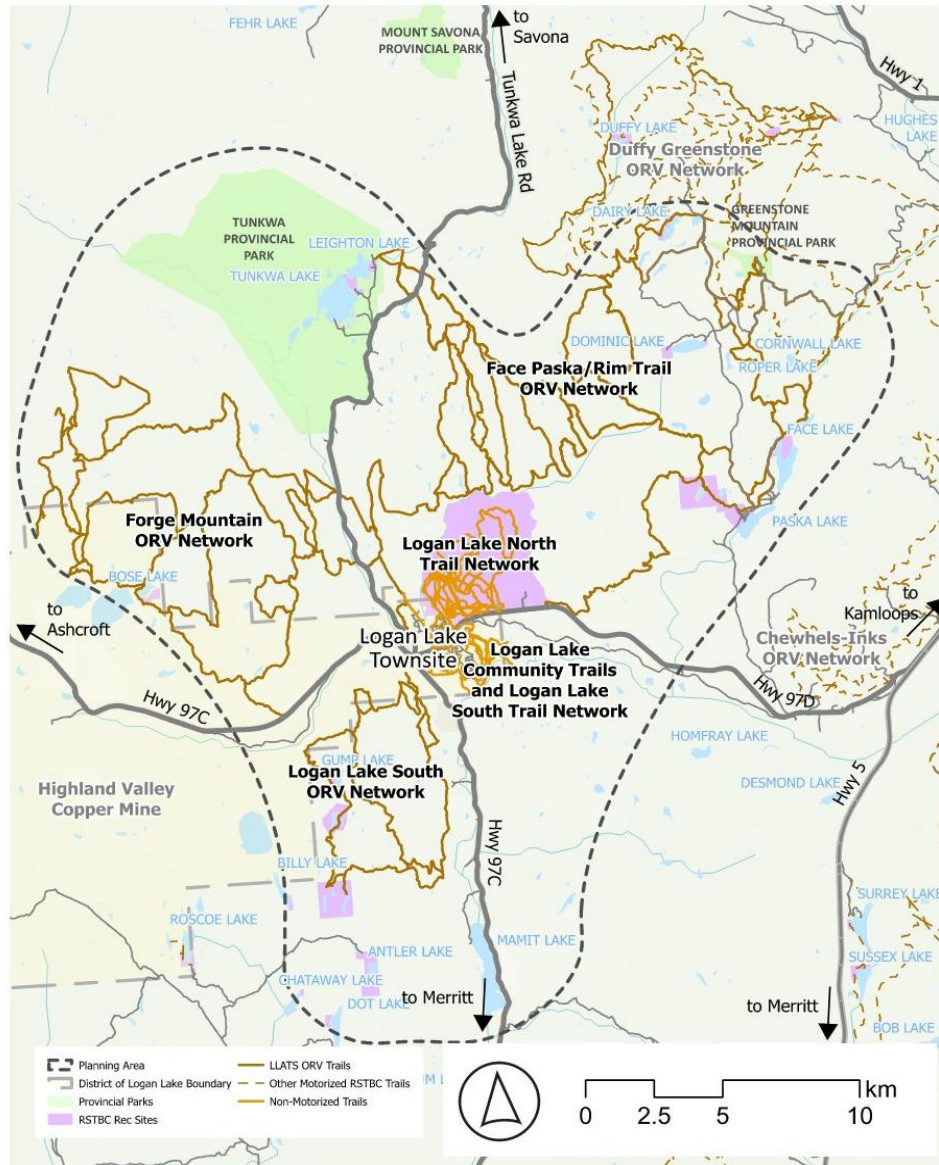


Figure 1 Planning area of the Logan Lake and Area Trails Strategy.

## 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).

Logan Lake & Area Trails Strategy

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.

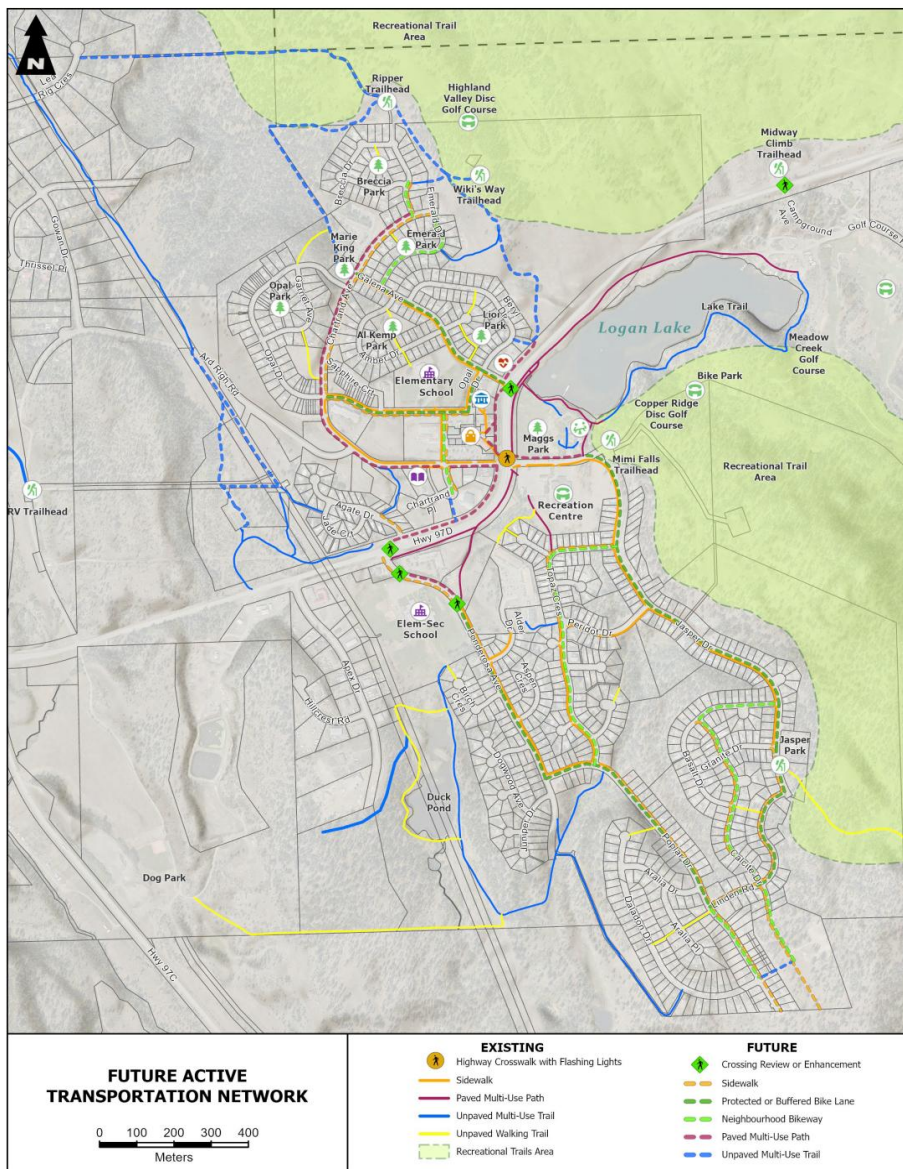


Figure 3 The District of Logan Lake's Future Active Transportation Network, as proposed in the 2025 Active Transportation Network Plan.

Logan Lake & Area Trails Strategy

#### **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.

Logan Lake & Area Trails Strategy

## 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. 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

## Logan Lake & Area Trails Strategy

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.

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*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.

Logan Lake & Area Trails Strategy

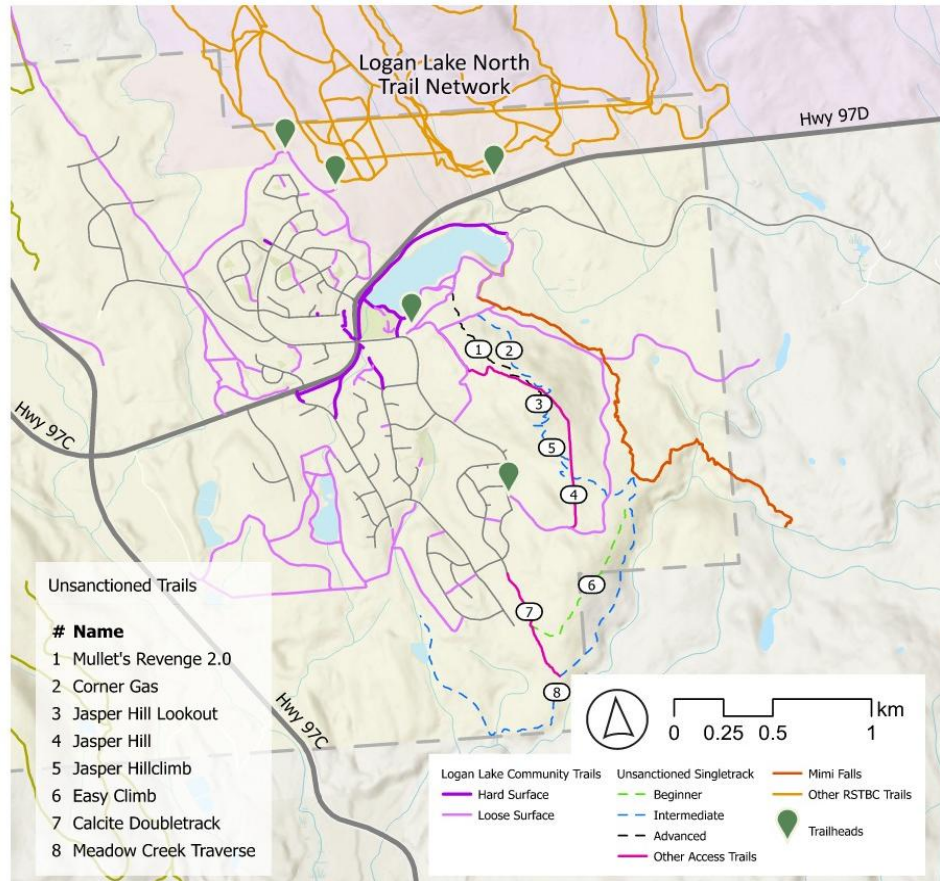


Figure 4 Map of the Logan Lake Community Trails and Logan Lake South networks.

### 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*

Logan Lake & Area Trails Strategy

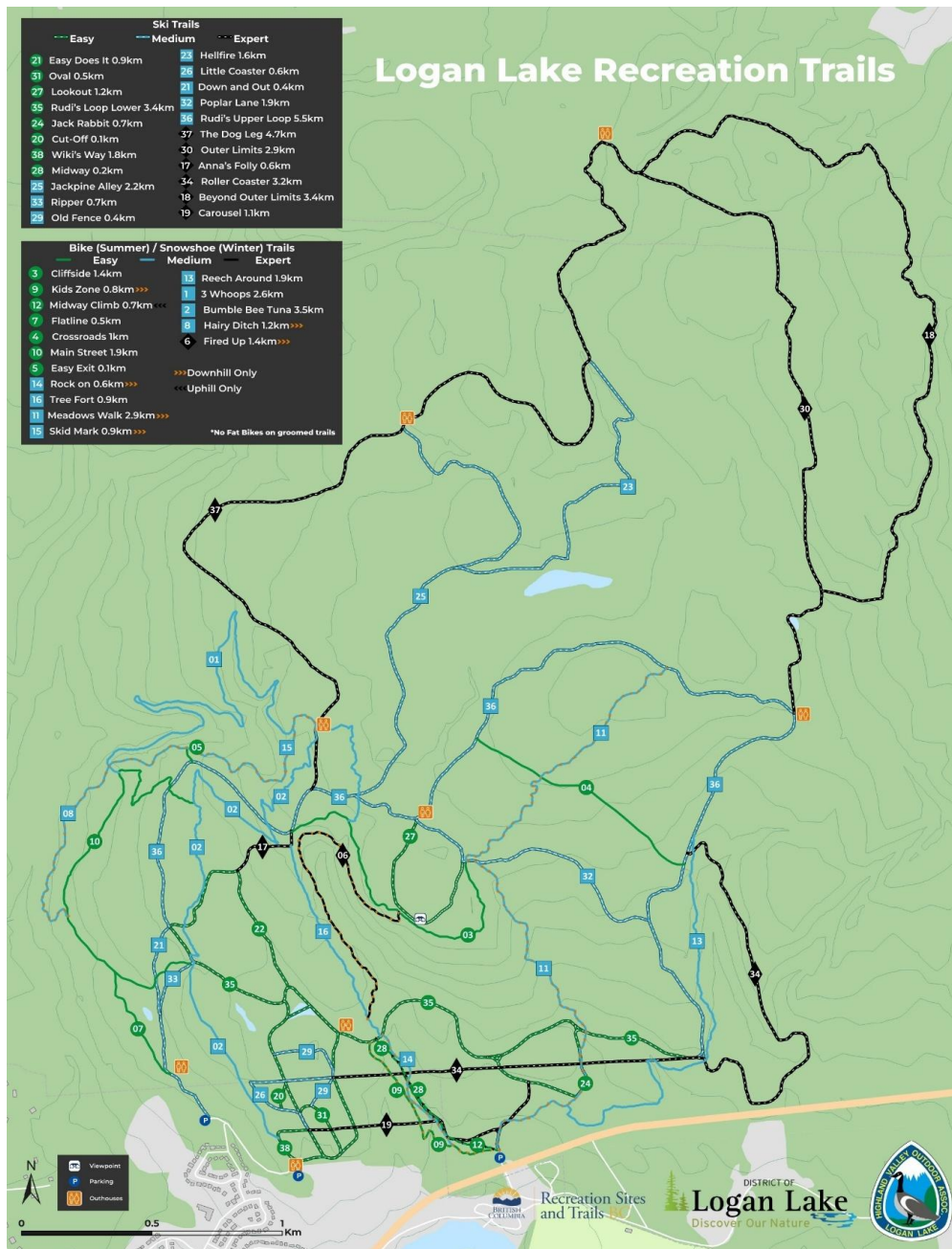


Figure 5 Map of the Logan Lake North Trail Network

### 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. These trails are used primarily by motorized trail users, though they are also valued by equestrians. Descriptions of the networks can be found on the following pages.

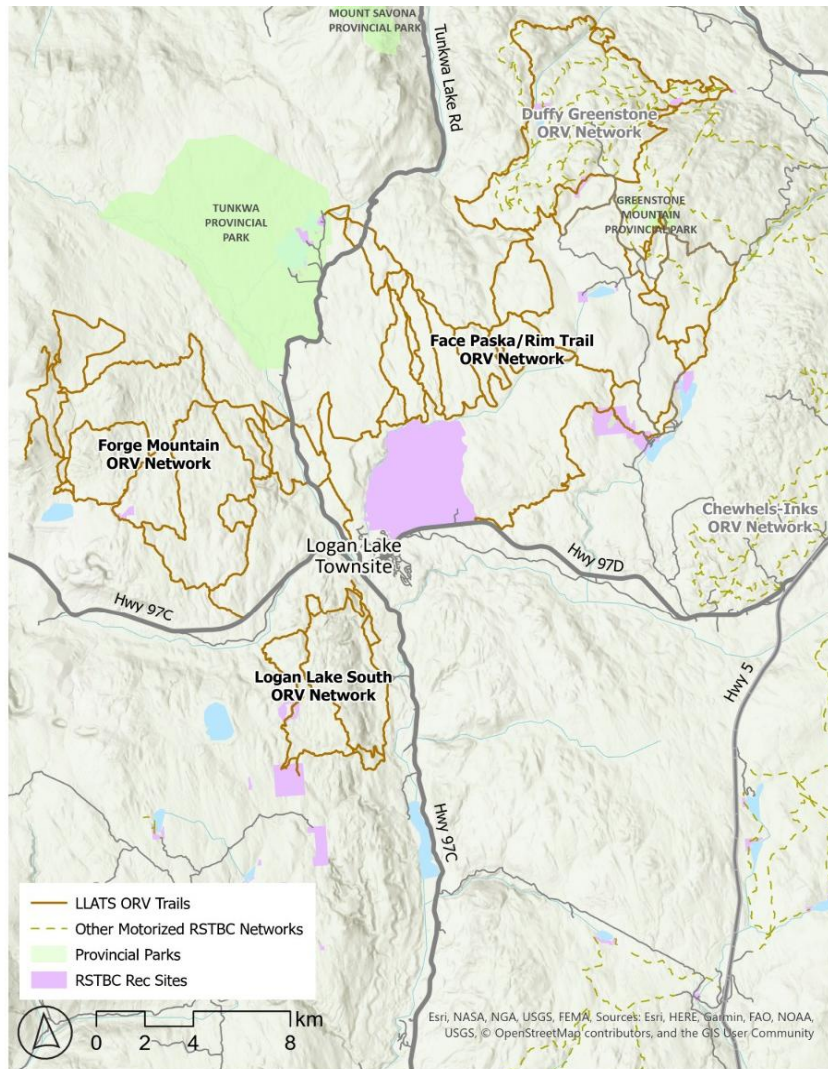
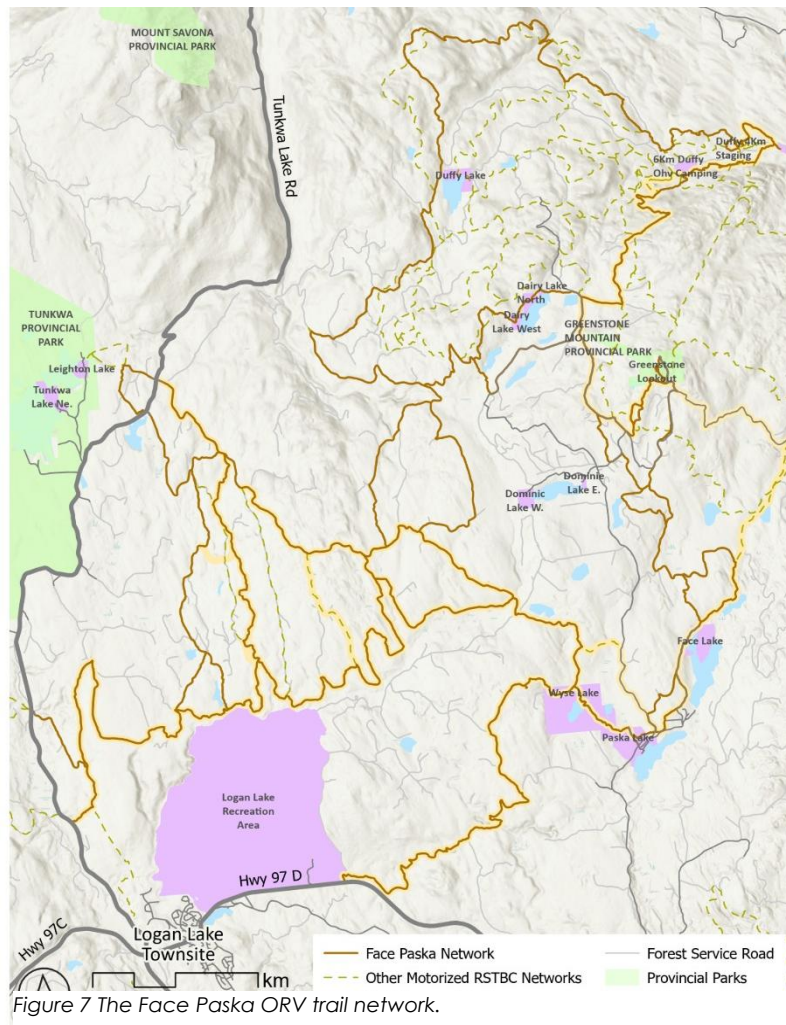


Figure 6 ORV trail networks included in the Logan Lake & Area Trails Strategy

**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. The upper portion of the Rim Trail, which encircles the Duffy-Greenstone network, is considered outside of the Strategy’s scope.



**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. The upper portion of the Rim Trail, which encircles the Duffy-Greenstone network, is considered outside of the Strategy’s scope.

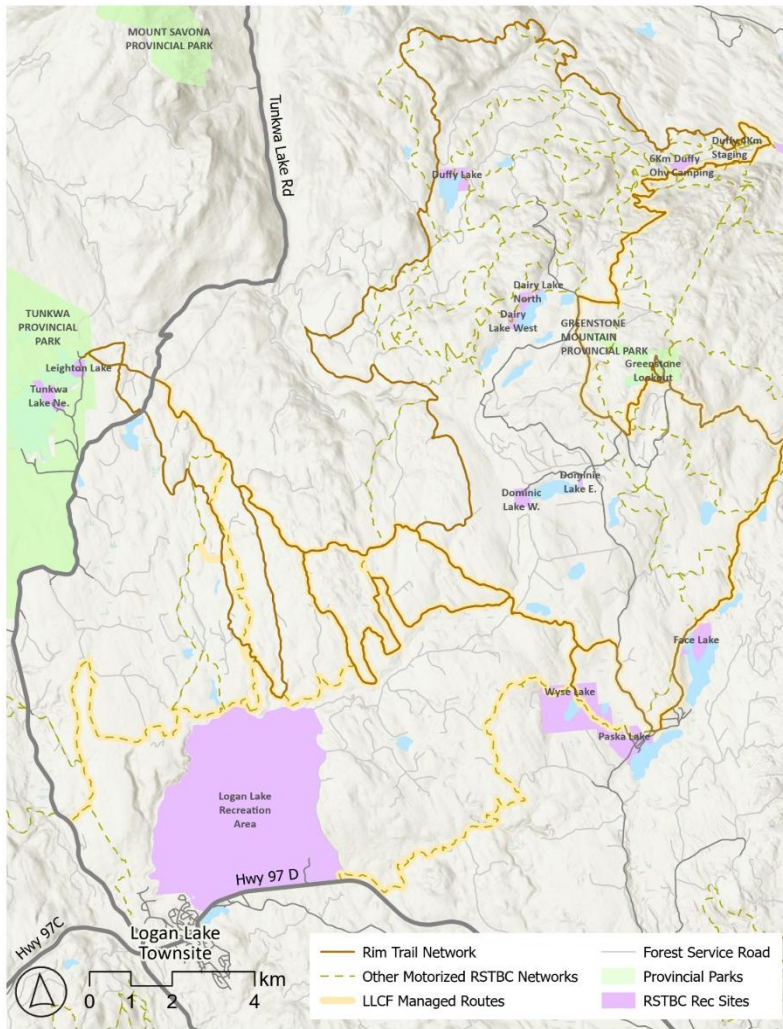


Figure 8 The Rim Trail ORV trail network.

**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.

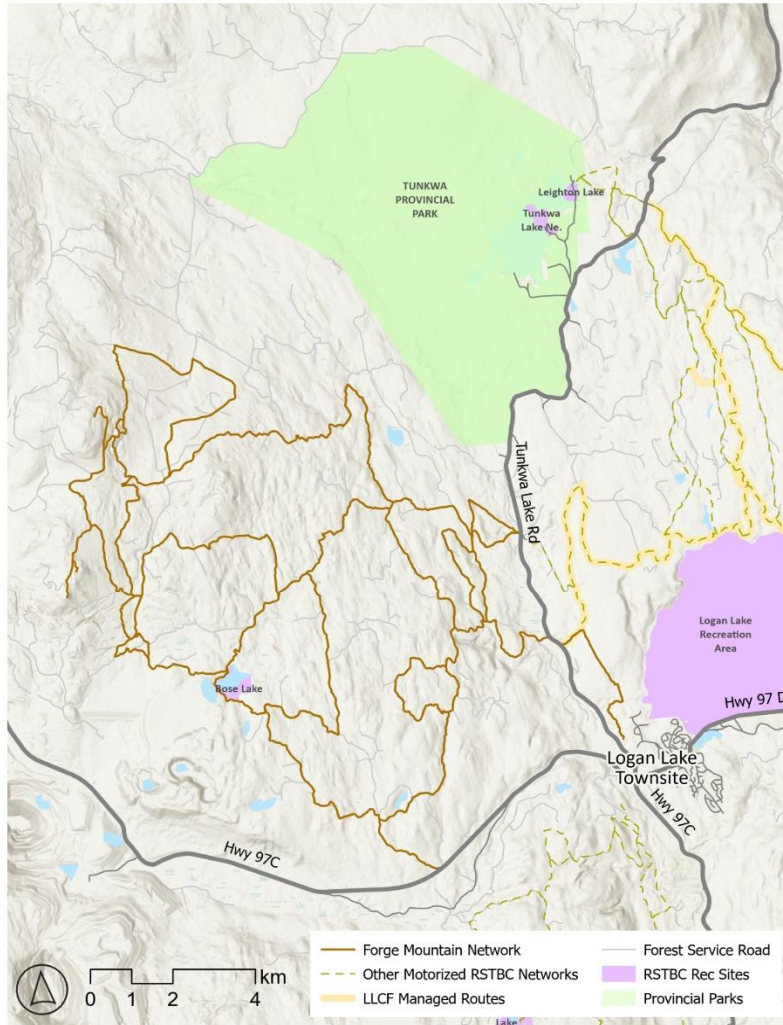


Figure 9 The Forge Mountain ORV trail network.

Logan Lake & Area Trails Strategy

**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 southwest of the Highway 97 C/D intersection.

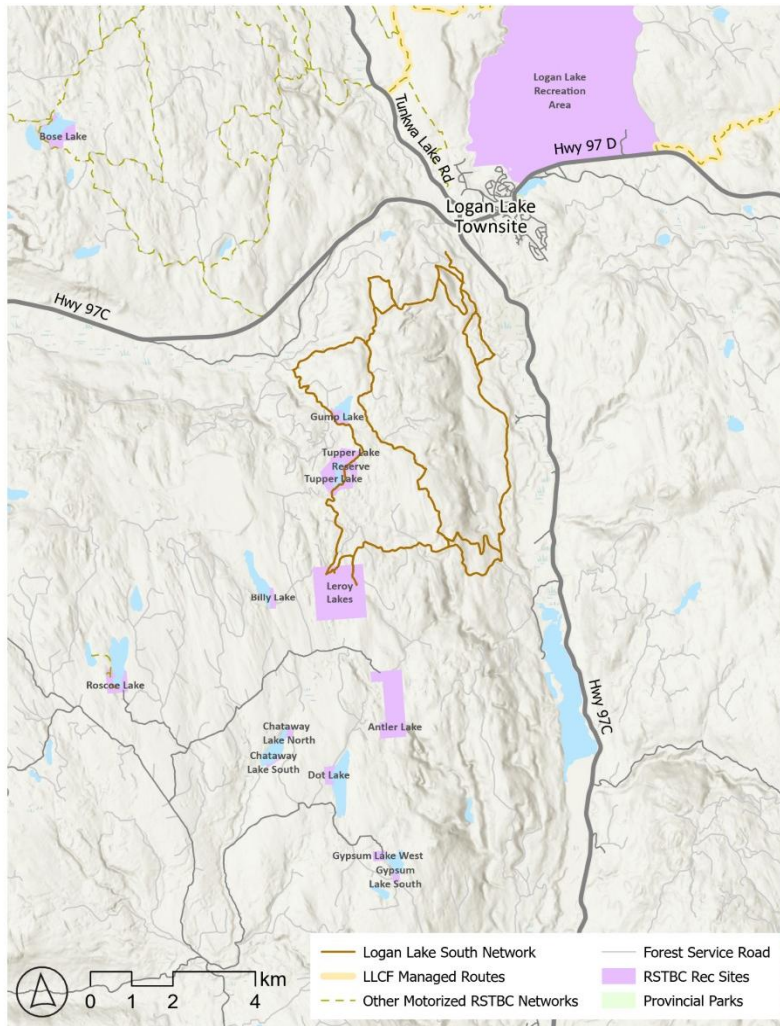


Figure 10 The Logan Lake South ORV trail network.

# 4 ENGAGEMENT

## 4.1 ENGAGEMENT TOOLS

Engagement opportunities were advertised two weeks in advance through direct email invitations to interested-holders, posting on LLCF and DLL web pages and social media accounts, and posters at key community locations. All engagement formats included information about the project and details on other ways to provide input. Community engagement included two rounds of engagement activities:

The First Round took place in September 2025 and looked to collect community input to help develop the vision, goals, and recommendations of the Trails Strategy. This round included an in-person community open house, workshops and interviews with interest-holders, and an online public survey.

The Second Round took place in February 2026 and collected feedback on the trails strategy to advise the final draft. This round included a community survey and the initial workshop meeting of the Logan Lake Trails Alliance.

### *Engagement by the Numbers*

**21** community open house attendees

**7** interest-holder participants in workshops

**104** participants in the online surveys

## 4.2 ENGAGEMENT KEY THEMES

The following key themes were raised by participants in engagement activities for the Logan Lake and Area Trails Strategy. Full summaries for rounds 1 and 2 of community engagement are available in Appendix A.

### 4.2.1 ROUND 1

#### Trails are Well-Used

Most Round 1 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

Round 1 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

## Logan Lake & Area Trails Strategy

In Round 1 activities, 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**

Round 1 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.

### **ORV Connections**

Many Round 1 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**

In Round 1 activities, 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.

## **4.2.2 ROUND 2**

### **Strategy was Well-Supported**

The majority of participants in Round 2 supported the vision, goals, and recommendations of the Draft Trails Strategy.

### **Collaboration as the Path Forward**

Priority trail projects raised in the Round 2 survey received relatively equal levels of support, reinforcing that the Logan Lake and Area Trail Network serves a variety of users with a wide range of interests. Round 2 survey respondents largely saw collaboration between trail interest holders as the best means of building a sustainable trail network that supports a range of activities and abilities.

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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. The route should be clearly marked with wayfinding signage. Regulatory signage reminding ORV users to stay on the marked route and keep

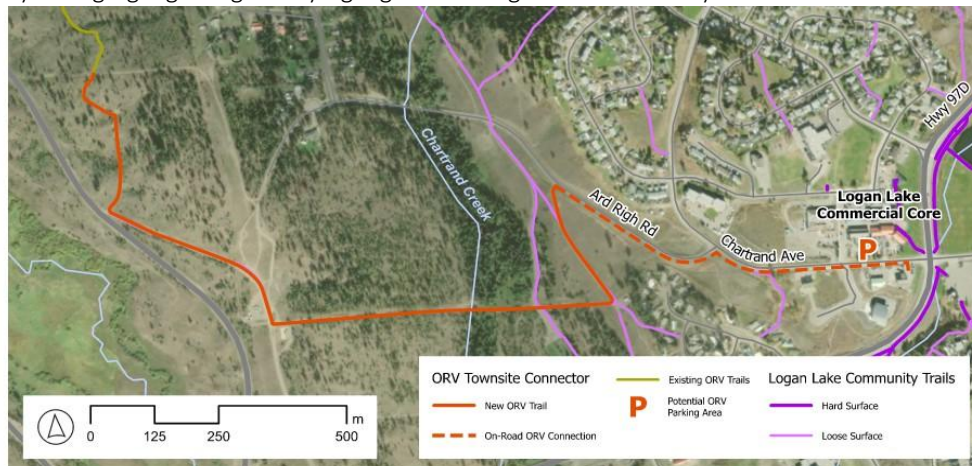


Figure 11 Proposed route for an ORV connection into the Logan Lake townsite.

engine noise to a minimum should be placed at regular intervals. The ORV Link will require an amendment of the Logan Lake All-Terrain Vehicle Bylaw to allow for the use of OVRs along this designated route.

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

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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 Graham'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.

In addition to connections within the trail planning area, regional trail connection projects should be explored to connect Logan Lake with adjacent communities such as Merrit and Ashcroft. 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: Installing stop signs at Paska Lake Recreation Site Access at Pask Lake Road to create a two-way stop at the intersection;
- 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.

Logan Lake & Area Trails Strategy

Potential ORV network roadway crossings are summarized in Figure 13.

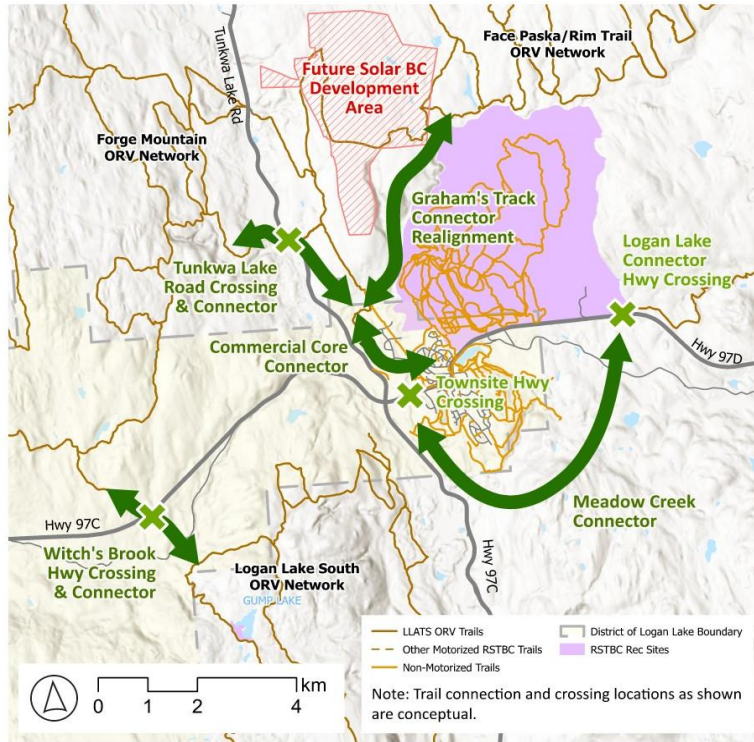


Figure 12 Map of potential ORV trail network connection improvements and ORV campsites locations in the Logan Lake townsite area.

**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.

In addition to connections within the trail planning area, regional non-motorized trail connection projects should be explored to connect Logan Lake with adjacent communities such as Merritt and Ashcroft.

Figure 15 summarizes destination trail development areas.

Logan Lake & Area Trails Strategy

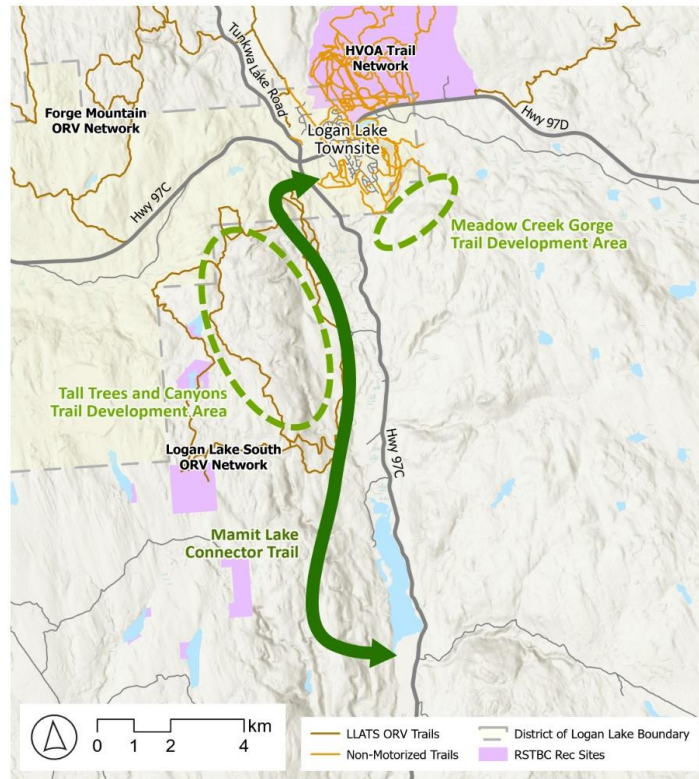


Figure 13 Potential non-motorized destination trail development areas.

### **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 skills 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.

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As a new trailhead is a significant investment, the LLCF and DLL should consider conducting a project feasibility study to ensure the staging area provides long-term value for the community. This may include monitoring year-to-year snowpack changes and modelling future climate patterns.

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.

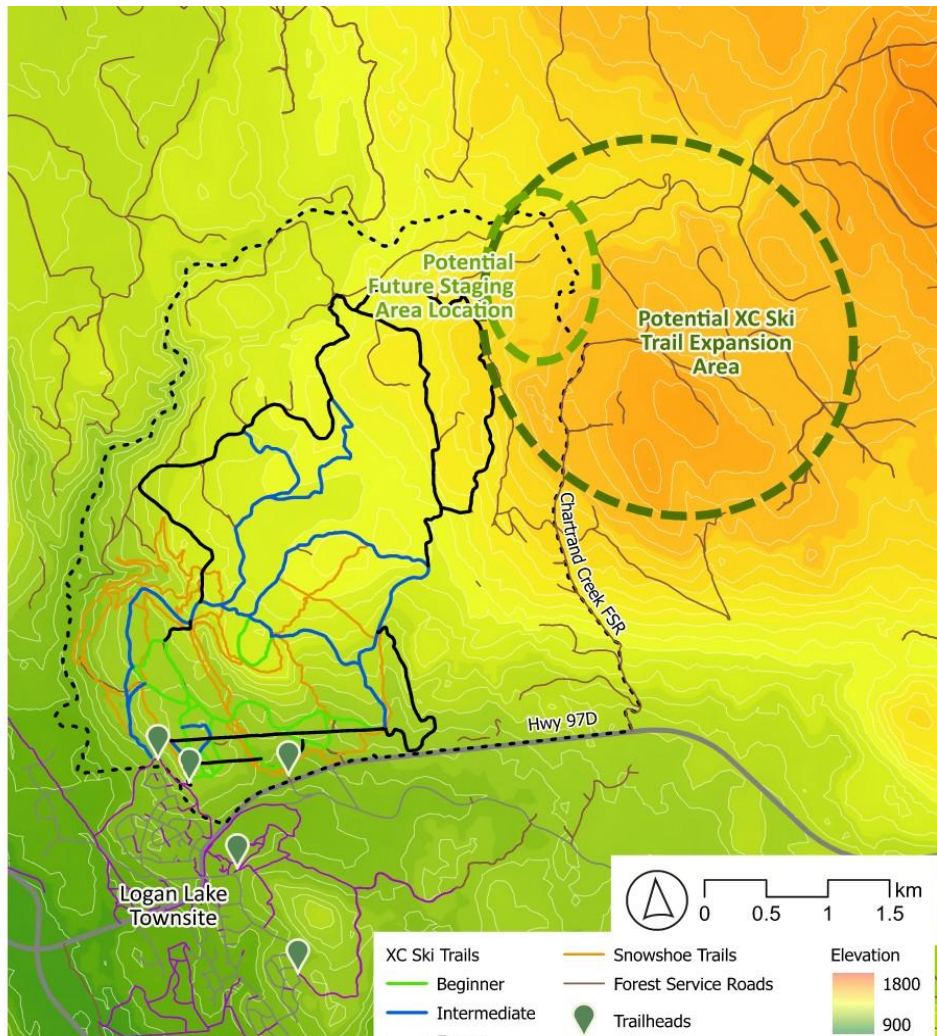


Figure 14 Potential upper staging area and expansion areas for the HVOA network.

### 1.8 Upgrade the main Logan Lake North Trailhead.

The main Logan Lake North trailhead is a key node in the Logan Lake trail system, located off Breccia Drive at the townsite's northeast edge. The trailhead is a launching point for mountain biking, hiking, and disc golf in the summer, and cross-country skiing in the winter. At the trailhead, recreational visitors are served by a gravel parking area, outhouse, and trailhead kiosk. The site is also home to Highland Valley Outdoors Association (HVOA) facilities, including storage areas for winter grooming equipment. There is power at the site that serves the lighted cross-country skiing loop. Additionally, there are utilities infrastructure, including a telecommunications tower and a water tank.

The trailhead offers essential amenities and scenic views, but ad hoc development and apparent security concerns have left the main trail network access point confusing and unwelcoming, surrounded by barbed-wire fencing. There is an opportunity to better organize the site and implement improvements to make the trailhead a welcoming entrance for visitors.

## 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. The maintenance and management plan should be developed collaboratively (potentially as an initiative of the Trails Working Group per Recommendation 3.1) with trails organizations and RSTBC to ensure the plan's objectives are attainable and grounded in community needs.

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 & Area Trails Strategy



*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.

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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?
- How do I get elsewhere?
- What can I do here?
- 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.

Trail signage should also include information about which trail users are permitted on each trail. For trail networks that restrict certain classes of E-bike/E-mobility, information on how to distinguish between different classes of E-bikes should be made available at trailheads and kiosks.

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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. LLLCF 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 play a role in being more inclusive of First Nations culture by sharing information about the values, territory, and culture of local Indigenous groups. The LLLCF, 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
- Trail etiquette
- 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 located away from the existing community campground and residential neighbourhoods to manage noise impacts. The campground could also include a staging area for day-use, taking advantage of shared campground amenities to create a quality trailhead experience.

The following locations should be considered for the development of an ORV campground, and are ranked from most suitable to least suitable:

##### 1. Adjacent to Lakers Baseball Field

This site is next to the existing Lakers Baseball Diamond, southeast of the Highway 97C-D intersection. The site is flat and would require minimal clearing and has an established access road and nearby connection points to DDL utilities. The site is well situated to access the Logan Lake South ORV network and the Face Paska/Rim Trail ORV network via crossing highway crossings on Highways 97 C and D per recommendation 1.3 and the Logan Lake Townsite via the Commercial Connector per recommendation 1.1.

##### 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

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

site is well situated as a staging area for the Logan Lake South ORV and the Forge Mountain ORV network.

**3. 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.

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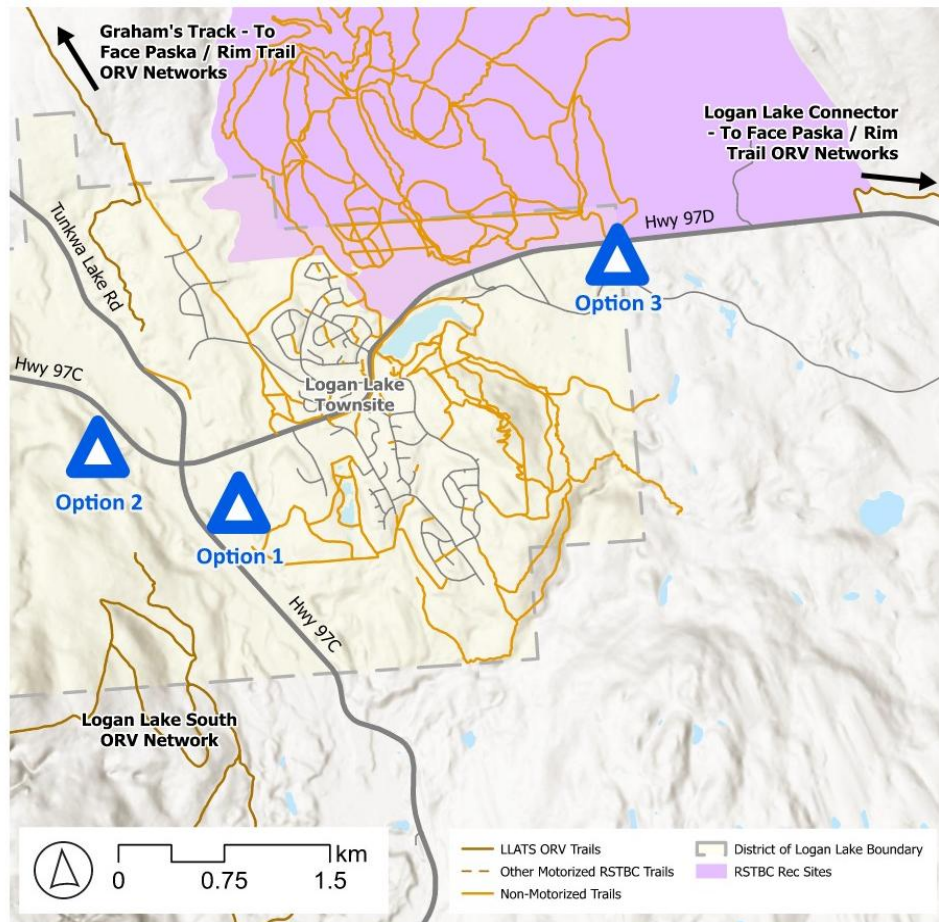


Figure 15 Proposed potential Logan Lake ORV campground locations.

#### 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. Ensure that cattle guards on ORV trails are suitable for ORV and equestrian use.



*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 single-track ride-over cattle guard.*

## 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

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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>	Graham’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

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<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>
1.3	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

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<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.

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<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	\$\$\$	
1.5	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.

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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
1.8	Upgrade the main Logan Lake North Trailhead.	High	Short-Medium Term	\$-\$\$\$ (\$\$\$ if new building is included )	
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

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Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
<b>Goal 3</b> Strengthen partnerships to foster collaboration and develop sustainable funding sources.					
3.1	Establish and host a trails working group.	High	Short Term	Staff Time	
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> Promote accessibility, safety, and user experience through resources and supporting amenities.					
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	\$\$\$	

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Rec. #	Description	Priority	Timeline	Cost	Related Recommendations, Projects, & Options
Option 4.2.1	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
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
<b>Goal 5</b>	<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	Eligible projects
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:

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Target group	Grant	Amount	Funder	Goals	Eligible projects
				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> <p><i>Contact program for info on eligible projects</i></p>
	Community Grant	Varies	Teck	Supporting environmental integrity and community well-being.	<p>Grant Program areas of focus:</p> <ul style="list-style-type: none"> <li>Environmental sustainability and climate adaptation</li> <li>Community health, well-being, and quality of life</li> </ul> <p><i>Contact directly for info on eligible projects</i></p>
	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> <p><i>Note: Recipients must have received community gaming grant funding in the previous three years</i></p>
	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>

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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>

Logan Lake & Area Trails Strategy

				<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: Graham’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>

Logan Lake & Area Trails Strategy

	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>

Logan Lake & Area Trails Strategy

				<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>

Logan Lake & Area Trails Strategy

				<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.

Logan Lake and Area Trails Strategy

# APPENDICES

Logan Lake and Area Trails Strategy

## **APPENDIX A – ENGAGEMENT SUMMARIES**

**Logan Lake Community Forest  
District of Logan Lake**

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**Logan Lake & Area  
Trails Strategy  
Engagement Summary**

LEES  
+  
ASSOCIATES

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Logan Lake Community Forest

District of Logan Lake

Round 1 Engagement Summary

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October 2025

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LEES  
+  
ASSOCIATES

LANDSCAPE ARCHITECTS + PLANNERS

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  - 2.1 Community Open House.....3**
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# 1 INTRODUCTION

The Logan Lake Community Forest and District of Logan Lake are developing a Trails Strategy to provide strategic guidance for managing trails in Logan Lake and the surrounding area over the next 10 years. The planning process involved assessing existing trail networks, reviewing past and current planning initiatives, and collecting community input in order to determine outdoor recreation needs and identify gaps.

Building on these elements, the Trails Strategy will outline a vision, goals, and recommendations to guide trail management and support informed decision-making. This “What We Heard” Report summarizes input from the community collected during the first round of engagement during Phase 2 of the project (see the overall planning process in Figure 1).

The purpose of the first round of community engagement was to find out how people currently use trails in the region and to understand the community’s values and vision for the future. This included understanding which trails they use, identifying gaps and opportunities for development and improvements, and learning about what is working well and what is not. The engagement results will inform the vision, goals, and recommendations in the Draft Trails Strategy.



Figure 1 Project timeline for the Logan Lake and Area Trails Plan

## 1.1 OUTREACH AND PARTICIPATION

Outreach to the community was conducted over the two weeks preceding and during engagement activities. Information about the project's goals, schedule, and opportunities to get involved was shared widely with residents.

Opportunities to participate were advertised through:

- The Logan Lake Community Forest and District of Logan Lake's websites
- Posts on the Logan Lake Community Forest and District of Logan Lake's social media accounts
- Posters at trailheads and popular community locations
- Direct emails to community members and organizations

## 1.2 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, as well as details on other means of providing input.

### *Engagement by the Numbers*

**21** community open house attendees

**4** outdoor recreation organizations participants in workshop

**67** participants in the online survey

### 1.2.1 COMMUNITY OPEN HOUSE

The Trails Plan project team held a booth at the Logan Lake Community Forest Open House, held in Logan Lake on September 18, 2025. The event provided opportunities to learn about the project and discuss issues and opportunities. Attendees at the event were asked about their current trail use habits and their ideas for improving Logan Lake's recreation trail network.

### 1.2.2 INTEREST-HOLDER WORKSHOPS

An online workshop was held with interest-holders, including representatives from provincial organizations and local community trails groups. Participants were asked about issues and opportunities related to the management of Logan Lake's trails, as well as about opportunities to collaborate in improving the network.

### 1.2.3 ONLINE SURVEY

An online survey was hosted on SurveyMonkey in September 2025. The survey asked participants about how they use Logan Lake and area trails and how they'd like to see the network improved in the future.

## 2 ENGAGEMENT OUTCOMES

### 2.1 COMMUNITY OPEN HOUSE

#### Barriers to Accessing Trails

Some attendees raised concerns that a lack of available trail information limited their ability to navigate Logan Lake and area trails. One participant noted that a lack of consistent cellular service in the region caused navigational difficulties and safety concerns. One participant expressed discomfort in using Logan Lake trails as an inexperienced trail user.

#### Opportunities for Improvement

Open House attendees expressed interest in improving signage across the Logan Lake and area trail network, including all-season navigational signage on ORV and non-motorized trails, as well as etiquette and interpretive signage.

Some attendees expressed that local trail organizations, like the HVOA, needed more volunteer support to maintain their existing trail networks.

Other suggestions included:

- Limiting ORV traffic on trails around the Logan Lake Townsite
- Adding more trails suitable for families
- Establishing dog-free trails
- Building easy, e-bike-friendly trails
- Supporting geocaching through trail development

### 2.2 ONLINE COMMUNITY WORKSHOPS

#### 2.2.1 RECREATION SITES AND TRAILS BC

Could not be reached at time of writing.

## 2.2.2 COMMUNITY GROUPS

The following summarizes the key points raised by representatives from the Highland Valley Outdoors Association (HVOA), the Logan Lake ATV Club (LLATVC), the Logan Lake Snowmobile Club (LLSC), and ATV BC in the community workshop.

### Strengths of Logan Lake's Trail Network

Workshop participants noted Logan Lake's diversity of trail types to accommodate different user groups as a strength. Participants recognized their strong working relationships with RSTBC and the District of Logan Lake as keys to their success in managing trails in the region. The HVOA noted growing interest in mountain biking in Logan Lake, creating excitement for new trail development in the region.

### Challenges

The LLSC noted that the length of its season and interest in its membership were dependent on snowpack, making long-term planning for its organization difficult. This sentiment was echoed by the HVOA, which added that poor snow conditions at lower elevations limited their grooming equipment from accessing the upper reaches of their network.

The HVOA noted that they've seen increased usage in recent years, resulting in more demand for maintenance. All participants noted trail maintenance as an ongoing challenge. Participants reported that their volunteer bases had declined in recent years, and many active volunteers were aging out of their roles. Participants said they have limited operational budgets, which puts a strain on maintenance opportunities. The HVOA noted they would likely need to replace grooming equipment in the coming years, posing a major cost to their organization. The HVOA raised that their disaster funding was coming to an end, and new funding streams would have to be explored for operations to continue.

ATV BC noted that some users were deterred by poorly maintained facilities, such as washrooms.

Some participants saw cows on trails, brought in through grazing leases, as detrimental to trail conditions and the experience of trail users.

### Opportunities for Improvement

Participants saw value in a trail classification system to clearly designate trails by intended user. Participants wanted to see improved signage on all trails, including signage marking significant routes. Some participants raised an improved HVOA parking and staging area as an opportunity. ATV BC and the LLATVC raised the establishment, maintenance, and promotion of long, multi-day routes as an opportunity.

Participants noted several opportunities to improve trail connections in and around Logan Lake, including:

- Creating ORV/Snowmobile trail connections into town
- Connecting the HVOA trails with the District of Logan Lake's trail network

## Logan Lake & Area Trails Strategy

- ORV/Snowmobile connections to Helmer Lake and Lac le Jeune
- Connections to the HVOA trails from the Chartrand Forest Service Road (FSR)
- Strengthening ORV/snowmobile trail connections between communities

The LLSC noted that other organizations in the region have had more success collecting trail use fees and creating a culture of supporting local trail organizations, and that similar strategies could be used to raise funds in Logan Lake.

### Partnerships

Participants raised concerns that their organizations did not receive funding from the District of Logan Lake to support trail maintenance and operations, and that steady funding streams from the District would be a major opportunity.

Participants also noted that Teck Resources Limited, operator of the Highland Valley Copper Mine, rarely supports the community trail organization in Logan Lake through grants and donations. Participants saw an opportunity in soliciting funding from Teck, with the support of the District, for trail maintenance.

Some participants saw an opportunity in collaborating with other regional trail organizations to support maintenance and operations.

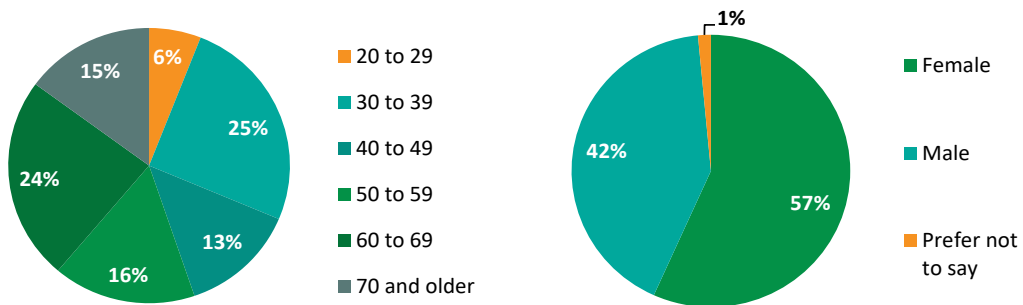
### Vision

When asked what they'd like to see included in the Plan's vision statement, participants emphasized that they'd like to see their trails organization continue to attract new members and have a well-supported volunteer base. Some participants emphasized the importance of involving youth in trail-based recreation to raise the next generation of trail stewards. Some participants wanted to see Logan Lake's trails made easier to use and access for all through adequate signage and wayfinding. Participants were primarily concerned with maintaining their existing networks before taking on new major projects or hosting events.

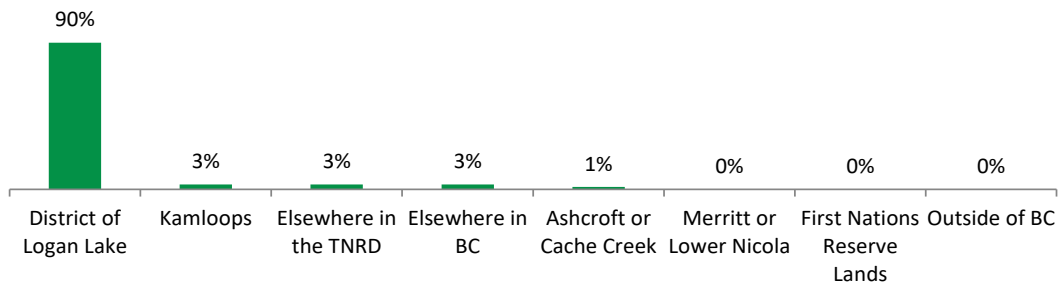
## 2.3 ONLINE SURVEY

### Who Responded?

The survey was completed by 67 respondents. Those aged 60 and older represented 39% of respondents, while those aged 20 to 39 accounted for 31% of respondents. More than half of respondents identified as female (57%), while 42% identified as male.



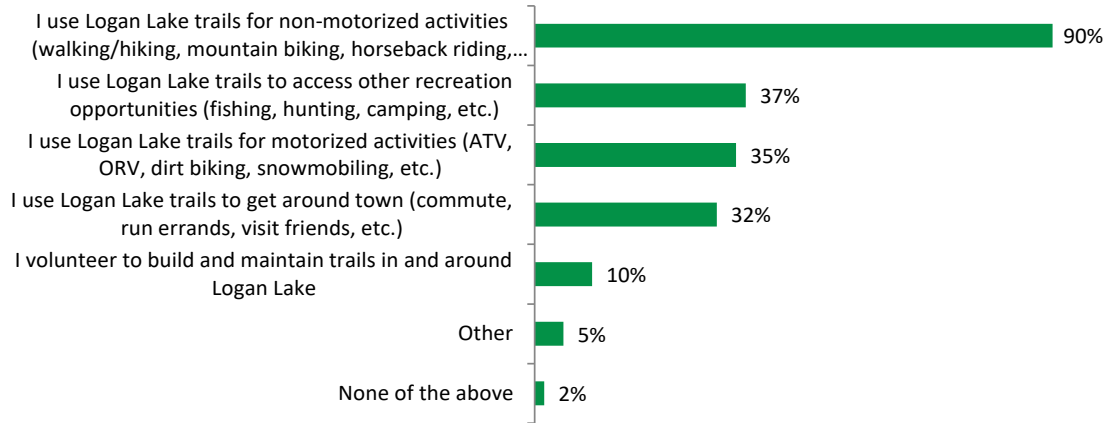
The majority of respondents were from the District of Logan Lake (90%).



### Trail Use

The majority of respondents noted using Logan Lake and Area trails for non-motorized use (90%), while roughly one-third reported using trails for motorized use (35%). About one-third of residents used Logan Lake trails to get around town (32%). Those who volunteer to maintain trails in and around Logan Lake represented 12% of respondents.

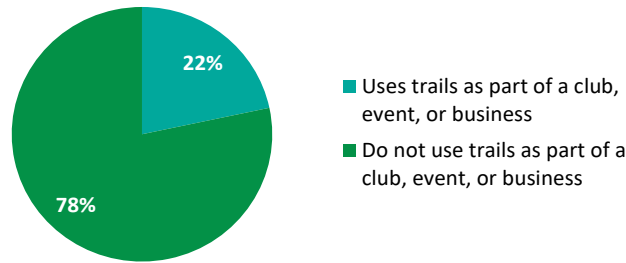
Logan Lake & Area Trails Strategy



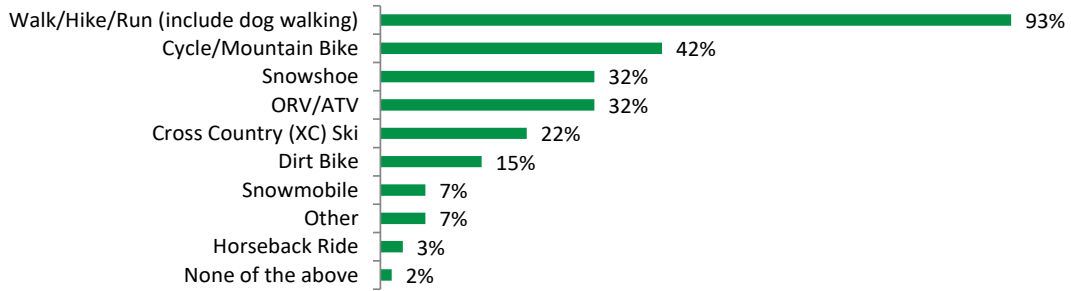
Logan Lake & Area Trails Strategy

Twenty-two percent of respondents reported being part of a club, event, or business that uses Logan Lake and Area trails. Clubs mentioned included:

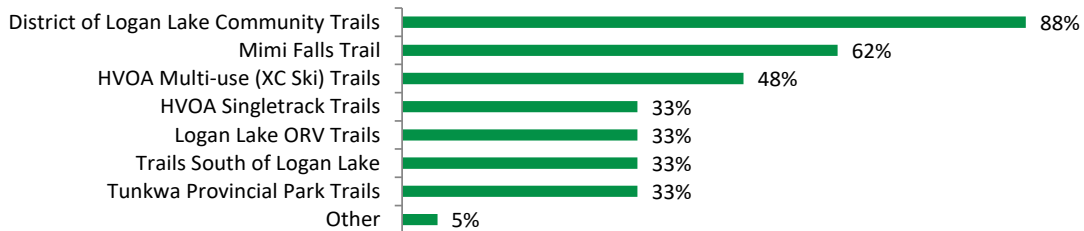
- The Highland Valley Outdoor Association
- ATV BC
- School Groups
- Scouts



Walking/hiking/running was the most popular activity among survey respondents (93%), followed by cycling/mountain biking (42%), ORV/ATV (32%), and snowshoeing (32%). Responses from those who selected 'other' included e-biking and disc golfing.

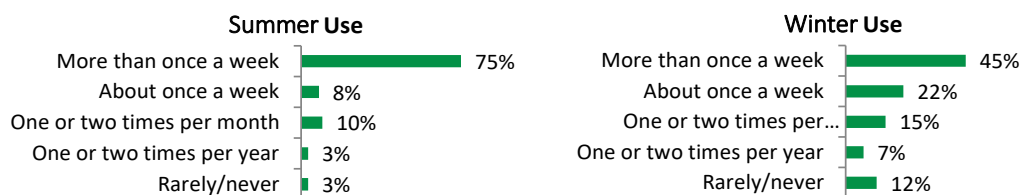


The most frequently used Logan Lake and Area trail networks among respondents were the District of Logan Lake Community Trails (88%), the Mimi Falls Trail (62%), and the HVOA multi-use trails (48%).

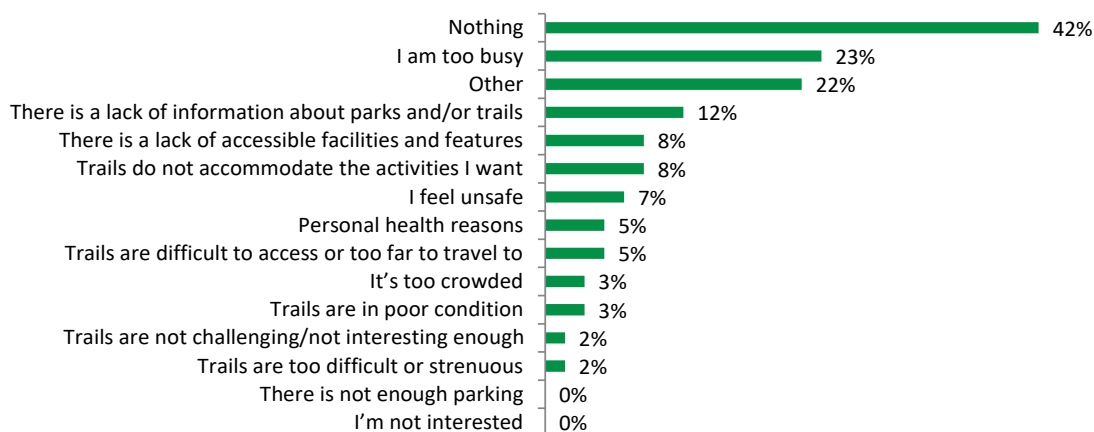


## Logan Lake &amp; Area Trails Strategy

In the summer, most respondents said that they used trails more than once a week (75%). In the winter, only 45% of respondents said they used trails more than once a week. Roughly 12% of respondents said they rarely or never use trails in the winter.

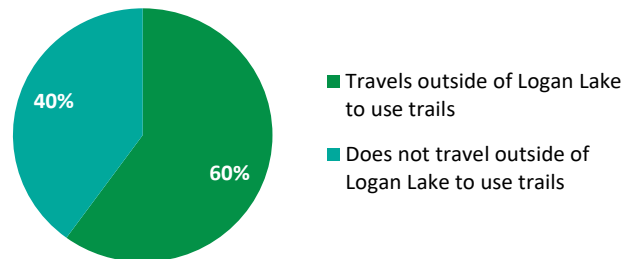


When asked if anything prevented them from using trails in and around Logan Lake, the most common answers were 'I'm too busy' (23%), 'There's a lack of information about trails' (12%), 'There is a lack of accessible facilities and features' (8%), and 'Trails do not accommodate the activities that I want' (8%). Of those who responded 'Other', common themes included concerns over cow and wildlife, trails not being stroller-friendly, and concerns over trail conditions in wet/snowy weather. Roughly two in five respondents (42%) reported facing no barriers in using or accessing trails.



## Logan Lake &amp; Area Trails Strategy

Nearly two-thirds of respondents reported travelling to trails outside of the Logan Lake area (60%).



When asked what motivated them to seek trails outside of Logan Lake, common responses included:

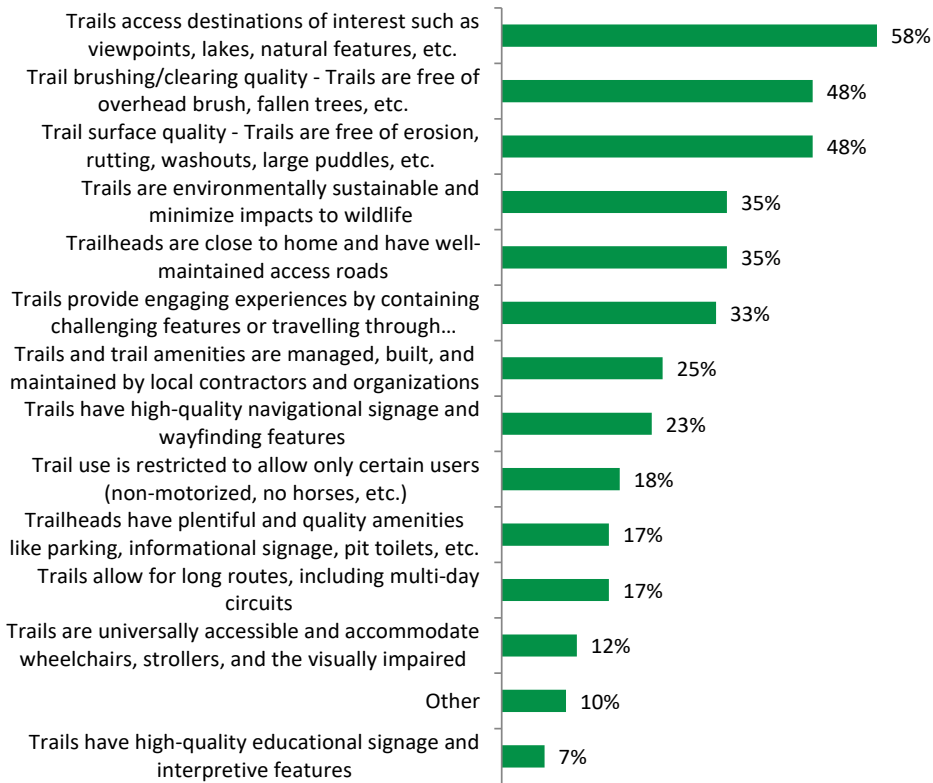
- Variety/change of scenery
- Seeking quiet/solitude
- Accessing higher-quality dirt bike, mountain bike, and hiking trails
- Using trails while vacationing
- Accessing new hunting/fishing areas
- Accessing new areas for dog walking

When asked what other areas respondents visited to use trails, responses included:

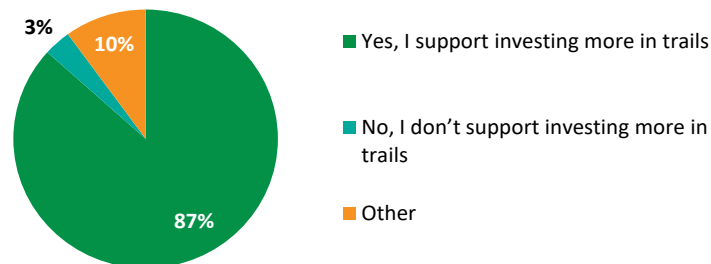
- Lac Le Jeune, Stake Lake, and McConnell Lake
- Kamloops
- Merritt
- Wells Gray Park and the North Thompson Corridor
- BC's Lower Mainland

**Trail Values**

When asked which factors were most important to their enjoyment of trails, respondents noted access to interesting destinations (58%), trail surface quality (58%), trail clearing quality (58%), ease of access (35%), and environmental sustainability (35%). The least important factors among respondents were interpretive signage (7%) and universal accessibility (12%).



The majority of respondents (87%) supported the Logan Lake Community Forrest and the District of Logan Lake investing more in trail development and improvements in the region.



### Opportunities for Improvement

When asked what trail projects and improvements they'd like to see, respondents raised the following:

- Paving the full trail around Logan Lake
- Managing invasive species along trails and at trailheads
- Adding more mountain bike trails
- Investing in a new groomer for the HVOA trails
- Expanding non-motorized trails south of town
- Improving trail signage
- Hiking trails to locations of interest, like Mimi Falls
- Backpacking trails for overnight trips
- Adding more sanctioned dirt bike trails
- Excluding cows from trail areas
- Connecting ORV/ATV routes into town
- Adding a trail around Turtle Pond
- ORV/ATV trail connections to the networks southwest of town
- Adding trails suitable for children and people with strollers

When asked if they had any final thoughts on Logan Lake and area trails, common themes among responses included:

- Need for a Logan Lake Dirt Bike Association
- Need for raising awareness about donating for trail use
- Need for more trail maintenance volunteers
- Need for better trail maps
- Programming for trail users (hiking, snowshoeing groups, etc.)
- Need for financial support to assist trail organizations

## 2.4 ENGAGEMENT KEY THEMES

The following summarizes key themes raised by participants in the first round of engagement for the Logan Lake and Area Trails Strategy.

### 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 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 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 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 Logan Lake's 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.

### ORV Connections

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

### 3 CONCLUSION

Based on input from community stakeholders and the public, Logan Lake's trails are a well-used and valued part of the region's outdoor recreation landscape. The first round of engagement highlights the community's desire for a well-maintained and accessible trail network that accommodates a wide range of activities and abilities. Also emphasized was the need for stronger frameworks to support the organizations managing trails in the area. Sustainability, inclusivity, and user experience are key factors shaping the future of trails around Logan Lake.

Logan Lake & Area Trails Strategy

# APPENDIX

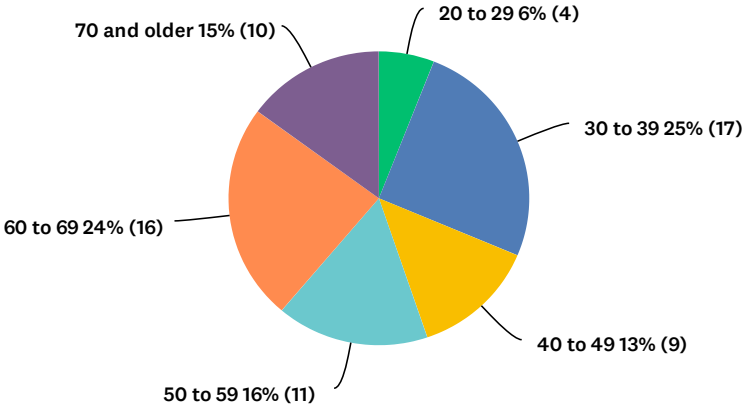
Logan Lake & Area Trails Strategy

## **APPENDIX A: DETAILED SURVEY RESULTS**

Logan Lake and Area Trails Strategy - Community Survey

Q1 Which age group do you belong to?

Answered: 67 Skipped: 0

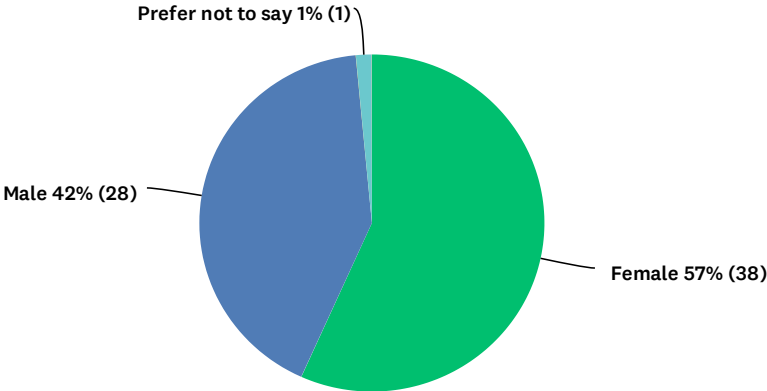


ANSWER CHOICES	RESPONSES
20 to 29	6% 4
30 to 39	25% 17
40 to 49	13% 9
50 to 59	16% 11
60 to 69	24% 16
70 and older	15% 10
<b>TOTAL</b>	<b>67</b>

Logan Lake and Area Trails Strategy - Community Survey

### Q2 What is your gender identity

Answered: 67 Skipped: 0



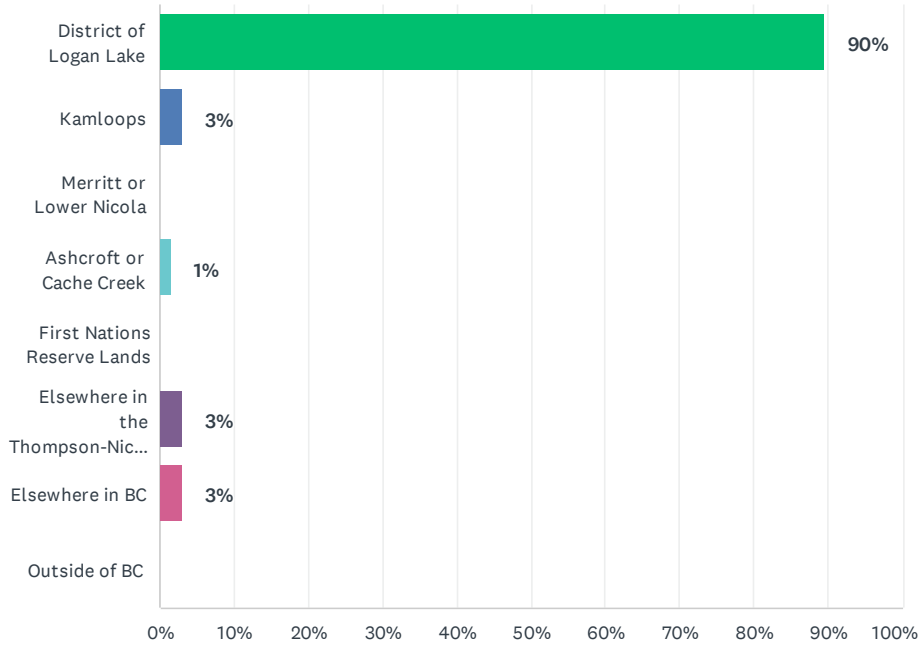
ANSWER CHOICES	RESPONSES
Female	57% 38
Male	42% 28
Non-binary	0% 0
Prefer not to say	1% 1
Other:	0% 0
<b>TOTAL</b>	<b>67</b>

#	OTHER:	DATE
	There are no responses.	

Logan Lake and Area Trails Strategy - Community Survey

Q3 Where do you live?

Answered: 67 Skipped: 0

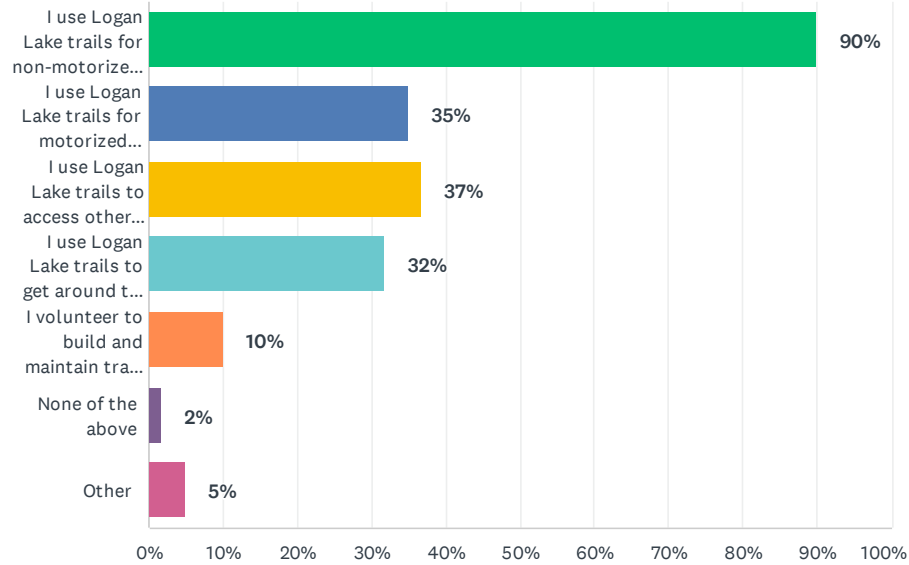


ANSWER CHOICES	RESPONSES	
District of Logan Lake	90%	60
Kamloops	3%	2
Merritt or Lower Nicola	0%	0
Ashcroft or Cache Creek	1%	1
First Nations Reserve Lands	0%	0
Elsewhere in the Thompson-Nicola Regional District (TNRD)	3%	2
Elsewhere in BC	3%	2
Outside of BC	0%	0
<b>TOTAL</b>		<b>67</b>

Logan Lake and Area Trails Strategy - Community Survey

Q4 Which best describes your relationship to Logan Lake trails? (select all that apply)

Answered: 60 Skipped: 7



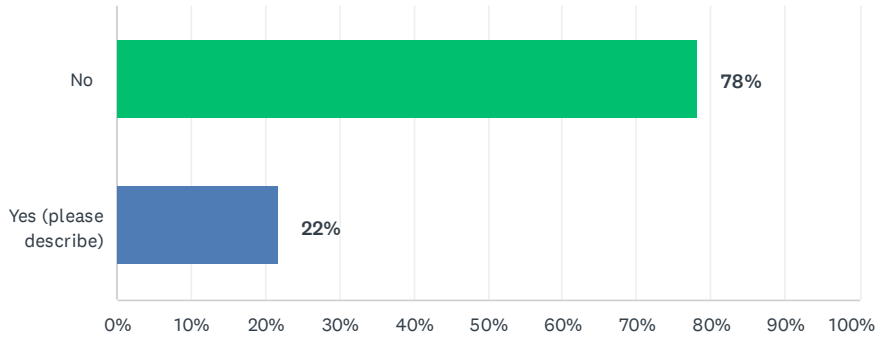
ANSWER CHOICES	RESPONSES	
I use Logan Lake trails for non-motorized activities (walking/hiking, mountain biking, horseback riding, cross-country skiing, snowshoeing, etc.)	90%	54
I use Logan Lake trails for motorized activities (ATV, ORV, dirt biking, snowmobiling, etc.)	35%	21
I use Logan Lake trails to access other recreation opportunities (fishing, hunting, camping, etc.)	37%	22
I use Logan Lake trails to get around town (commute, run errands, visit friends, etc.)	32%	19
I volunteer to build and maintain trails in and around Logan Lake	10%	6
None of the above	2%	1
Other	5%	3
Total Respondents: 60		

#	OTHER	DATE
1	I maintain some trails as an individual user	9/23/2025 12:11 AM
2	Extensive Ebike use	9/18/2025 2:06 PM
3	E-bike	9/11/2025 7:10 PM

Logan Lake and Area Trails Strategy - Community Survey

### Q5 Are you part of a club, event, or business that uses trails in and around Logan Lake?

Answered: 60 Skipped: 7



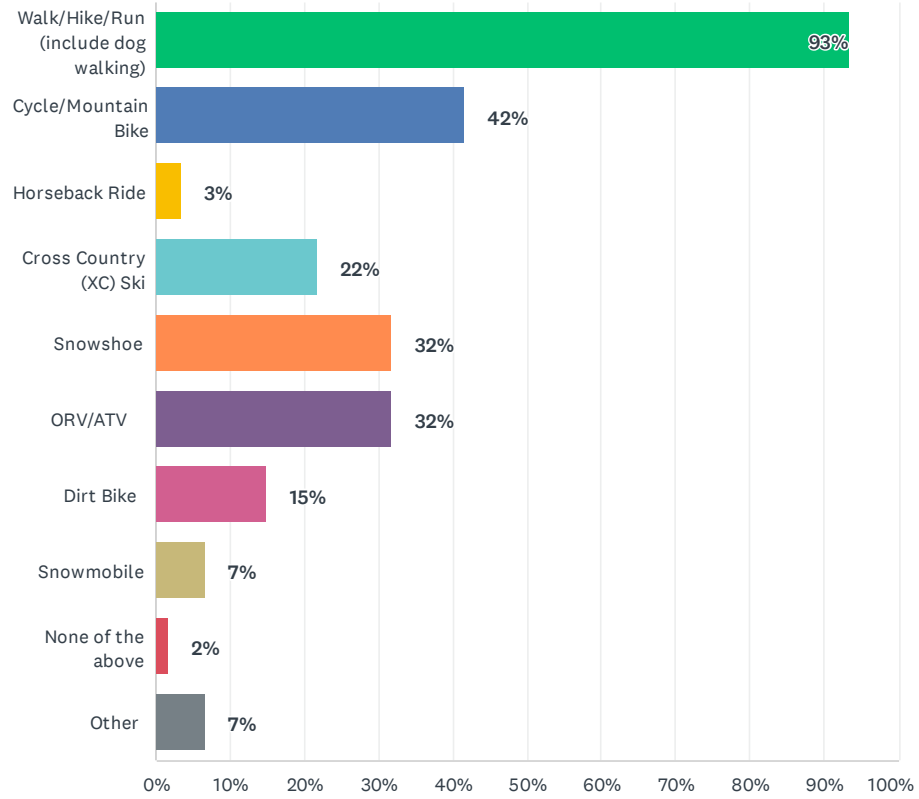
ANSWER CHOICES	RESPONSES	
No	78%	47
Yes (please describe)	22%	13
<b>TOTAL</b>		<b>60</b>

#	YES (PLEASE DESCRIBE)	DATE
1	HVOA, disc Golf	9/28/2025 9:14 AM
2	Disc golf	9/26/2025 11:06 PM
3	Hvoa	9/26/2025 8:25 PM
4	HVOA	9/26/2025 11:47 AM
5	HVOA	9/26/2025 5:48 AM
6	Highland Valley Outdoor Association	9/25/2025 8:33 PM
7	HVOA	9/25/2025 7:46 PM
8	ATVBC	9/23/2025 7:59 PM
9	High school teacher. I use the trails frequently with my PE classes.	9/22/2025 10:54 PM
10	Scouts	9/18/2025 8:58 PM
11	HVOC	9/18/2025 2:06 PM
12	34th Westsyde Scouts- Logan Lake	9/16/2025 8:53 PM
13	HVOA	9/9/2025 7:49 PM

Logan Lake and Area Trails Strategy - Community Survey

Q6 How do you use Logan Lake Trails? (select all that apply)

Answered: 60 Skipped: 7



Logan Lake and Area Trails Strategy - Community Survey

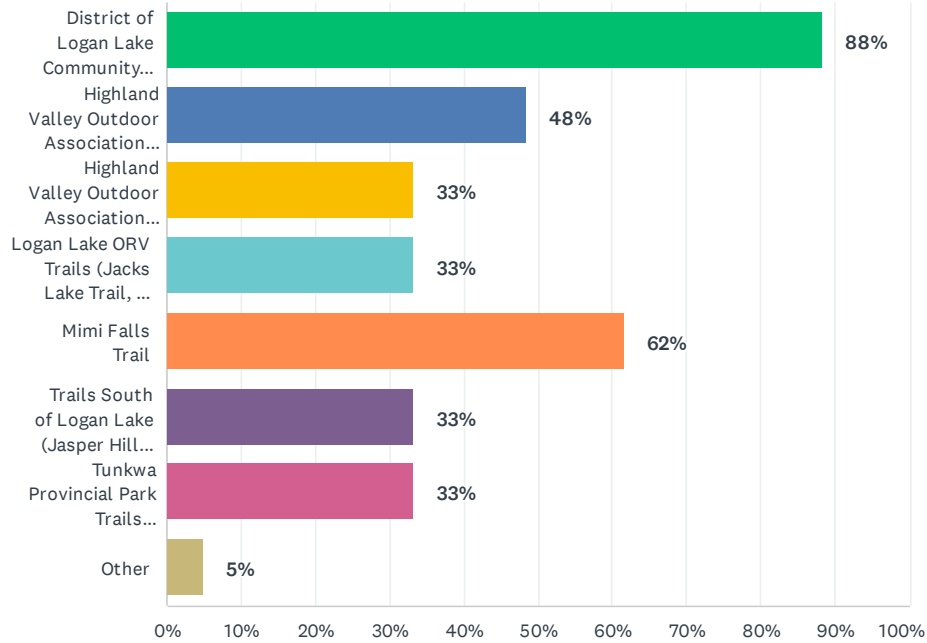
ANSWER CHOICES	RESPONSES	
Walk/Hike/Run (include dog walking)	93%	56
Cycle/Mountain Bike	42%	25
Horseback Ride	3%	2
Cross Country (XC) Ski	22%	13
Snowshoe	32%	19
ORV/ATV	32%	19
Dirt Bike	15%	9
Snowmobile	7%	4
None of the above	2%	1
Other	7%	4
Total Respondents: 60		

#	OTHER	DATE
1	Disc golf. HOW COULD YOU LEAVE THAT OUT??	9/26/2025 12:33 PM
2	Disc Golf	9/25/2025 8:33 PM
3	Class 1 electric bicycle	9/23/2025 12:11 AM
4	E-bike	9/11/2025 7:10 PM

Logan Lake and Area Trails Strategy - Community Survey

Q7 Which trails do you use most often? (select your top 3)

Answered: 60 Skipped: 7



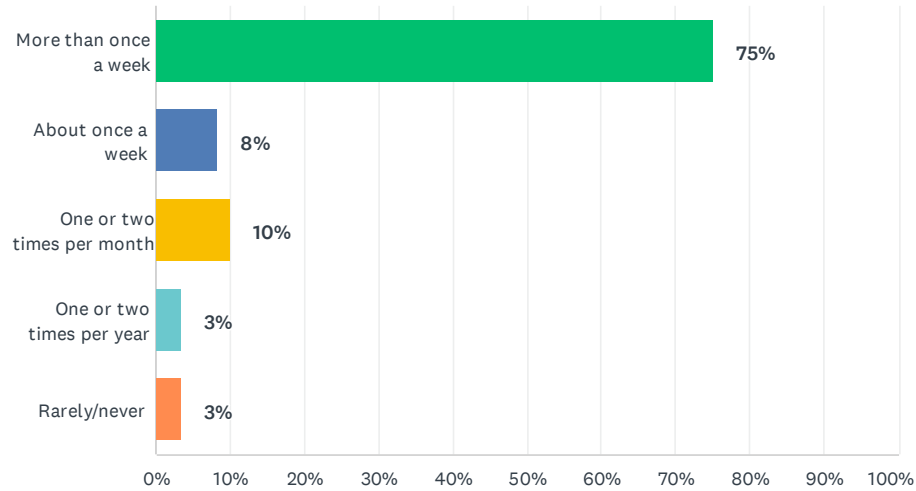
ANSWER CHOICES	RESPONSES
District of Logan Lake Community Trails	88% 53
Highland Valley Outdoor Association Multi-use (XC Ski) Trails	48% 29
Highland Valley Outdoor Association Singletrack Trails	33% 20
Logan Lake ORV Trails (Jacks Lake Trail, Rim Trail, etc.)	33% 20
Mimi Falls Trail	62% 37
Trails South of Logan Lake (Jasper Hill, Corner Gas, Meadow Creek Traverse, etc.)	33% 20
Tunkwa Provincial Park Trails (Leighton Lake and Bluff Hill Trails)	33% 20
Other	5% 3
Total Respondents: 60	

#	OTHER	DATE
1	I'm not sure what the singletrack trails are, I might use them!	9/26/2025 4:09 PM
2	None	9/25/2025 7:07 PM
3	Trails and roads on SW of 97C	9/17/2025 7:43 AM

Logan Lake and Area Trails Strategy - Community Survey

**Q8 How often do you use trails in and around Logan Lake in the summer?  
(Select the answer that best applies to you)**

Answered: 60 Skipped: 7

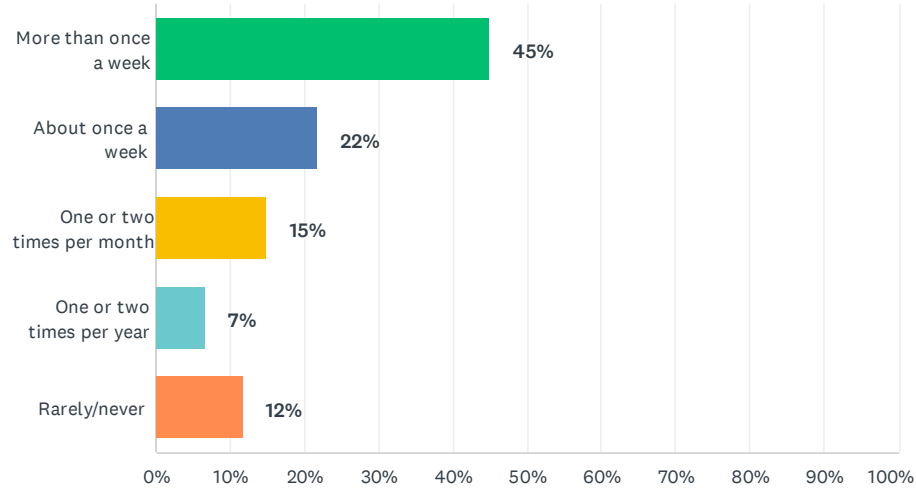


ANSWER CHOICES	RESPONSES	
More than once a week	75%	45
About once a week	8%	5
One or two times per month	10%	6
One or two times per year	3%	2
Rarely/never	3%	2
<b>TOTAL</b>		<b>60</b>

Logan Lake and Area Trails Strategy - Community Survey

**Q9 How often do you use trails in and around Logan Lake in the winter?  
(Select the answer that best applies to you)**

Answered: 60 Skipped: 7

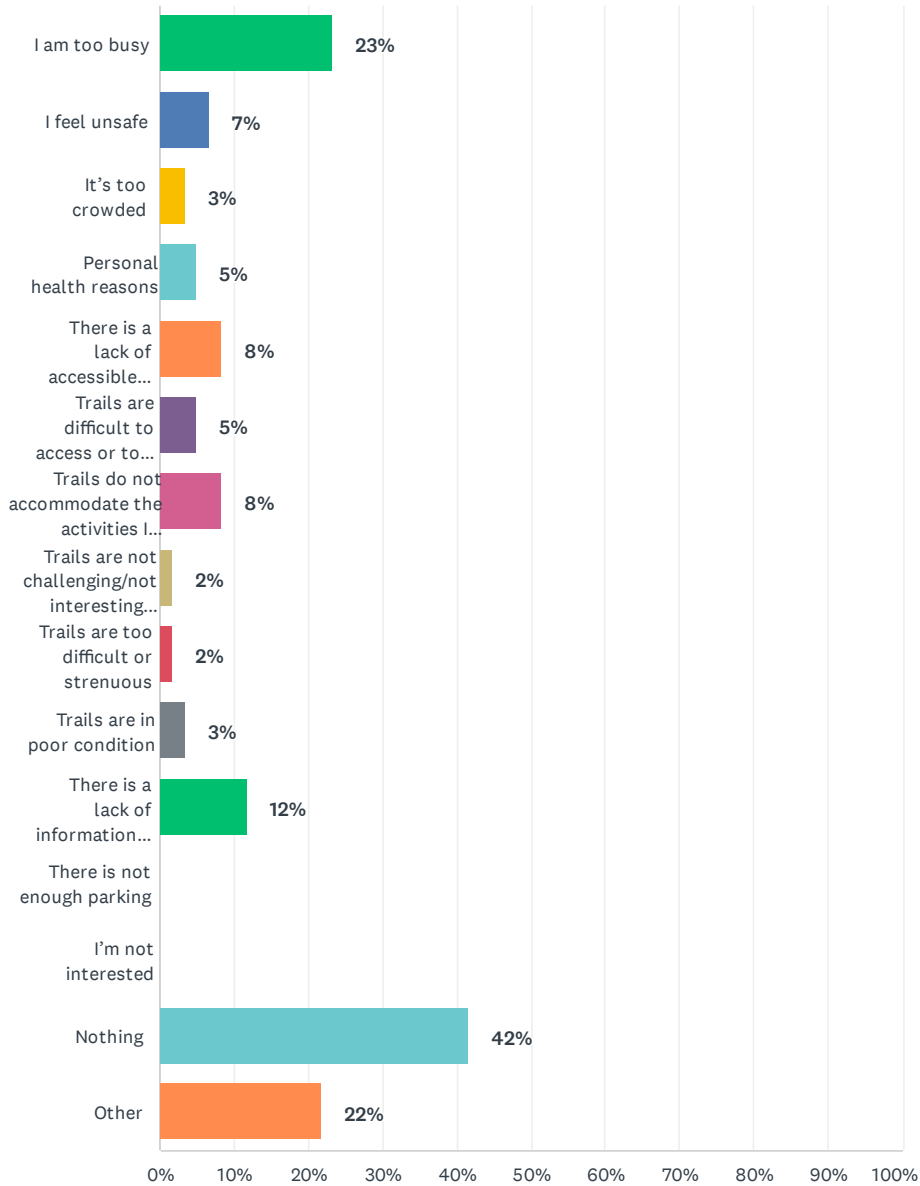


ANSWER CHOICES	RESPONSES	
More than once a week	45%	27
About once a week	22%	13
One or two times per month	15%	9
One or two times per year	7%	4
Rarely/never	12%	7
<b>TOTAL</b>		<b>60</b>

Logan Lake and Area Trails Strategy - Community Survey

### Q10 What prevents you from using or accessing Logan Lake and area trails? (select all that apply)

Answered: 60 Skipped: 7



## Logan Lake and Area Trails Strategy - Community Survey

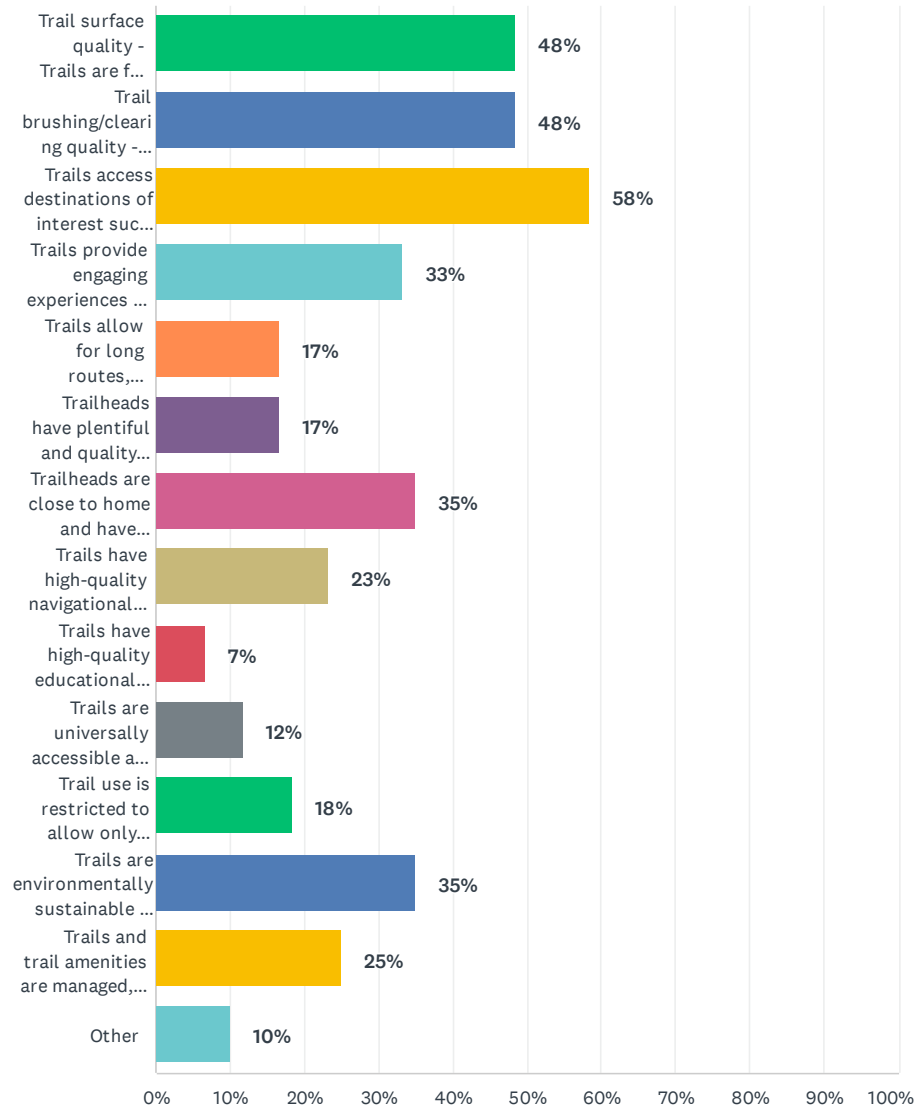
ANSWER CHOICES	RESPONSES	
I am too busy	23%	14
I feel unsafe	7%	4
It's too crowded	3%	2
Personal health reasons	5%	3
There is a lack of accessible facilities and features	8%	5
Trails are difficult to access or too far to travel to	5%	3
Trails do not accommodate the activities I want	8%	5
Trails are not challenging/not interesting enough	2%	1
Trails are too difficult or strenuous	2%	1
Trails are in poor condition	3%	2
There is a lack of information about parks and/or trails	12%	7
There is not enough parking	0%	0
I'm not interested	0%	0
Nothing	42%	25
Other	22%	13
Total Respondents: 60		

#	OTHER	DATE
1	Not all stroller friendly	9/26/2025 8:16 PM
2	Slippery on winter	9/26/2025 7:51 AM
3	I avoid when the cows are on them due to dogs	9/25/2025 8:53 PM
4	Do not trust the cattle	9/25/2025 3:30 PM
5	Honestly, bears.	9/24/2025 7:35 AM
6	Not being able to access the ORV trails without loading even though the trails are less than .5 km away	9/23/2025 7:59 PM
7	Some trails are not stroller friendly	9/18/2025 8:58 PM
8	Weather	9/18/2025 2:17 PM
9	Lacking in trails for light trail riding or hiking. Not everyone wants to single track, climb mountains.	9/18/2025 2:06 PM
10	Accessing motorcycle trails from the Eastside of town is difficult. Wish for a dedicated trailhead along the NE to get around golf course, as well as around SE of town, across 97C to get to Southside.	9/17/2025 7:43 AM
11	When wet too slippery/unsafe	9/14/2025 11:45 AM
12	Need to find Friends to go with. Don't know the trails well and don't want to go alone	9/11/2025 7:01 PM
13	I use the trails all around Logan	9/11/2025 6:34 PM

Logan Lake and Area Trails Strategy - Community Survey

Q11 What factors are most important to your enjoyment of trails? (select your top 5)

Answered: 60 Skipped: 7



## Logan Lake and Area Trails Strategy - Community Survey

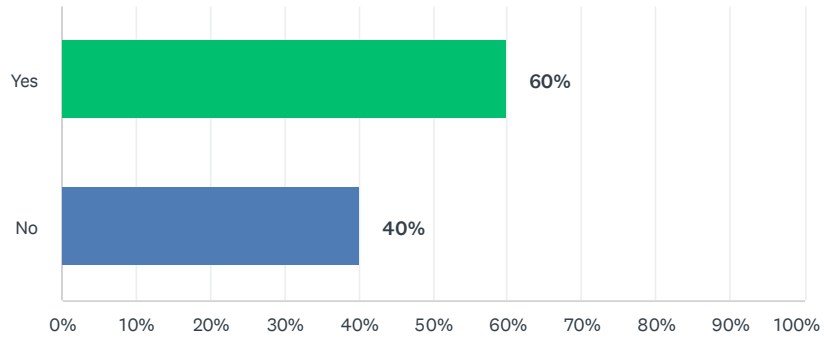
ANSWER CHOICES	RESPONSES	
Trail surface quality - Trails are free of erosion, rutting, washouts, large puddles, etc.	48%	29
Trail brushing/clearing quality - Trails are free of overhead brush, fallen trees, etc.	48%	29
Trails access destinations of interest such as viewpoints, lakes, natural features, etc.	58%	35
Trails provide engaging experiences by containing challenging features or travelling through interesting terrain	33%	20
Trails allow for long routes, including multi-day circuits	17%	10
Trailheads have plentiful and quality amenities like parking, informational signage, pit toilets, etc.	17%	10
Trailheads are close to home and have well-maintained access roads	35%	21
Trails have high-quality navigational signage and wayfinding features	23%	14
Trails have high-quality educational signage and interpretive features	7%	4
Trails are universally accessible and accommodate wheelchairs, strollers, and the visually impaired	12%	7
Trail use is restricted to allow only certain users (non-motorized, no horses, etc.)	18%	11
Trails are environmentally sustainable and minimize impacts to wildlife	35%	21
Trails and trail amenities are managed, built, and maintained by local contractors and organizations	25%	15
Other	10%	6
Total Respondents: 60		

#	OTHER	DATE
1	I have a dog who is always on leash, I have had some bad experiences being charged by off-leash dogs. This is the only issue I ever have on the trails.	9/26/2025 4:09 PM
2	Existing Trails are left unmanaged	9/26/2025 8:53 AM
3	Mobility	9/25/2025 7:07 PM
4	I do not want motorized vehicles except emergency vehicles on the trails where I walk/hike. Just too dangerous as most of the motorized vehicle drivers and moving far too fast.	9/19/2025 4:10 PM
5	Access points for additional areas, without driving down the highway.	9/17/2025 7:43 AM
6	Allow E-bike use	9/11/2025 7:10 PM

Logan Lake and Area Trails Strategy - Community Survey

Q12 Do you travel outside of Logan Lake and the local area to use trails?

Answered: 60 Skipped: 7



ANSWER CHOICES	RESPONSES
Yes	60% 36
No	40% 24
TOTAL	60

## Logan Lake and Area Trails Strategy - Community Survey

### Q13 If you selected 'Yes' to Question 12, what draws you to trails outside of Logan Lake and the local area? What trail networks do you visit?

Answered: 34 Skipped: 33

#	RESPONSES	DATE
1	Different views, mostly bush whacking, not always on established trails or trail systems.	9/27/2025 7:21 PM
2	Change of scenery. No limit to where I will visit	9/27/2025 1:03 PM
3	I do go to some quieter areas when I'm worried the rec trails will be busy- as stated above, my dog has been charged by off-leash dogs there before and this is extremely hard on us. I try to go when it is quiet and I'm less likely to run into off-leash dogs.	9/26/2025 4:09 PM
4	Draw is variety. Visit Tunkwa, Stake, McConnell sometimes Kamloops.	9/26/2025 12:33 PM
5	Stake Lake, Pineview	9/26/2025 11:47 AM
6	Proximity	9/26/2025 8:53 AM
7	My family is in kamloops, so I use the trails I grew up with as well	9/26/2025 4:49 AM
8	View points, variety, marked trails	9/26/2025 4:47 AM
9	Stake lake	9/26/2025 4:28 AM
10	Trails on the coast when I travel down	9/25/2025 10:33 PM
11	Quality dirt bike trails. Inks, barnhartvale etc...	9/25/2025 9:26 PM
12	New views, new lakes, new hunting/fishing areas	9/25/2025 9:16 PM
13	I go to areas that don't have cows. Due to dogs. And cow poop.	9/25/2025 8:53 PM
14	Pitt Meadows / Alloutte River Dyke trails	9/25/2025 8:39 PM
15	Wells Gray, Enderby cliffs, Rose Hill,	9/25/2025 8:33 PM
16	Don't decommission the toads	9/25/2025 7:53 PM
17	Different views, access, scenery	9/25/2025 7:46 PM
18	Cannot go to ATV trails from my house.	9/25/2025 11:32 AM
19	Kamloops, merritt	9/25/2025 11:10 AM
20	The trail access destinations, viewpoints, water falls, lakes etc	9/24/2025 7:35 AM
21	McConnell Lake	9/24/2025 12:06 AM
22	Different scenery and riding conditions. We really enjoy riding in places where you can ride directly from your accommodations.	9/23/2025 7:59 PM
23	Dual-sport motorcycle riding . Mostly forest service roads and related trails	9/23/2025 12:11 AM
24	MTB other areas, hiking to different locations	9/22/2025 10:54 PM
25	Just new smells for my dog and terrain for her to practice her scent training.	9/19/2025 4:10 PM
26	Sometimes more stroller friendly trails	9/18/2025 8:58 PM
27	Hunting and fishing	9/18/2025 6:53 PM
28	Rabbit run, spud lake, Bose hills	9/18/2025 4:06 PM
29	Off leash dog park by river in kamloops	9/18/2025 2:17 PM
30	Rock Creek, KVR TRAIL, TCT all across BC.	9/18/2025 2:06 PM

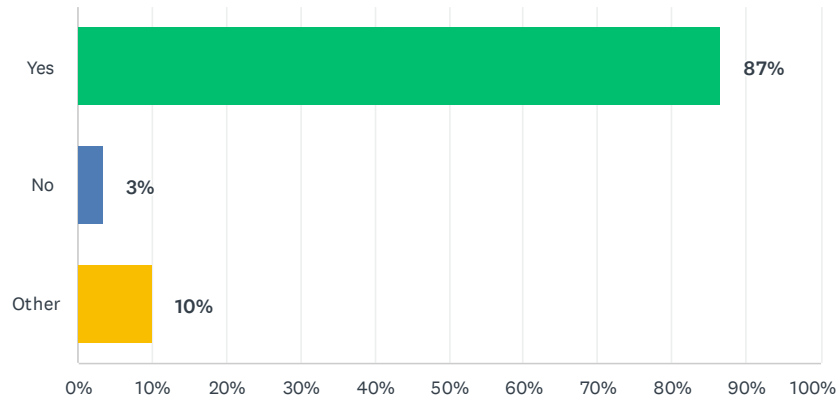
## Logan Lake and Area Trails Strategy - Community Survey

31	New areas to explore. McConnell Lake, Lake Le Jeune	9/12/2025 6:29 PM
32	Kamloops. Stake Lake. Lac Le Jeyne	9/11/2025 7:01 PM
33	Water	9/11/2025 6:34 PM
34	Variety. Change of pace.	9/9/2025 7:49 PM

Logan Lake and Area Trails Strategy - Community Survey

**Q14 Do you support the Logan Lake Community Forest and the District of Logan Lake investing more in trail development or improvement in the region?**

Answered: 60 Skipped: 7



ANSWER CHOICES	RESPONSES
Yes	87% 52
No	3% 2
Other	10% 6
<b>TOTAL</b>	<b>60</b>

#	OTHER	DATE
1	Volunteers are burning out, need more support	9/28/2025 9:14 AM
2	Absolutely!	9/25/2025 8:39 PM
3	Don't decommission the roads	9/25/2025 7:53 PM
4	Yes in areas other than the north. Enough has been spent on the Jacks Lake, Greenstone area.	9/23/2025 7:59 PM
5	Please be very careful where you allow motorized vehicle access. People and dogs do not mix well with ATV's or dirt bikes.	9/19/2025 4:10 PM
6	Within reason using common sense	9/14/2025 11:45 AM

## Logan Lake and Area Trails Strategy - Community Survey

## Q15 Are there any trail projects or improvements you would like to see in Logan Lake?

Answered: 37 Skipped: 30

#	RESPONSES	DATE
1	No	9/28/2025 9:14 AM
2	Yes, it would be nice if the original path from the end of Aspen Crescent to Topaz was reinstated. Why was it closed to public?	9/27/2025 7:21 PM
3	I think the trail around the lake should be fully paved	9/27/2025 1:03 PM
4	Toilet at trail access parking lot across from campground entrance. Arresting spread of noxious weeds along trails by cleaning grader and digging equipment. Keeping feral horses fenced out of ski trails during winter.	9/26/2025 11:06 PM
5	Continue adding to the mtb trails and provide resources for upkeep of the trails. More groomers to keep the xc trails in top shape!	9/26/2025 8:25 PM
6	Start fighting invasive plants spread by trails.	9/26/2025 12:33 PM
7	More non motorized trails on south side	9/26/2025 11:47 AM
8	No	9/26/2025 8:53 AM
9	Please keep our beautiful golf coarse going.	9/26/2025 7:51 AM
10	Better signing would be nice but overall they're good	9/26/2025 4:49 AM
11	More hiking trails accessing beautiful view points. Closer overnight hike in only options.	9/26/2025 4:47 AM
12	I think they are great. Keep up the good work	9/25/2025 10:33 PM
13	More sanctioned dirt bike trails!!!	9/25/2025 9:26 PM
14	Less cow damage and poop!	9/25/2025 8:53 PM
15	No	9/25/2025 8:40 PM
16	More MTB trails	9/25/2025 8:39 PM
17	Continued improvement of the disc golf trails & Mimi Falls Trail head.	9/25/2025 8:33 PM
18	Don't recommission the roads leading to trails	9/25/2025 7:53 PM
19	Can't think of it. Friend and I do a lot of bushwalking. No trails.	9/25/2025 7:46 PM
20	Do not allow cattle to free range	9/25/2025 3:30 PM
21	Get Council on board to allow ATV usage in town.	9/25/2025 11:32 AM
22	I would absolutely love to see the back side of the lake trail made more accessible! The ruts and bumps and overhanging trees are dangerous by the lake especially where the drop off is. One muddy rainy day and an elder or a small child risks slipping and falling that area. I understand that some trails need to be challenging, so can there be a focus on the easy access trails for enhanced accessibility?	9/24/2025 7:35 AM
23	Trails to and around the far pond (turtle pond) and connecting to the Logan Lake Duck pond, please; and more protection for the area around the Duck pond. Please and Thanks :0)	9/24/2025 12:06 AM
24	Development of trails on the west, east and south sides of Logan Lake	9/23/2025 7:59 PM
25	Access routes for motorsport vehicles to the area south west of highway 97c (Gump Lake, Pimainus Lakes). Access to area south of highway 97d would be handy (Homfrey Lake, Rey Lake, Helmer Lake). Perhaps more signage for people who are not familiar with the area.	9/23/2025 12:11 AM

## Logan Lake and Area Trails Strategy - Community Survey

26	Continued development of the mtb trail network.	9/22/2025 10:54 PM
27	Yes, all the walkways around the community that are shared by both humans, dogs and wildlife.	9/19/2025 4:10 PM
28	Stroller and bike friendly for kids. More dirtbike 4x4 trails	9/18/2025 8:58 PM
29	A few more trails close to town that are stroller friendly for the kids.	9/18/2025 6:53 PM
30	Atv access from in townAble	9/18/2025 4:06 PM
31	Horseshoe pit.	9/18/2025 2:17 PM
32	Bike and hiking trails for kids; even short ones.	9/18/2025 2:06 PM
33	Continuation of mountain bike area. Work there is awesome.	9/17/2025 7:43 AM
34	On the trail leaving the campground going to Mimi falls, there is a small bridge that should be replaced/repared soon.	9/16/2025 8:53 PM
35	Big Dog park that had shaded area and grass fields with benches and shelter . The cemetery one quite small, the other baseball one larger but no shade or proper shelter. Plus no control. One dog owner goes and lets dog attack multiple dogs over last year and nothing done. So many of us stopped going.	9/14/2025 11:45 AM
36	A safe off road route to Lac Le Jeune. I would love to be able to bike out there with my dog. But off the highway.	9/11/2025 7:10 PM
37	It would be nice to see the duck pond trails cleaned up	9/11/2025 6:34 PM

## Logan Lake and Area Trails Strategy - Community Survey

## Q16 Do you have any additional comments or ideas that could help shape the future of trails in Logan Lake?

Answered: 30 Skipped: 37

#	RESPONSES	DATE
1	More community awareness about the need for donations when using trails.	9/28/2025 9:14 AM
2	Rewilding edges of new trails with native species.	9/26/2025 11:06 PM
3	More trails =more opportunities:)	9/26/2025 8:25 PM
4	Get out and volunteer for Ski trail maintenance and making new bike trails.	9/26/2025 12:33 PM
5	Winter Biking, overnight camping areas	9/26/2025 11:47 AM
6	Leave it alone. Stop developing nature.	9/26/2025 8:53 AM
7	Thanks for taking care of our area	9/25/2025 10:33 PM
8	Dirt bike focus group ie. Logan Lake Dirt Bike Club. The ORV people are doing great work but they are all at least 100 and their priorities dont quite align with that that of the Dirt biking populaton	9/25/2025 9:26 PM
9	No cows and cow poop	9/25/2025 8:53 PM
10	No	9/25/2025 8:40 PM
11	Full around town circuit trail	9/25/2025 8:39 PM
12	A trail to a lookout / purposeful vantage point would be great. Really enjoy the end of Mimi falls with the structure/lookout at the end.	9/25/2025 8:33 PM
13	Don't decommission the roads leading to trails	9/25/2025 7:53 PM
14	Love the disc golf.	9/25/2025 7:46 PM
15	Keep up the great work!	9/25/2025 2:02 PM
16	Get the Gun Club Facilities to and running 4 years is way too long to rebuild.	9/25/2025 11:32 AM
17	No	9/24/2025 7:35 AM
18	Thank you for all you do :0)	9/24/2025 12:06 AM
19	Making Logan Lake ORV friendly would bring in lots of tourist \$ which could in turn be used to develop and maintain all kinds of different trails	9/23/2025 7:59 PM
20	Keep up the good work.	9/23/2025 12:11 AM
21	I would love to see a trail map with district, community forest, and HVOA trails all included in one place.	9/22/2025 10:54 PM
22	Again, please be very, very careful where motorized vehicles are allowed where walking/hiking are allowed. Humans, dogs don't mix well with ATV's or dirt bikes.	9/19/2025 4:10 PM
23	No	9/18/2025 6:53 PM
24	Able to drive atv on local roads	9/18/2025 4:06 PM
25	Learn to snowshoe workshop. Learn to fish workshop.	9/18/2025 2:17 PM
26	Please consider a dedicated and motorized circle access around the town to link different quadrants of the town. From the eastside of town, it is difficult to get to Chartrand Creek FSR and the offroad areas that this accesses, including trails to Paska Lake, etc.	9/17/2025 7:43 AM
27	I think a pit toilet closer to Mimi falls would be great.	9/16/2025 8:53 PM

Logan Lake and Area Trails Strategy - Community Survey

28	Maybe a nice sign board by the mine trucks showing the trails and if easy or not. Ect	9/14/2025 11:45 AM
29	Thank you for all the amazing work you do to beautify this little gem	9/11/2025 7:10 PM
30	More financial and labour support from District of Logan Lake to maintain HVOA trails.	9/9/2025 7:49 PM

**Logan Lake Community Forest  
District of Logan Lake**

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**Logan Lake & Area  
Trails Strategy  
Engagement Summary**

LEFS  
+  
ASSOCIATES

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Logan Lake Community Forest

District of Logan Lake

Round 2 Engagement Summary

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March 2026

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LEFS  
+  
ASSOCIATES

LANDSCAPE ARCHITECTS + PLANNERS

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# 1 OUTREACH AND PARTICIPATION

During the second round of engagement, community members were invited to share their feedback on the draft Logan Lake and Area Trails Strategy through an online survey in February 2026, while key interest holders participated in a dedicated workshop held in early March. The second round of outreach focused on informing participants on the draft Strategy including the vision, goals, and recommendations as well as gathering input on gaps and additional considerations. Opportunities to participate were promoted through:

- The Logan Lake Community Forest and District of Logan Lake’s websites;
- Direct emails to community members and organizations.
- Posts on the Logan Lake Community Forest and District of Logan Lake’s social media accounts; and

## 1.1 ENGAGEMENT TOOLS

### 1.1.1 ONLINE SURVEY

An online survey was hosted on SurveyMonkey in February of 2026. Participants were asked to review the draft Strategy and respond to a series of priority-ranking, multiple-choice, and open-ended questions focused on the draft vision, goals, and recommendations.

### *Engagement by the Numbers*

**1** Trails Working Group Workshop

**37** participants in the online survey

### 1.1.2 TRAIL WORKING GROUP WORKSHOP

Community engagement also included an online Trail Working Group workshop with key interest holders. The workshop provided an opportunity for participants to ask questions and offer input on the Draft Strategy, as well as to review the recommendation to establish an ongoing Trails Working Group. The goals of the Working Group are to bring organizations together to share resources, collaborate on opportunities, and coordinate funding. The workshop included a presentation of findings from the first round of engagement, an overview of the draft recommendations and implementation plan, and a facilitated discussion about the roles and opportunities for a Working Group.

## 2 WHAT WE HEARD

### 2.1 KEY FINDINGS

Overall, respondents supported the Draft Strategy's vision, goals, and recommendations. The top priorities for engagement participants across both activities included:

- Create an ORV trail to the District of Logan Lake's commercial core;
- Develop a plan to improve how trails are managed and maintained;
- Form a Trails Working Group;
- Creating a seasonal trail maintenance crew; and
- Establish an area-wide wayfinding, signage, and information strategy for trails.

### 2.2 ONLINE SURVEY

For a full summary of results, refer to Appendix A – Survey Results.

#### 2.2.1 DEMOGRAPHICS

The second round engagement survey received responses from 37 participants, most of whom (90%) were residents of the District of Logan Lake. Respondents included wide range of ages with the largest proportion between 30 and 39 years old (32%).

#### 2.2.2 VISION STATEMENT

Survey results revealed a strong support for the draft vision statement for the Logan Lake Trail Strategy, with 81% of participants indicating agreement. Several respondents suggested additions to the vision, including recognizing equestrian users and improving access for ORVs.

#### 2.2.3 GOALS AND RECOMMENDATIONS

Overall, survey responses showed strong support for the five goals outlined in the draft Strategy, with 88% of participants expressing agreement. Each goal included follow-up questions about the key recommendations presented in the draft plan. The results for these recommendations are summarized below.

##### 1. Prioritizing trail connectivity and access

Respondents were divided on which trail connectivity and access improvements should be prioritized. A slightly higher proportion ranked the creation of an ORV trail connecting to the District of Logan Lake's commercial core as their top priority (44%). Upgrading the Logan Lake South trail network was identified

as a somewhat lower priority followed by establishing ORV roadway crossings at key locations, adding missing ORV connections, and developing new non-motorized destination trails.

## 2. HVOA winter trails

Slightly more than half (53%) of respondents supported improving the reliability of winter trails within the Highland Valley Outdoor Association (HVOA) network through the development of an upper trailhead to better adapt to changing conditions.

## 3. Prioritizing trail condition

Participants identified developing a plan to improve trail management and maintenance as their highest priority, with 56% of respondents ranking as their top. Close behind, 37% ranked the creation of a seasonal maintenance crew as their top priority. Enhancing support for the Logan Lake North trail network was ranked lowest, with only two respondents identifying it as their top priority.

## 4. Prioritizing collaboration

Participants prioritized forming a trails working group as their top priority (71% ranked in their top two). The lowest support was to encourage trail groups to seek support from local businesses which was ranked by 77% of respondents as the lowest, followed by providing financial support to local trail groups, and exploring new ways to fund trail maintenance.

## 5. Prioritizing accessible trails

To promote safe, accessible, and user-friendly trails, participants prioritized establishing an area-wide wayfinding, signage, and information strategy for trails (55% ranked as their top priority). Developing an ORV campground and staging area was ranked by 32% of respondents as their top priority, and only 13% ranked working with grazing lease-holders and trail groups to keep fence crossing easy to use as their top priority.

## 2.3 TRAILS WORKING GROUP WORKSHOP

The following are key themes from the Trails Working Group workshop.

### The Draft Strategy and Trails Working Group were Well-Supported

Interest-holders at the workshop largely showed support for the Draft Logan Lake and Area Trails Plan. Interest-holders were enthusiastic to collaborate to grow and maintain Logan Lake's Trail network through the Trails Working Group.

### Amendments to the Strategy

Interest-holders recommended the following amendments in the Final Trails Strategy:

- Regional motorized and non-motorized trail connections should be added as long-term trail connection goals.

## Logan Lake & Area Trails Strategy

- A strategy to manage the rising presence of class 2 and 3 e-bikes and electric dirt bikes in Logan Lake.
- Removal of the Pask Lake Road ORV crossing from the scope of the Strategy.
- Referencing the use of ORV trails by the equestrian community.

### Priorities

Attendees at the workshop noted several recommendations of the Draft Strategy as priority items, including:

- Establishing an ORV connection to Logan Lake's Commercial Core
- Developing better mapping resources
- Developing a coordinated signage system
- Developing a comprehensive maintenance strategy
- Building an OVR campground close to town
- Continuing the work and collaboration of the Trails Working Group

## 2.4 FINAL THOUGHTS

Overall, participants expressed strong support for the draft Strategy. Several respondents reiterated concerns about gaps in access to ORV networks and emphasized the need for year-round ORV opportunities and improvements to ORV signage. Additional comments included suggestions that the Logan Lake ATV Club should provide maintenance on their trails, requests for increased funding for HVOA initiatives, calls for improvements to equestrian trail users, and a desire for more written and in-person consultation.

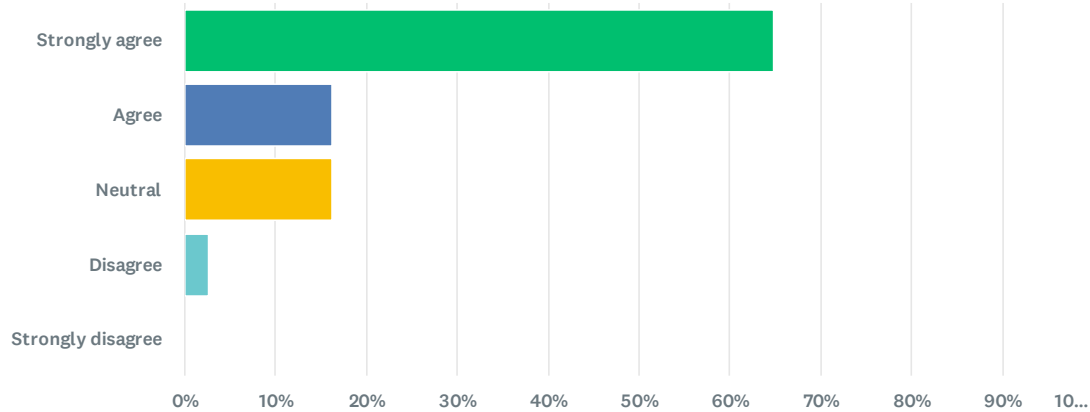
Logan Lake & Area Trails Strategy

## APPENDIX A – SURVEY RESULTS

Logan Lake and Area Trails Strategy - Community Survey Round 2

Q1 To what extent do you agree with the draft vision statement?

Answered: 37 Skipped: 0



Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Strongly agree	64.86%	24
<span style="color: blue;">●</span> Agree	16.22%	6
<span style="color: yellow;">●</span> Neutral	16.22%	6
<span style="color: cyan;">●</span> Disagree	2.70%	1
<span style="color: orange;">●</span> Strongly disagree	0%	0
<b>Total</b>		<b>37</b>

## Logan Lake and Area Trails Strategy - Community Survey Round 2

## Q2 Did we miss anything in the draft vision statement? Please describe below.

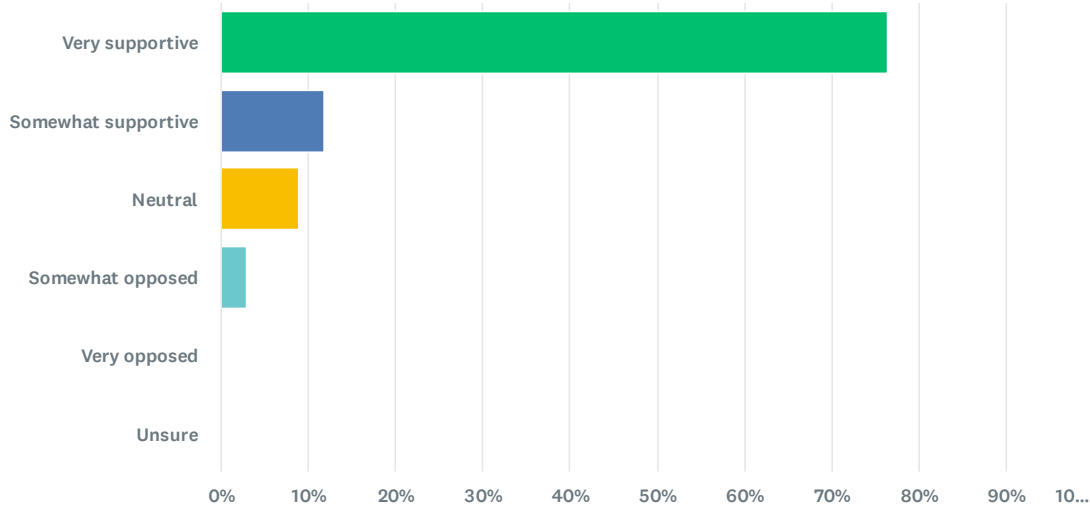
Answered: 6 Skipped: 31

#	RESPONSES	DATE
1	specifically include equine riders	3/1/2026 12:00 PM
2	I thought the document was very comprehensive	2/26/2026 10:19 PM
3	Need to permit ORV to ride from our in town homes to access trails and go to shops.	2/22/2026 4:47 PM
4	I think this hits the mark	2/19/2026 10:27 AM
5	The statement is good but access for orv use could be better	2/2/2026 10:53 PM
6	No	2/2/2026 5:24 PM

Logan Lake and Area Trails Strategy - Community Survey Round 2

Q3 How supportive are you of the Strategy's goals?

Answered: 34 Skipped: 3

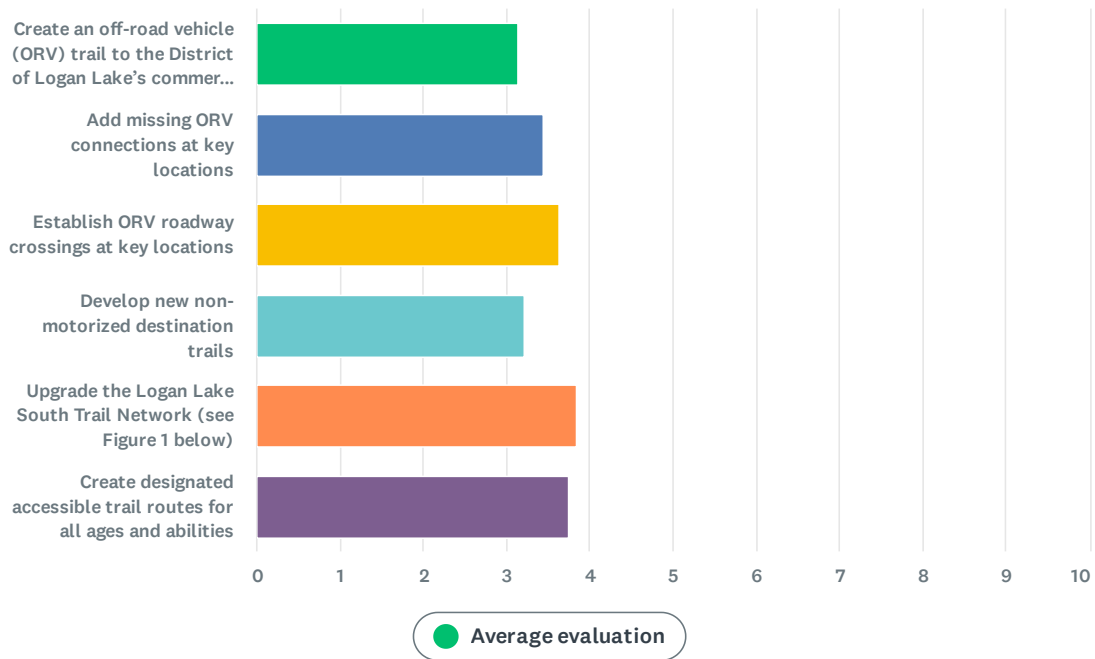


Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Very supportive	76.47%	26
<span style="color: blue;">●</span> Somewhat supportive	11.76%	4
<span style="color: yellow;">●</span> Neutral	8.82%	3
<span style="color: cyan;">●</span> Somewhat opposed	2.94%	1
<span style="color: orange;">●</span> Very opposed	0%	0
<span style="color: purple;">●</span> Unsure	0%	0
<b>Total</b>		<b>34</b>

Logan Lake and Area Trails Strategy - Community Survey Round 2







Q4 What actions should be prioritized to improve trail connectivity and access? Rank from highest priority to lowest priority by dragging the text boxes or by using the arrows on the right.

Answered: 32 Skipped: 5



	1	2	3	4	5	6	Total	Weighted ...
<b>Create an off-road vehicle (ORV) trail to the District of Logan Lake's commercial core</b>	43.75% 14	6.25% 2	6.25% 2	9.38% 3	6.25% 2	28.13% 9	32	3.13
<b>Add missing ORV connections at key locations</b>	0% 0	21.88% 7	37.50% 12	18.75% 6	18.75% 6	3.13% 1	32	3.44
							<b>192</b>	<b>3.50</b>

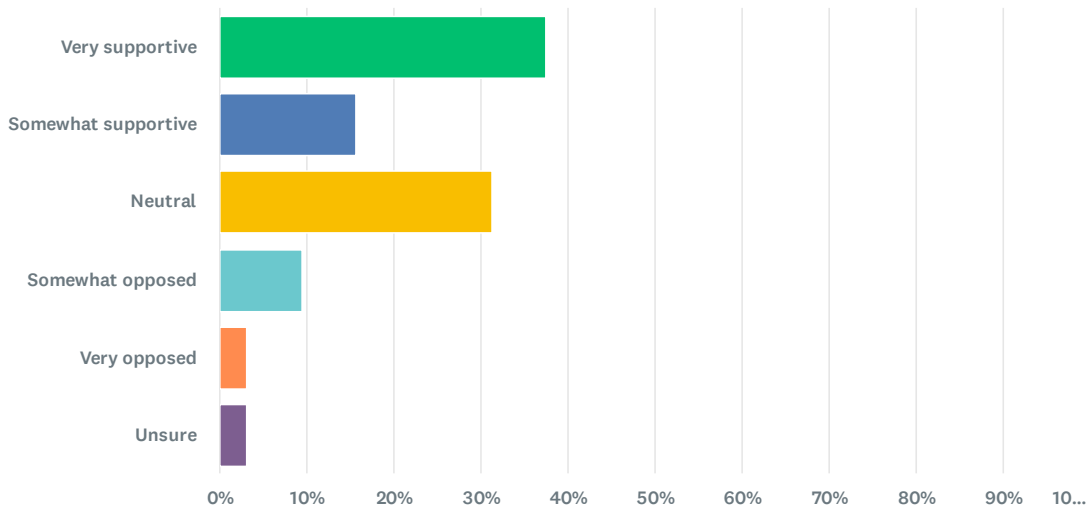
## Logan Lake and Area Trails Strategy - Community Survey Round 2

	 1	 2	 3	 4	 5	 6	Total	Weighted ...
<b>Establish ORV roadway crossings at key locations</b>	3.13% 1	25.00% 8	18.75% 6	21.88% 7	21.88% 7	9.38% 3	32	3.63
<b>Develop new non-motorized destination trails</b>	34.38% 11	12.50% 4	3.13% 1	18.75% 6	9.38% 3	21.88% 7	32	3.22
<b>Upgrade the Logan Lake South Trail Network (see Figure 1 below)</b>	6.25% 2	15.63% 5	18.75% 6	21.88% 7	21.88% 7	15.63% 5	32	3.84

Logan Lake and Area Trails Strategy - Community Survey Round 2

Q5 In recent years, poor snow conditions have limited the cross-country skiing season in Logan Lake. How supportive are you in making winter trails more reliable in the Highland Valley Outdoor Association's (HVOA) trail network by developing an upper trailhead?

Answered: 32 Skipped: 5

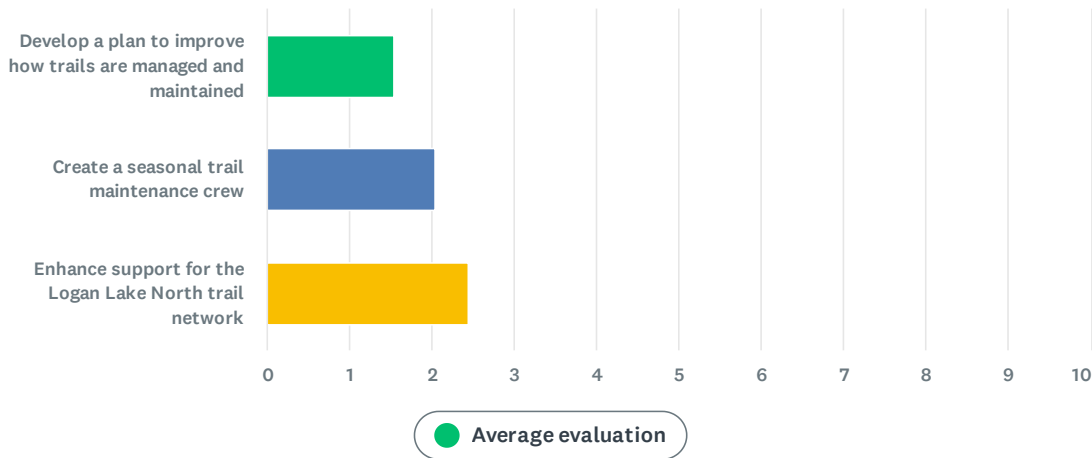


Answer Choices	Percentage	Responses
<span style="color: green;">●</span> Very supportive	37.50%	12
<span style="color: blue;">●</span> Somewhat supportive	15.63%	5
<span style="color: yellow;">●</span> Neutral	31.25%	10
<span style="color: cyan;">●</span> Somewhat opposed	9.38%	3
<span style="color: orange;">●</span> Very opposed	3.13%	1
<span style="color: purple;">●</span> Unsure	3.13%	1
<b>Total</b>		<b>32</b>

Logan Lake and Area Trails Strategy - Community Survey Round 2

**Q6 What actions should be prioritized to improve trail condition through maintenance and monitoring? Rank from highest priority to lowest priority by dragging the text boxes or by using the arrows on the right.**

Answered: 32 Skipped: 5

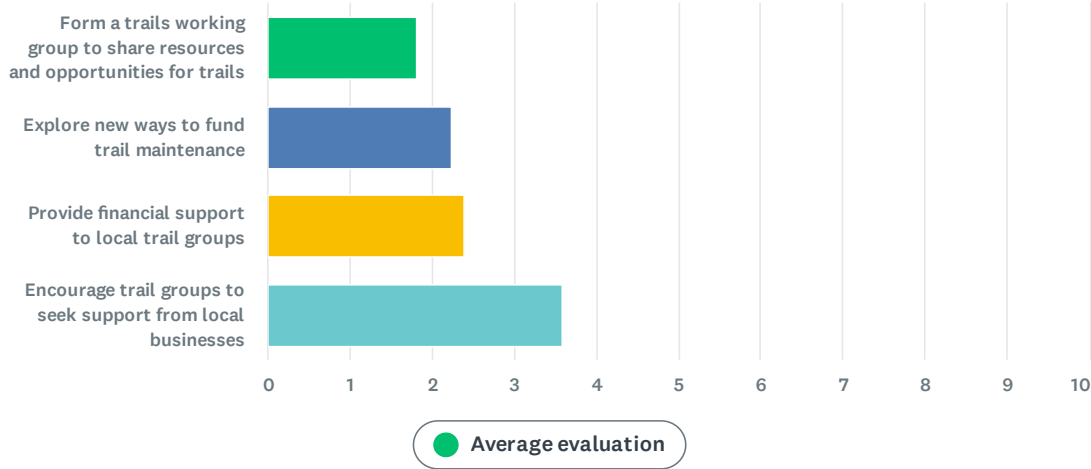


	● 1	● 2	● 3	Total	Weighted ...
Develop a plan to improve how trails are managed and maintained	56.25% 18	34.38% 11	9.38% 3	32	1.53
Create a seasonal trail maintenance crew	37.50% 12	21.88% 7	40.63% 13	32	2.03
Enhance support for the Logan Lake North trail network	6.25% 2	43.75% 14	50.00% 16	32	2.44
				96	2.00

Logan Lake and Area Trails Strategy - Community Survey Round 2

Q7 What actions should be prioritized to promote collaboration and support current trail organizations? Rank from highest priority to lowest priority by dragging the text boxes or by using the arrows on the right.

Answered: 31 Skipped: 6

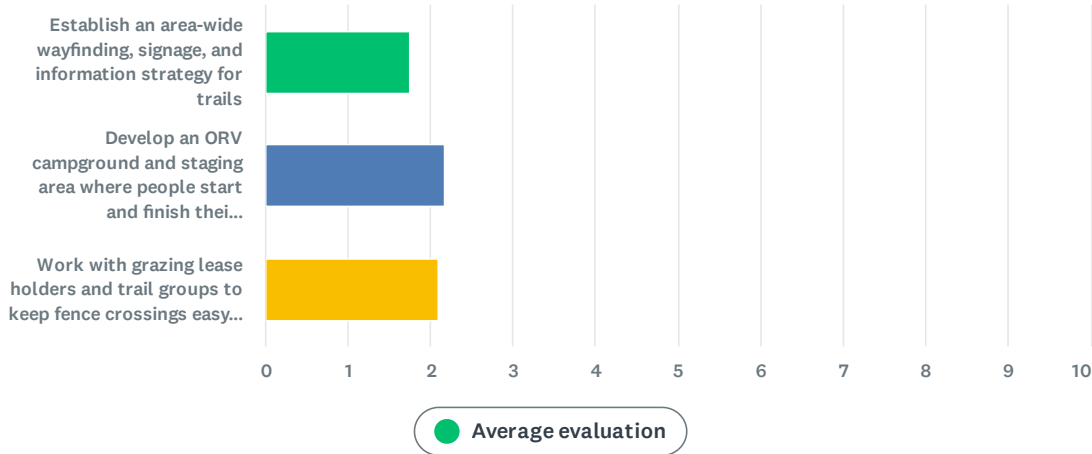


	● 1	● 2	● 3	● 4	Total	Weighted ...
Form a trails working group to share resources and opportunities for trails	54.84% 17	16.13% 5	22.58% 7	6.45% 2	31	1.81
Explore new ways to fund trail maintenance	22.58% 7	35.48% 11	38.71% 12	3.23% 1	31	2.23
Provide financial support to local trail groups	22.58% 7	29.03% 9	35.48% 11	12.90% 4	31	2.39
Encourage trail groups to seek support from local businesses	0% 0	19.35% 6	3.23% 1	77.42% 24	31	3.58
					124	2.50

Logan Lake and Area Trails Strategy - Community Survey Round 2

Q8 What actions should be prioritized to promote accessible, safe, and user-friendly trails in Logan Lake? Rank from highest priority to lowest priority by dragging the text boxes or by using the arrows on the right.

Answered: 31 Skipped: 6



	● 1	● 2	● 3	Total	Weighted ...
Establish an area-wide wayfinding, signage, and information strategy for trails	54.84% 17	16.13% 5	29.03% 9	31	1.74
Develop an ORV campground and staging area where people start and finish their ride near the Logan Lake Townsite	32.26% 10	19.35% 6	48.39% 15	31	2.16
Work with grazing lease holders and trail groups to keep fence crossings easy to use	12.90% 4	64.52% 20	22.58% 7	31	2.10
				93	2.00

## Logan Lake and Area Trails Strategy - Community Survey Round 2

## Q9 Do you have any final comments on the Strategy?

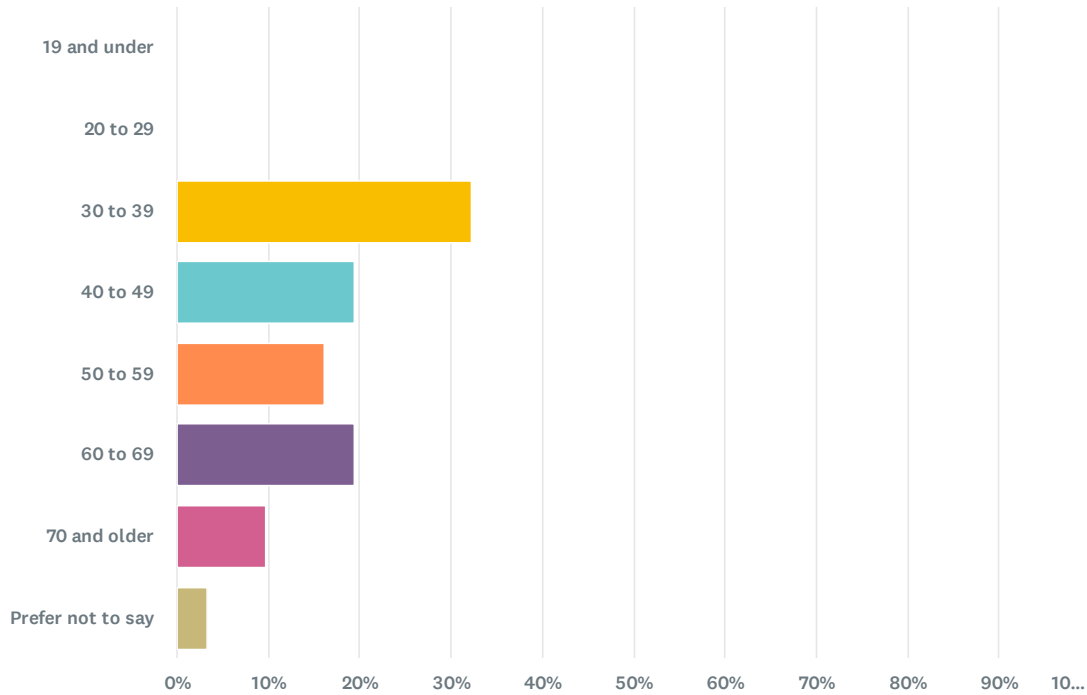
Answered: 12 Skipped: 25

#	RESPONSES	DATE
1	Pg 11. Both Tunkwa and Leighton Lakes have Horse overnight pens and a staging area for trail riding through the region. Pg 23. Signage should include equine accessible trail access points along with equine trail etiquette safety rules. Locked gates designed to restrict access to ORV's and motorized vehicles also generally restrict access by horse trail riders. Enhance participation inclusion by horse trail riders on trail access issues. The Logan Lake Ranch and Country Club along the with Back Country Horsemen Association are likely organizations that can provide support. Pg 40. Potential ORV staging areas #2 and #3 are adjacent to the Logan Lake Ranch and Country Club and could create conflicting uses. The field across the highway (option #3) is currently used informally for horse grazing, and option #2 is adjacent to the Club and horse access to trails. Traffic and noise would be an issue. Pg 42. Cattle guard designs should be amenable to equine crossing.	3/1/2026 12:07 PM
2	I thought it was really well done. I would have liked some more context for some of the issues identified, the background and the way forward.	2/26/2026 10:27 PM
3	More written and in person consultation with the residents. District should not arbitrarily make decisions that directly affect homeowners sense of security and recreation improvements and/or additions.	2/22/2026 4:53 PM
4	I think it is very well done and highlights areas of improvement clearly. For myself as a resident and trail user (dirt bike, mountain bike, hiking), I feel like the biggest gap is access to ORV networks which seems to be the highest priority in the strategy. Next would be signage for hiking trails (particularly LL South). I think an ORV dedicated campground would also be a massive asset to the town, and better linkage into the established ORV networks. Greenstone / Chewels / Inks are world class and it is a bit of a missed opportunity that there isn't a more streamlined trail network to connect our town to these areas (but I recognize the work going into connecting these areas in the near future).	2/19/2026 10:40 AM
5	Don't live in Logan Lake but would travel there for recreational purposes...	2/18/2026 8:57 AM
6	no	2/10/2026 4:29 PM
7	I would like to see a year round opportunity to have orv access on community roadways not just poker run weekend. There are several communities in BC that currently have a working framework for this to happen and it would be easy to copy one of these already working models with any tweaks to better fit Logan Lake. You could even charge a small fee for this privilege that could go back to funding the trail network.	2/2/2026 11:01 PM
8	No	2/2/2026 5:31 PM
9	Logan Lake has some of the VERY best trails in BC, I hope we can work together and continue to grow this amazing resource.	2/2/2026 4:45 PM
10	The District should be funding more HVOA initiatives and maintenance and it promotes tourism. HVOA that is run by volunteers shouldn't be left to do all the work when it benefits the town and local businesses. Step up District of Logan Lake and do your share!	2/2/2026 4:42 PM
11	Hoping to get a lot more orv trails and signs for all the orv trails for different difficulties.	2/2/2026 3:30 PM
12	Logan lake ATV club has over 80 miles of trails that were built and maintained by the original group heads. If the club wants the trails maintained they need to do it themselves. Walking/mountain biking trails the district builds and maintains should not be used for ORVs at all and ORVs should not be allowed on the paved streets in town.	2/2/2026 3:17 PM

Logan Lake and Area Trails Strategy - Community Survey Round 2

### Q10 Which age group do you belong to?

Answered: 31 Skipped: 6

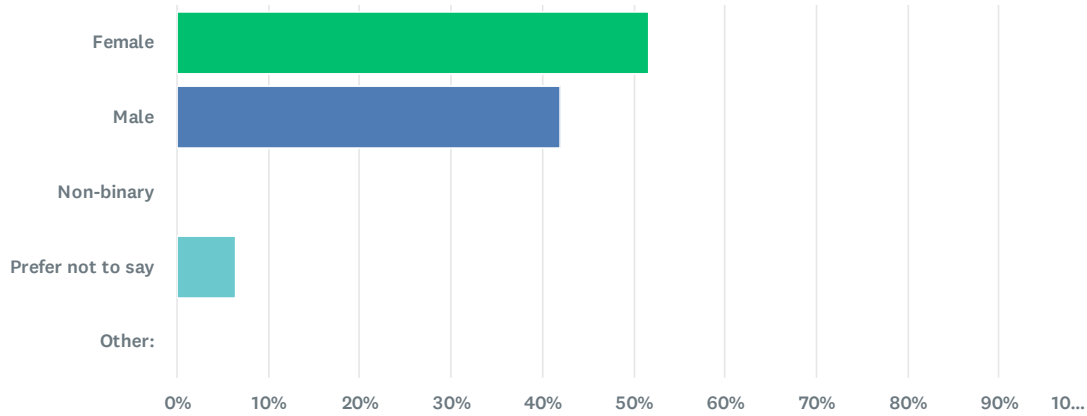


Answer Choices	Percentage	Responses
<span style="color: green;">●</span> 19 and under	0%	0
<span style="color: blue;">●</span> 20 to 29	0%	0
<span style="color: yellow;">●</span> 30 to 39	32.26%	10
<span style="color: teal;">●</span> 40 to 49	19.35%	6
<span style="color: orange;">●</span> 50 to 59	16.13%	5
<span style="color: purple;">●</span> 60 to 69	19.35%	6
<span style="color: pink;">●</span> 70 and older	9.68%	3
<span style="color: olive;">●</span> Prefer not to say	3.23%	1
<b>Total</b>		<b>31</b>

Logan Lake and Area Trails Strategy - Community Survey Round 2

### Q11 What is your gender identity

Answered: 31 Skipped: 6



Answer Choices	Percentage	Responses
● Female	51.61%	16
● Male	41.94%	13
● Non-binary	0%	0
● Prefer not to say	6.45%	2
● Other: <a href="#">Show responses</a>	0%	0
<b>Total</b>		<b>31</b>

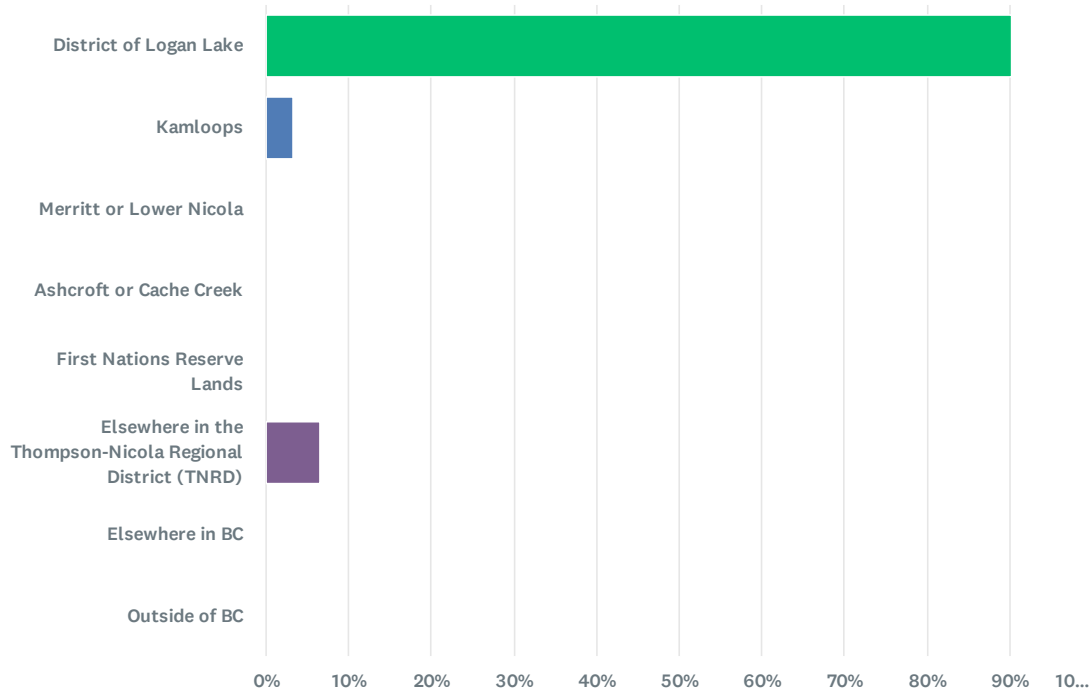
Logan Lake and Area Trails Strategy - Community Survey Round 2

#	OTHER:	DATE
	There are no responses.	

Logan Lake and Area Trails Strategy - Community Survey Round 2

### Q12 Where do you live?

Answered: 31 Skipped: 6



Answer Choices	Percentage	Responses
<span style="color: green;">●</span> District of Logan Lake	90.32%	28
<span style="color: blue;">●</span> Kamloops	3.23%	1
<span style="color: yellow;">●</span> Merritt or Lower Nicola	0%	0
<span style="color: teal;">●</span> Ashcroft or Cache Creek	0%	0
<span style="color: orange;">●</span> First Nations Reserve Lands	0%	0
<span style="color: purple;">●</span> Elsewhere in the Thompson-Nicola Regional District (TNRD)	6.45%	2
<span style="color: pink;">●</span> Elsewhere in BC	0%	0
<span style="color: olive;">●</span> Outside of BC	0%	0
<b>Total</b>		<b>31</b>

Logan Lake and Area Trails Strategy

## **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 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

Logan Lake and Area Trails Strategy

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	