

CITY OF LOGAN, UTAH
RESOLUTION NO. 20 – 01

A RESOLUTION TO ADOPT THE LOGAN RIVER BLUE TRAIL MASTER PLAN FOR
THE CITY OF LOGAN

WHEREAS, the City of Logan has a comprehensive plan for City parks, trails, recreation, and open space; and

WHEREAS, the City owns and operates designated public properties in Logan for the purposes of offering wholesome recreational opportunities that enhance the quality of life for its citizens; and

WHEREAS, the Logan River Blue Trail Master Plan provides the City with valuable guidance in the development of the City's trail system; and

WHEREAS, adoption of the Logan River Blue Trail Master Plan will also enable the City to pursue resources for development of the plan.

NOW, THEREFORE, BE IT RESOLVED BY THE LOGAN MUNICIPAL COUNCIL, STATE OF UTAH that the Logan Municipal Council hereby adopts the Logan River Blue Trail Master Plan.

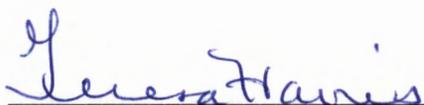
This resolution shall be effective on the date it is adopted DATED this 21 day of January, 2020.



Amy Z. Anderson, Chair

Logan Municipal Council

ATTEST:



Teresa Harris, City Recorder

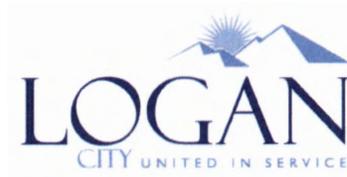


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Logan River Blue Trail Master Plan

A plan for recreational use of the Logan River

January 2020



January 16, 2020

Blue Trail : noun

1a

A Blue Trail is a river adopted by communities that are dedicated to improving family friendly recreation such as fishing, boating, hiking, and wildlife watching, and conserving the river and surrounding lands.
- American Rivers.org



Executive Summary

"A Blue Trail is a river adopted by communities that are dedicated to improving family friendly recreation such as fishing, boating, hiking, and wildlife watching, and conserving rivers and lands."

- American Rivers.

This plan envisions the Logan River as a world-class recreational asset adding to our existing community amenities and tourist attractions.

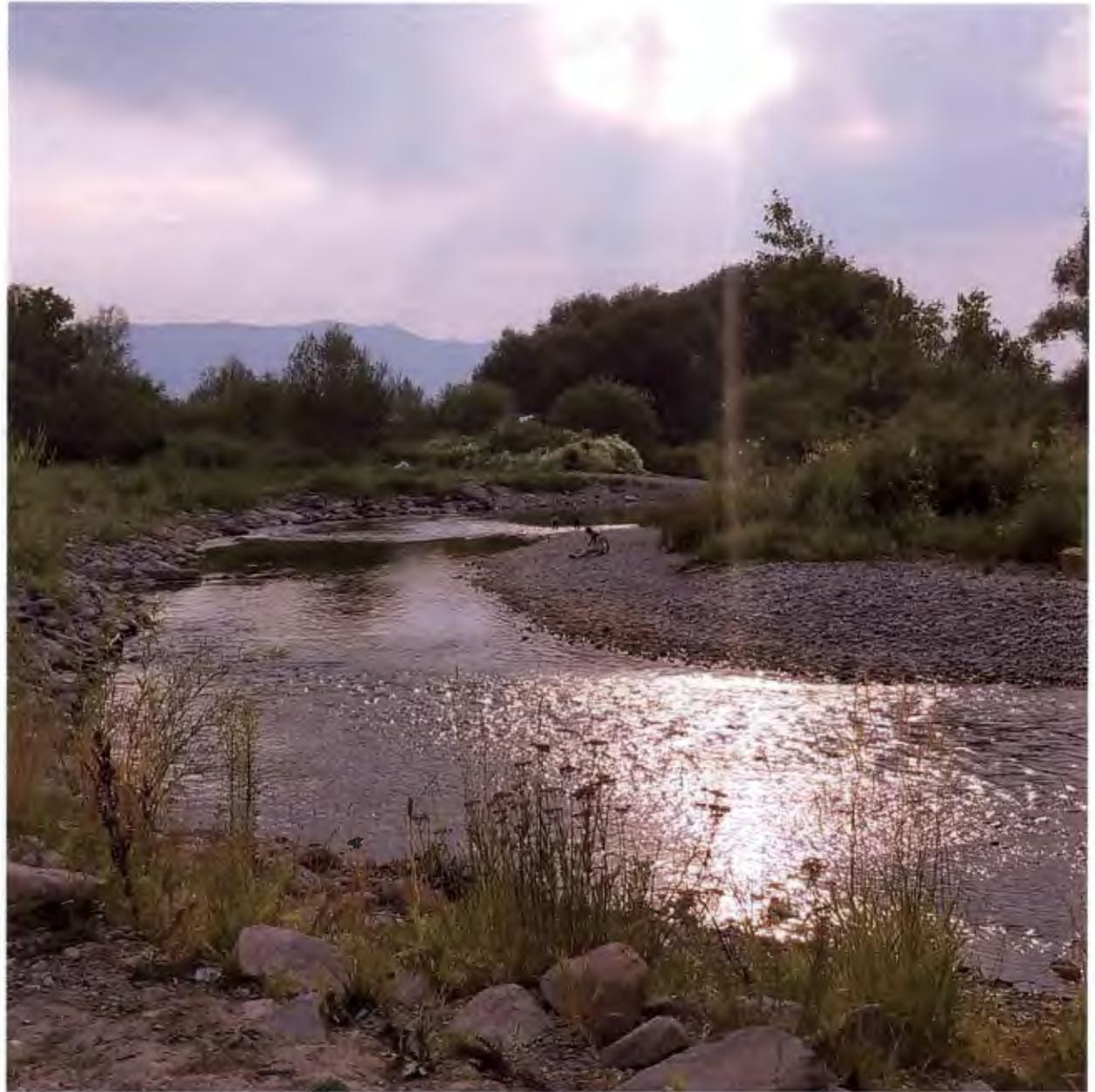
The Plan has four main goals—to improve carry-in watercraft access to the Logan river, create safe river passage, promote the Blue Trail as a community amenity, and foster community involvement, volunteerism, and stewardship of the Logan River.

This plan describes existing conditions of the Logan River relative to creating a Blue Trail. Current hazards to navigation are described along with appropriate treatments to provide safe passage. The plan identifies a network of access points to provide a variety of river experiences, ranging from leisurely family floats to day-long river excursions.

Many of these access points utilize City-owned property and are within Logan River Restoration project areas. General concepts for ecologically sound, ADA accessible landings are provided. Existing access resources, such as public parking and restrooms, are identified, along with conceptual designs for future facilities.

This plan lays out a phased development strategy starting with the core area from Rendezvous Park to Trapper Park (Phase 1), expanding upstream to Stewart Park and downstream to 600 South Bridge near 2000 West (Phase 2), and culminating with future additional linkages. However, development of the Logan River Blue Trail should be driven by opportunities as it develops, regardless of its phase.

In addition to access facilities, this plan outlines the location and concept for a proposed kayak play park on a short, section of the river from 100 North to Center Street in Logan.



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Vision and Goals

Vision

This document envisions a renewed celebration of the Logan River as a community resource both as a natural amenity and as a recreational asset. By improving access to key sites the City of Logan and partners can offer a valuable recreational resource and increase the utility and beauty of the Logan River.

Goals

- *Improve and develop river access points and improve recreational access to the Logan River*
- *Create and maintain safe passage on the river*
- *Promote the Logan River Blue Trail as a community-wide amenity*
- *Foster volunteerism and stewardship of the river as a recreational asset to the community.*

Driven by Opportunity

The vision of a complete river trail has been divided into segments to simplify a complex project. However, the segments are not identified as a linear order of operations. Rather, this project should be approached as one driven by opportunity. Where redevelopment, public works projects or other changes related to the river take place, opportunities to further the Logan River Blue Trail should be sought.

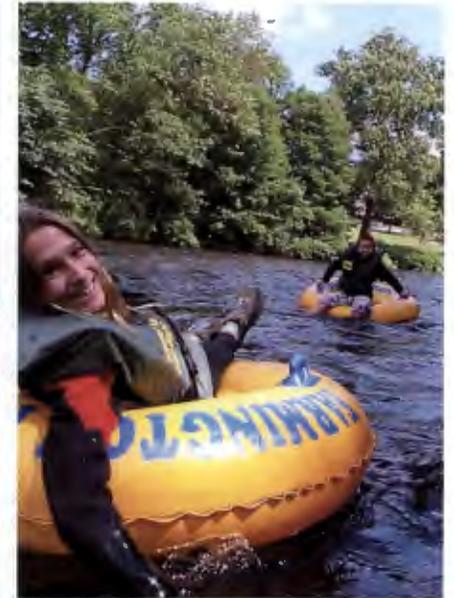


Carry-in Watercraft

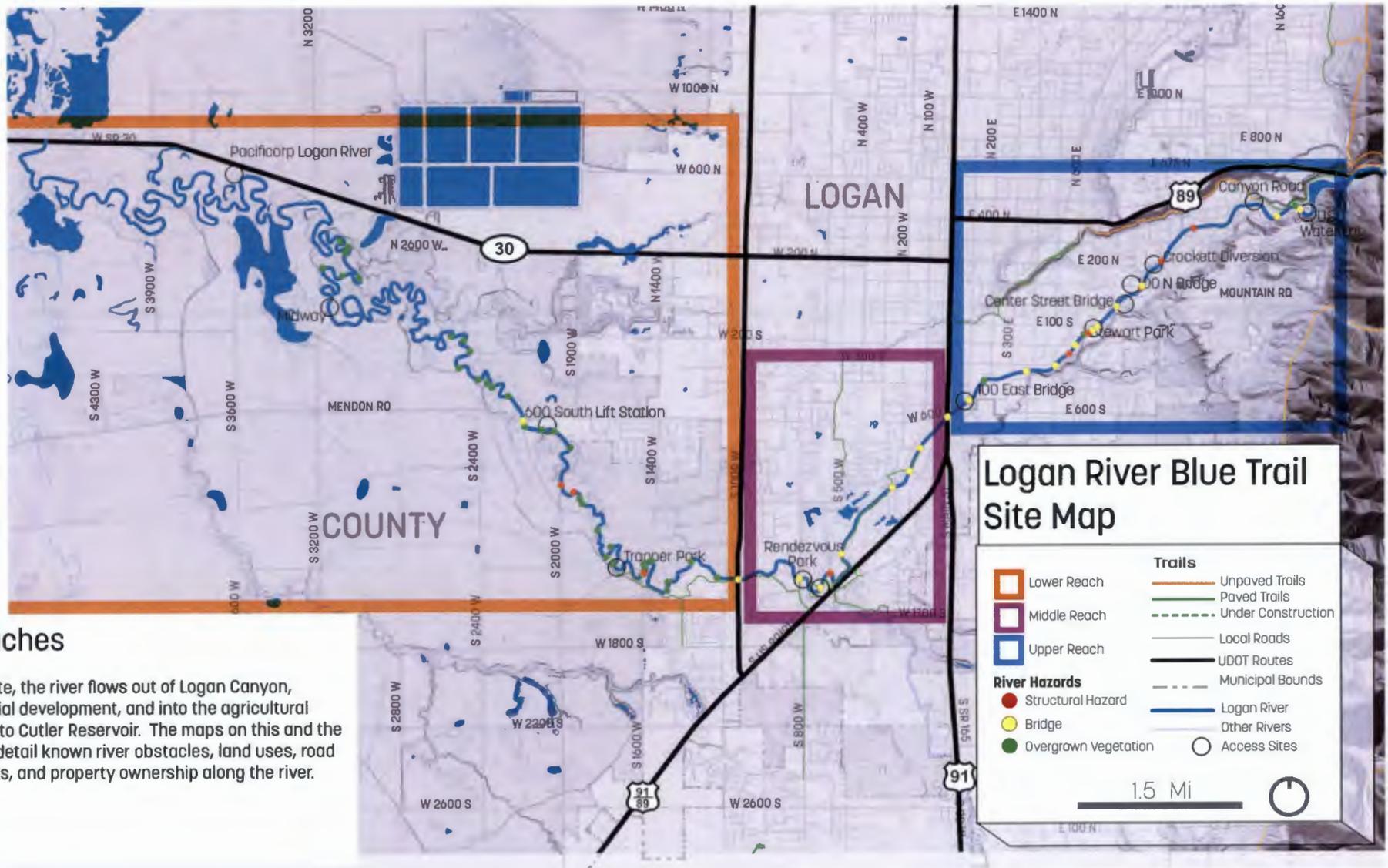
Defined

This vision for the Logan River Blue Trail is intended to facilitate river access exclusively for carry-in watercraft. These watercraft are those types that can be carried by hand down into the water and back out again.

Examples include canoes, kayaks, paddle boards, rafts, or tubes. The proposed designs and plans in this document are not intended to facilitate motorized access to the identified stretches of the Logan River.



Existing Conditions



Three Reaches

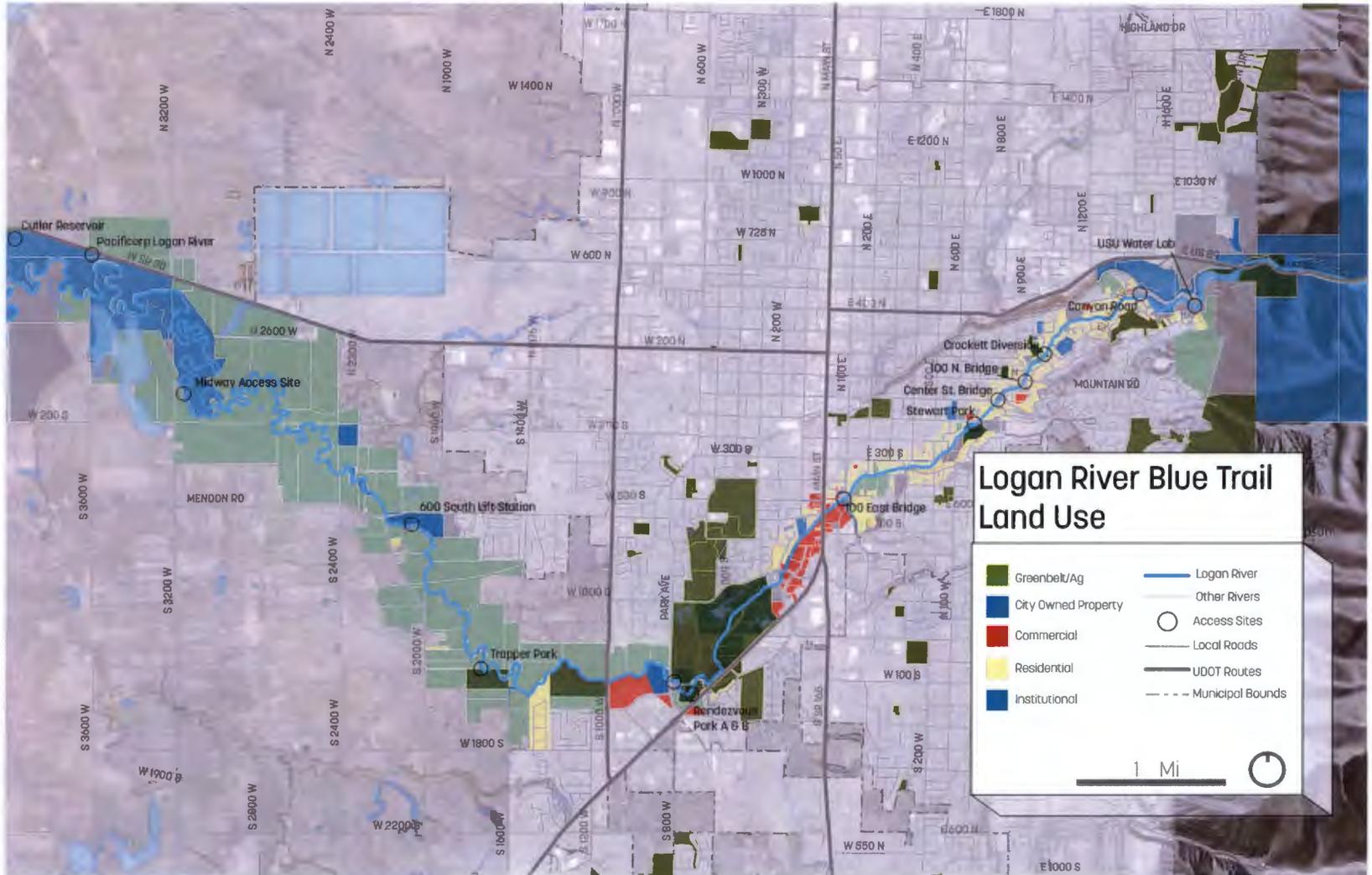
In its current state, the river flows out of Logan Canyon, through residential development, and into the agricultural lands on its way to Cutler Reservoir. The maps on this and the following pages detail known river obstacles, land uses, road and trail networks, and property ownership along the river.

Existing Conditions

Land Use

Exiting the mouth of Logan Canyon and National Forest lands up canyon, the river passes through a residential upper reach before transitioning to the middle reach in a commercial and residential mix in the center of Logan.

As the river exits to the unincorporated county, the land use is primarily agricultural, before crossing under SR30 on land controlled by PacifiCorp/Rocky Mountain Power.



Existing Conditions

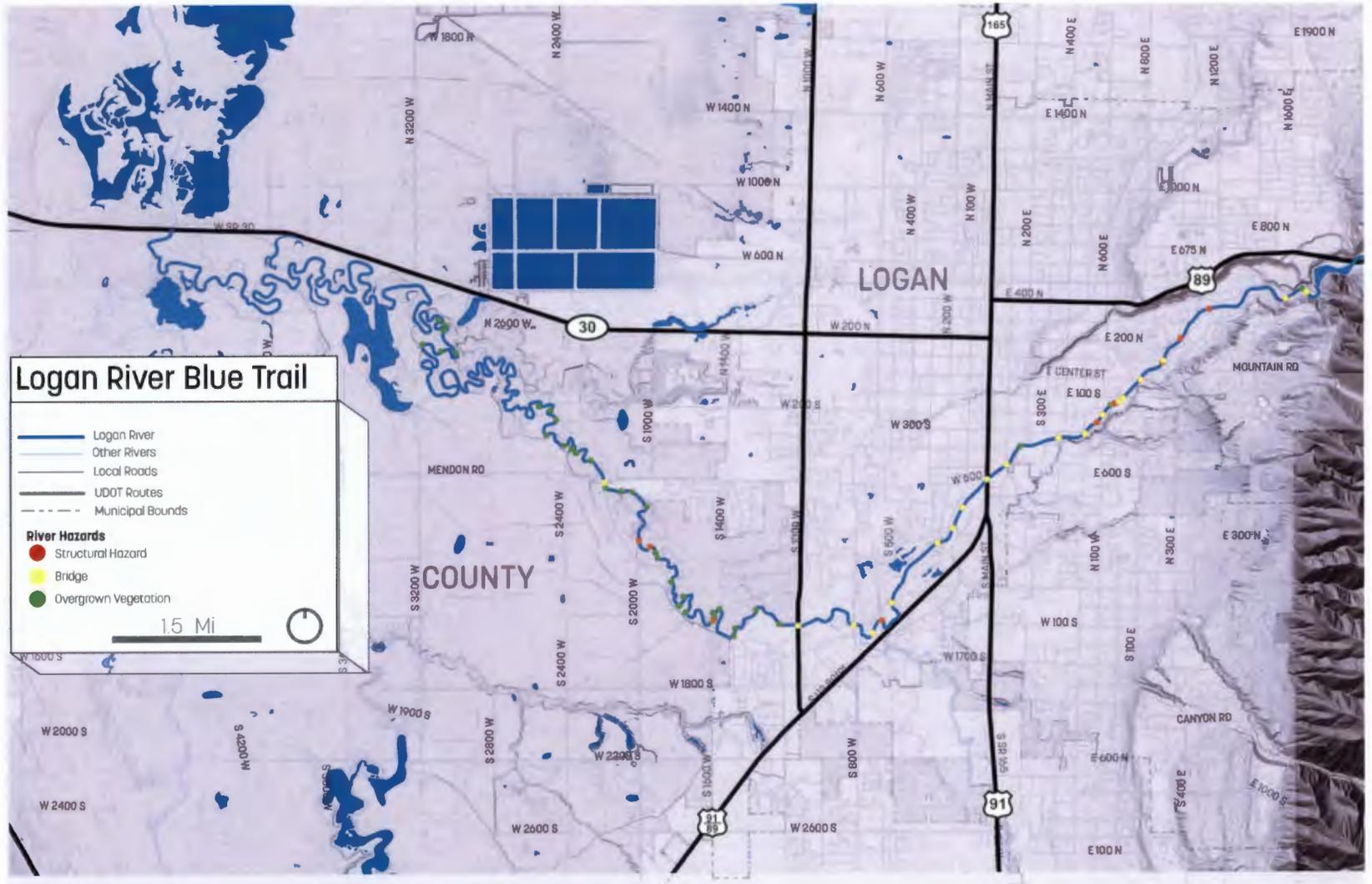
Known Major Obstacles

This community-sourced map illustrates the known obstacles along the Logan River.

A certain number of annual blockages and downed trees should be expected in addition to these more notable obstacles.

Detailed descriptions of obstacle type and character for each of these points have been recorded as part of this project and are available upon request.

Additional, less hazardous obstacles should be anticipated. Annual hazards of tree fall and log jam are to be expected and could be managed with a volunteer led effort.

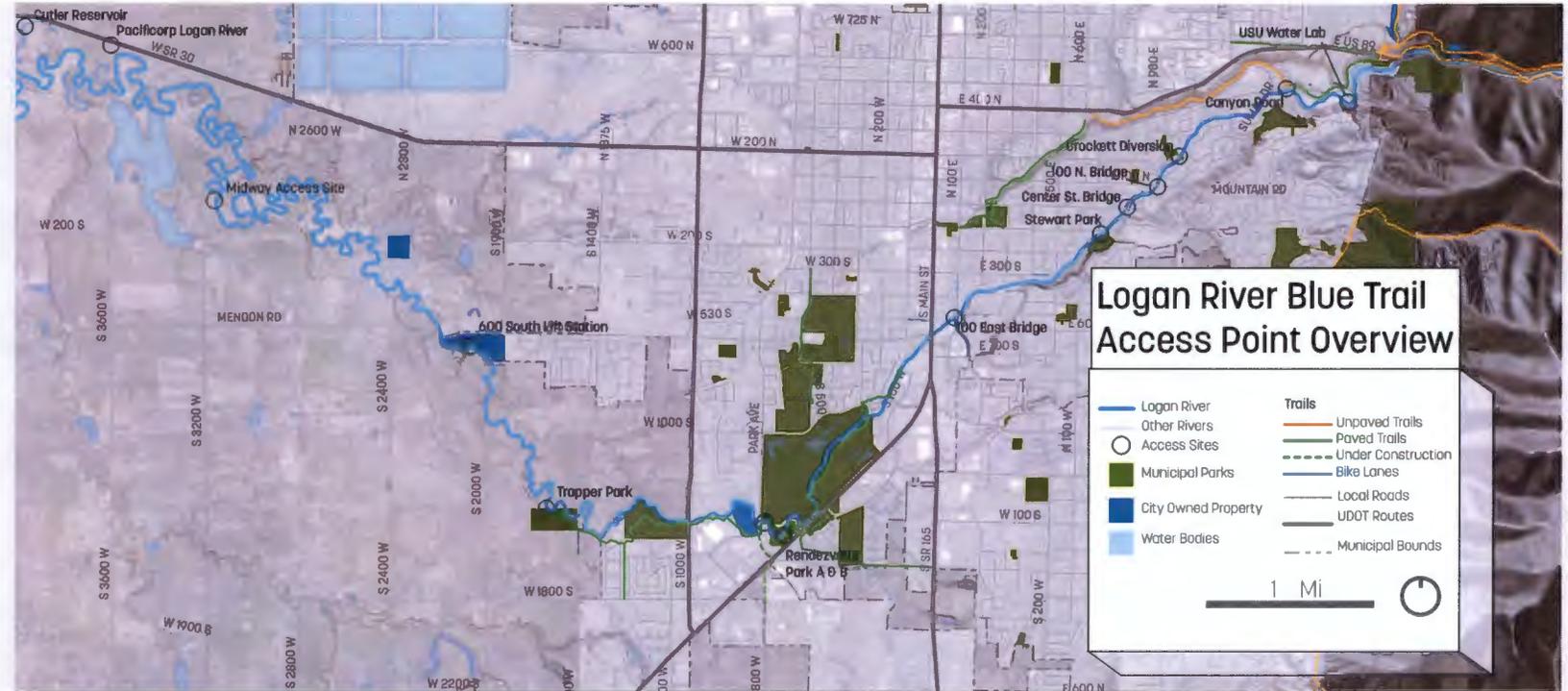


Existing Conditions

Access Points

This plan identifies 13 unique access sites to provide access to the Logan River Blue Trail.

These sites range from private property to public parks, undeveloped city property to developed Pacificorp boat launches.



Distances

This table identifies the relative distances between any of the proposed access sites in the map above.

Access Site Distance Matrix

Facility Name	RM	Water Lab	Herm's Inn	Crockett	100 North	Center	Stewart	100 East	Rendezvous	Trapper	600 South	Midway	Valley View	Cutler
USU Water Lab	0	0	0.5	1.4	1.6	1.8	2	3	4.8	7	8.5	13.3	16.6	21.6
Herm's Inn	0.5	0.5	0											
Crockett Diversion	1.4	1.4	0.9	0										
100 North	1.6	1.6	1.1	0.2	0									
Center	1.8	1.8	1.3	0.4	0.2	0								
Stewart	2	2	1.5	0.6	0.4	0.2	0							
100 East	3	3	2.5	1.6	1.4	1.2	1	0						
Rendezvous	4.8	4.8	4.3	3.4	3.2	3	2.8	1.8	0					
Trapper	7	7	6.5	5.6	5.4	5.2	5	4	2.2	0				
600 South	8.5	8.5	8	7.1	6.9	6.7	6.5	5.5	3.7	1.5	0			
Midway	13.3	13.3	12.8	11.9	11.7	11.5	11.3	10.3	8.5	6.3	4.8	0		
Valley View	16.6	16.6	16.1	15.2	15	14.8	14.6	13.6	11.8	9.6	8.1	3.3	0	
Cutler	21.6	21.6	21.1	20.2	20	19.8	19.6	18.6	16.8	14.6	13.1	8.3	5	0

Existing Conditions

Access Point Details

This plan identifies 13 unique access sites to provide access to the Logan River Blue Trail.

The chart at right distinguishes sites based on land ownership, existing public access and use, and the provision of needed public amenities such as restrooms and parking areas.

<i>Name</i>	<i>Ownership</i>	<i>Public Access</i>	<i>Public Use</i>	<i>Parking</i>	<i>Restrooms</i>
<i>USU Water Lab</i>	<i>Utah State University</i>	<i>No</i>	<i>No</i>	<i>Yes</i>	<i>No</i>
<i>Herm's Inn</i>	<i>Private</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>Crockett Diversion</i>	<i>Logan City</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>100 North</i>	<i>Private / Logan City</i>	<i>No</i>	<i>Informal</i>	<i>No</i>	<i>No</i>
<i>Center</i>	<i>Logan City</i>	<i>Yes</i>	<i>Informal</i>	<i>No</i>	<i>No</i>
<i>Stewart</i>	<i>Logan City</i>	<i>Yes</i>	<i>Informal</i>	<i>Yes</i>	<i>Yes</i>
<i>100 East</i>	<i>Private</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>	<i>No</i>
<i>Rendezvous</i>	<i>Logan City</i>	<i>Yes</i>	<i>Informal</i>	<i>Yes</i>	<i>Yes</i>
<i>Trapper</i>	<i>Logan City</i>	<i>Yes</i>	<i>Informal</i>	<i>Yes</i>	<i>Yes</i>
<i>600 South</i>	<i>Logan City</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>Midway</i>	<i>Private</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<i>Valley View</i>	<i>Pacificorp</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>
<i>Cutler</i>	<i>Pacificorp</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>No</i>

Development Segments

Park to Park

The analysis of access sites makes a clear case to create the first Blue Trail between Rendezvous Park and Trapper Park.

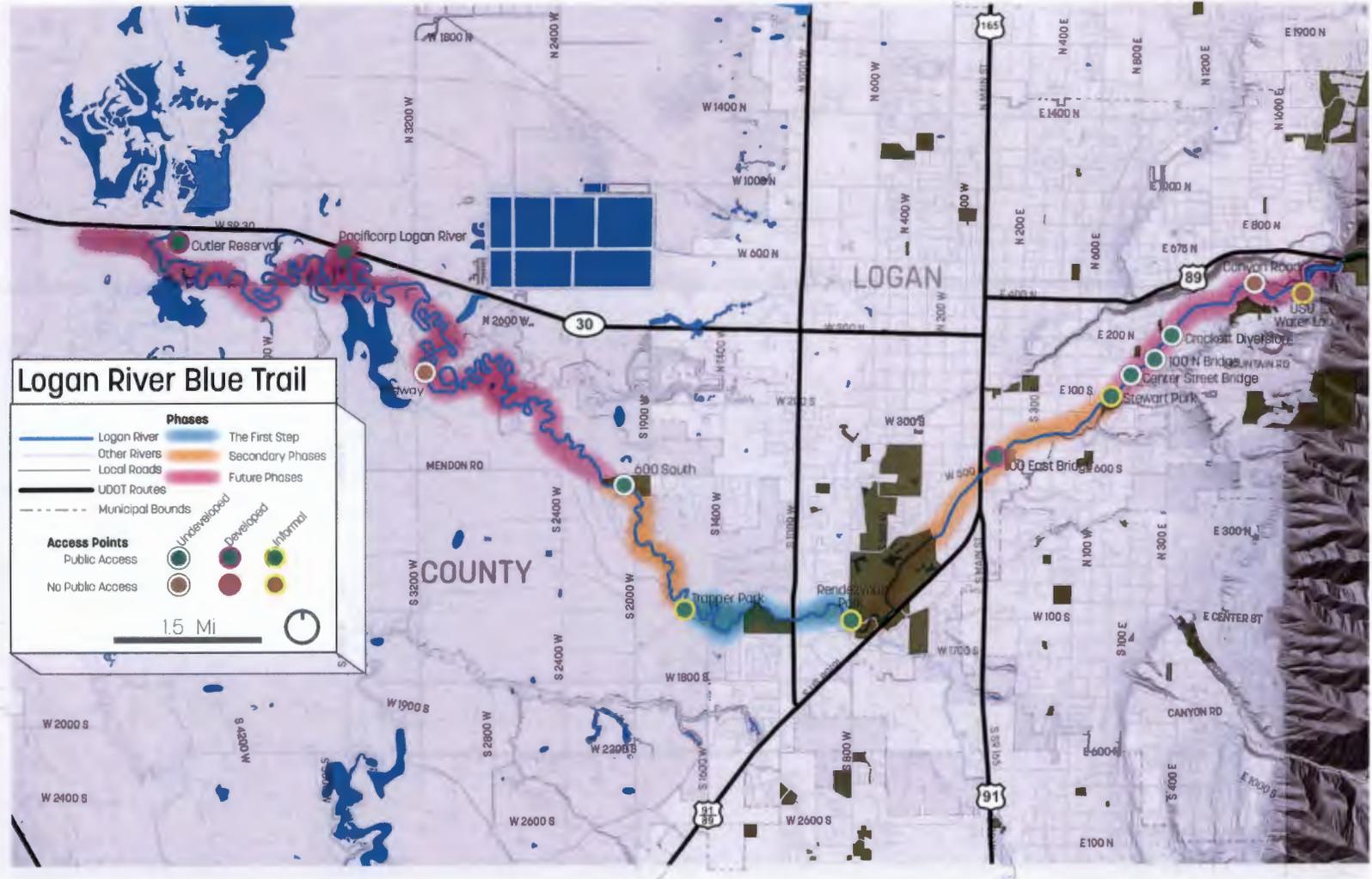
Both parks are publicly owned, have established parking and restroom facilities, and are connected by an existing multi-use pathway. These two parks provide a clear starting point for Logan City to build a great Blue Trail.

Rural+Residential Expansions

West to 600 South Bridge, or east to Stewart Nature Park on 100S would allow a successful Blue Trail to expand and effectively connect across the City of Logan.

Canyon to Cutler

In time, a Blue Trail network could expand to reach existing Pacificorp water recreation facilities, and link them back to the mouth of Logan Canyon.



Park to Park

Bridge Crossings

There are two key bridges between the proposed access points of Trapper and Rendezvous Park. The Logan City bridge at Park Avenue and the Utah Department of Transportation (UDOT) bridge on 1000 West (SR 252) will have to be navigated.

Fortunately, both are single span bridges, and in all but the most major high river flow events, maintain ample clearance for carry-in watercraft users to flow underneath the bridge.

Land Use

The land use between the two access points is composed primarily of open space and farms, with a residential area located south of Trapper Park, and the ICON business park across Park Avenue from the Rendezvous Park access point.

Obstacles

This 2.2 mile stretch would first need to be cleared of deadfall and other notable obstacles prior to opening access to the public as a Blue Trail. This could be accomplished through efforts of the Utah Conservation Corps and/or volunteer groups.

Parking and Facilities

The following table outlines the parking and facilities currently available at the proposed access sites on the first step stretch of the Logan River Blue Trail.

	Trapper Park	Rendezvous Park
Parking Spaces	16	40
Restrooms	1 Porta Potty	2 Flushing Toilets
Distance to Water Access	100-300'	100-200'
ADA Accessible	Yes	Yes



Rendezvous Park Access

Access

Rendezvous Park is a Logan City owned and operated property accessible by vehicle from Highway 89/91, or on foot or bicycle from the Logan River Trail, both from the west and from the east.

Facilities

The park provides users with flushing toilets and restrooms. Currently, primary use at the park is comprised of passing trail users and dog park patrons.

Proposed Watercraft Access

Multiple access points could be developed around the parking area at Rendezvous park as indicated on this map.



Trapper Park Access

Access

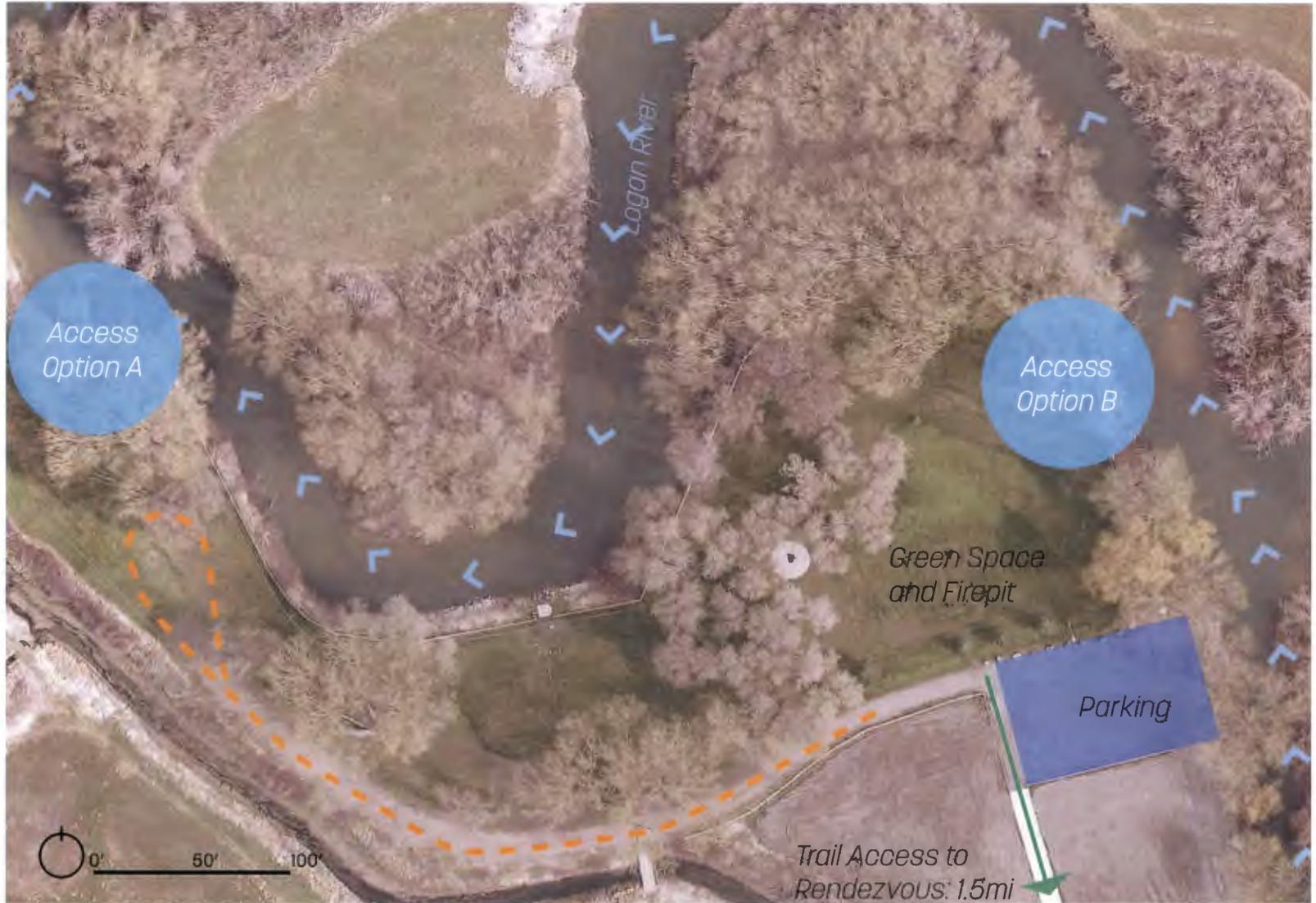
Trapper Park is a Logan City owned and operated property accessible by vehicle on 1600 West. It serves as the current western terminus of the Logan River Trail.

Facilities

The park provides users with parking access and a grassy field area. Passive recreation and a turnaround for trail users are the main recreation activities that take place currently.

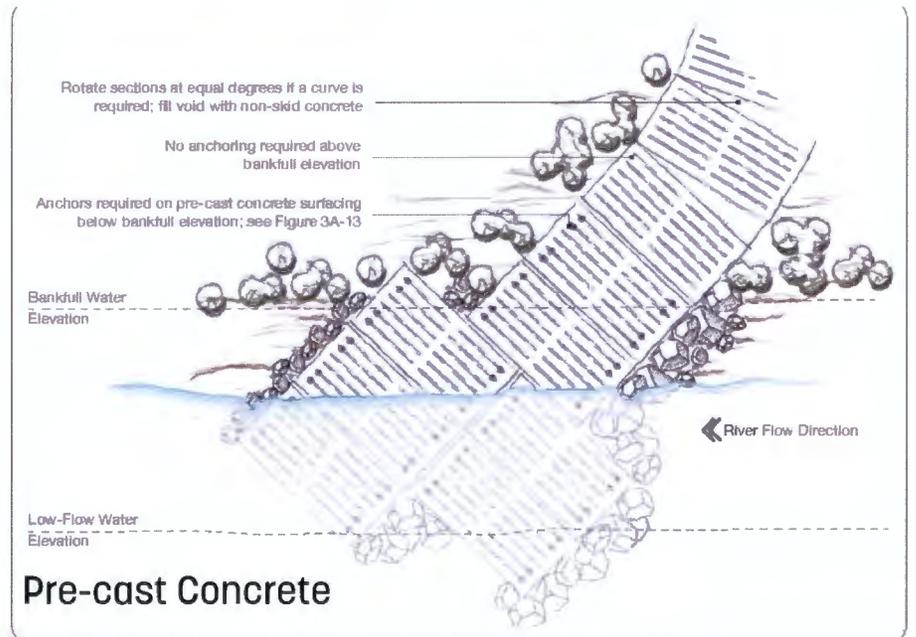
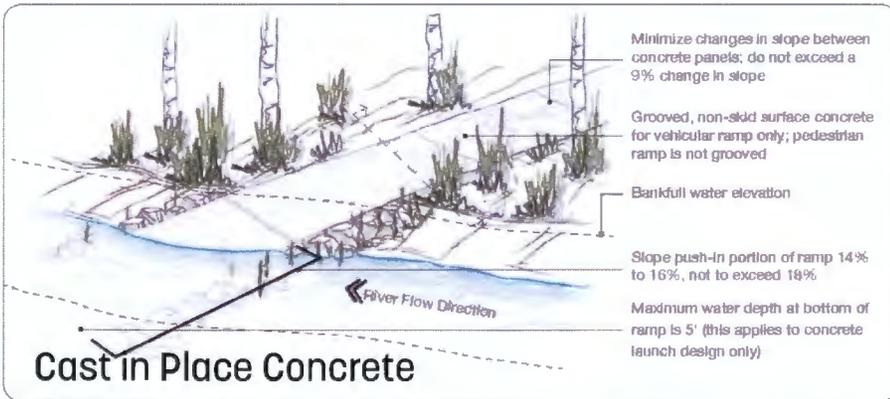
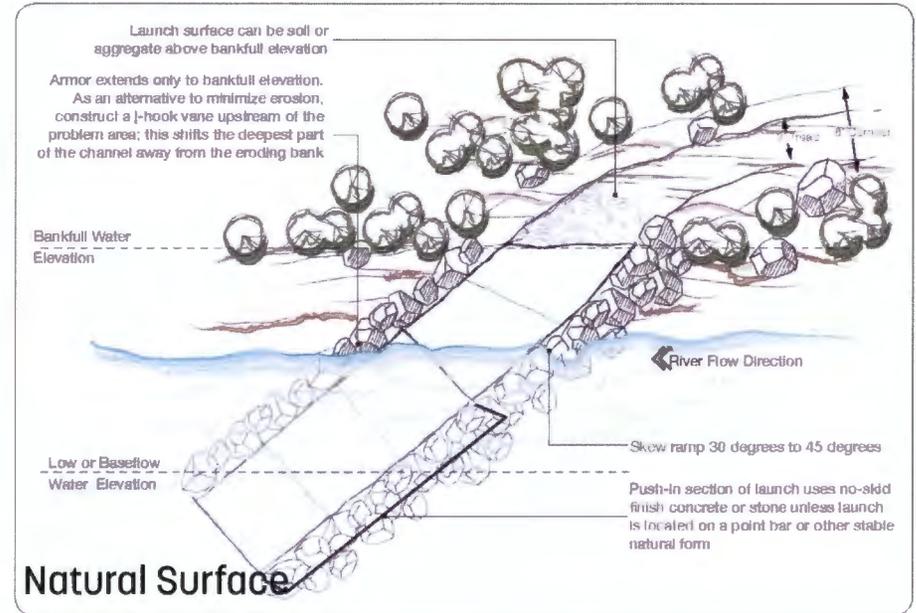
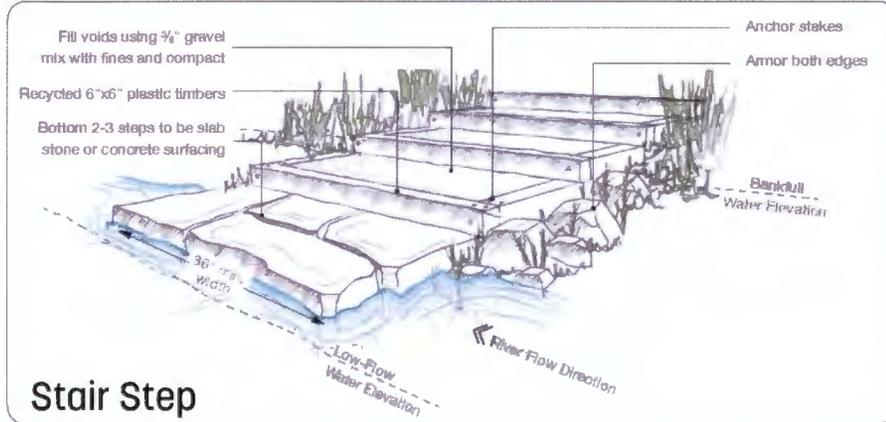
Proposed Watercraft Access

One of the locations illustrated at right could be developed for walk-in-watercraft access. This access could be combined with the extension of the Logan River (foot) trail which is proposed to cross the river at Trapper Park.



Launch Designs

Note: All design images are sourced from the Iowa Water Trails Toolkit.



Rural and Residential Expansions

600 South 2000 West to Stewart Nature Park

Expansions

After establishing a successful Blue Trail on the Rendezvous to Trapper Park section of river, future expansions could look to either the western river corridor into the valley, or connect the trail back to the City of Logan and Stewart Nature Park.

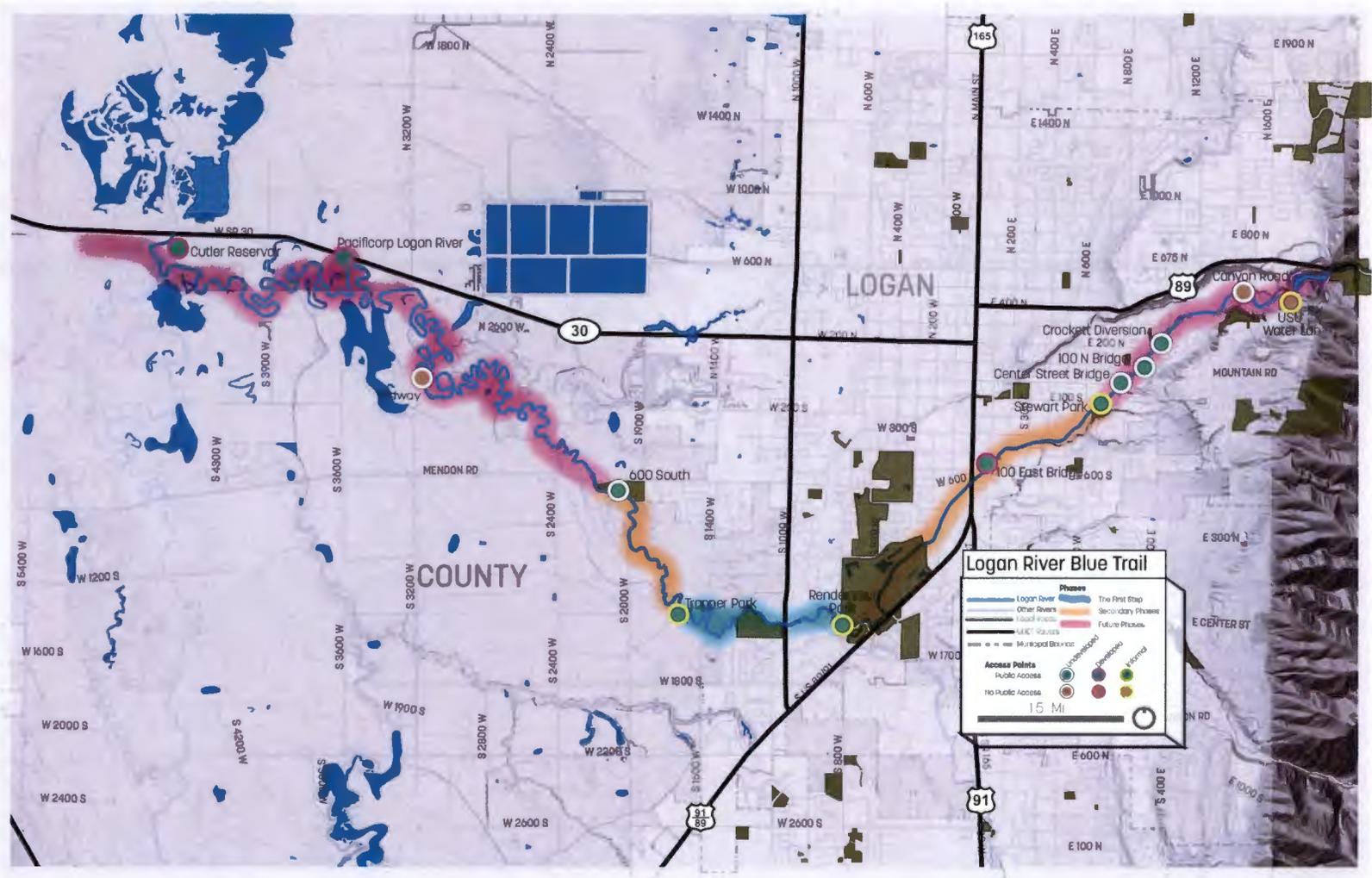
Land Use

The western reaches are currently surrounded by agricultural land uses. Yet the river east of Logan's parkland would have to contend with multiple roadway underpasses, and a corridor of residential land use between Main Street and Stewart Nature Park.

Development Opportunities

Potential opportunities that could facilitate additional Blue Trail development along these stretches could include:

- 600 South Park Development
- Main Street Redevelopment
- Future Bridge Replacements in Logan



A Kayak Park

Location

A Kayak park is proposed for the Logan River Blue Trail within the residential section as it runs parallel to Riverside Drive, between Center Street and 100 North. The project would involve the design and placement of various permanent structures in the river to establish a play park for canoeing, kayaking, tubing, and other water related recreational activities.



Canyon to Cutler

Expansions

The stretch above Stewart Nature Park provides fast water with a residential character, and the stretch below the 600 South Bridge offers an agricultural setting with open space and country character.

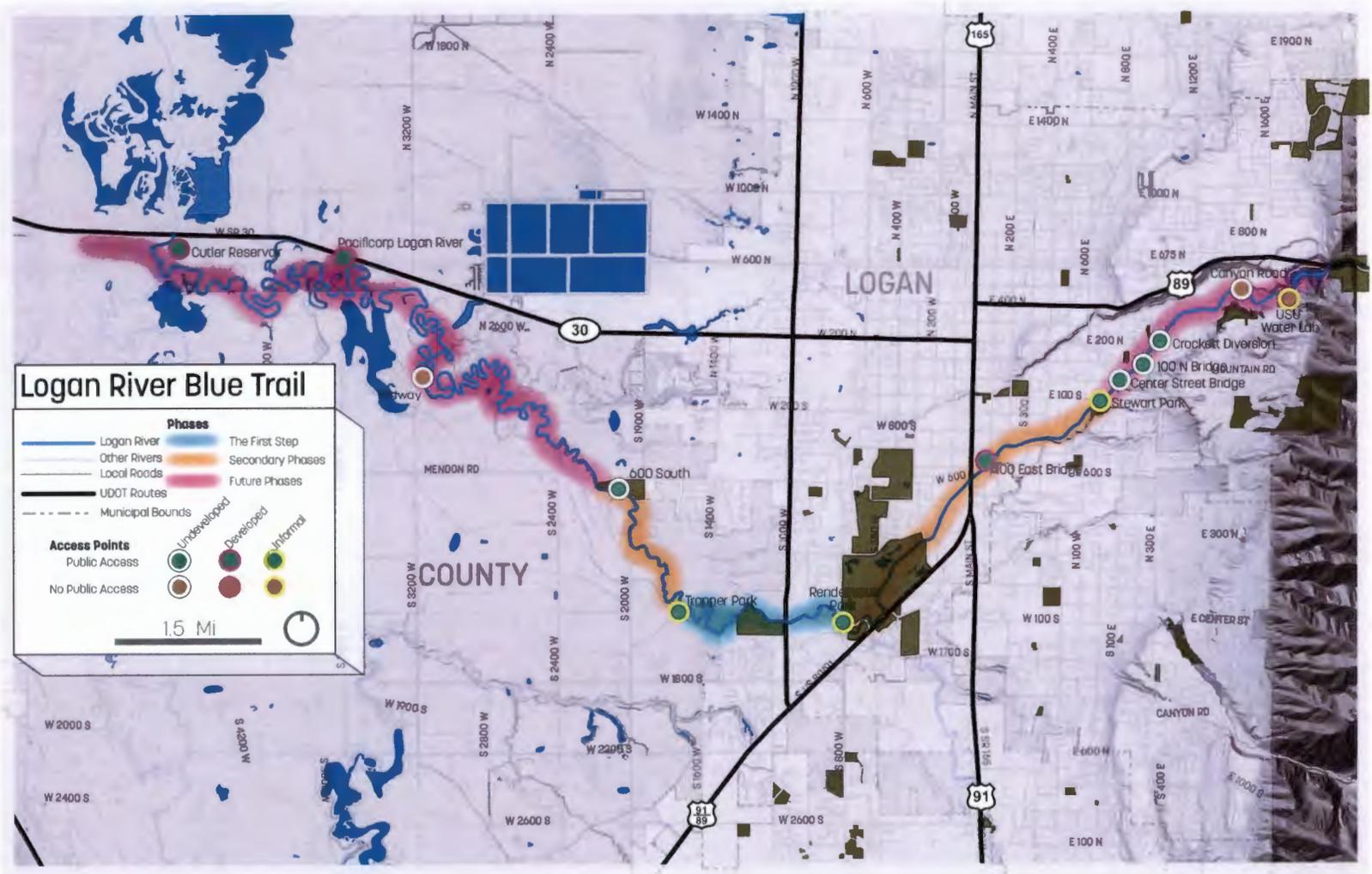
In the upper reaches of the Blue Trail from the USU Water Lab to Stewart Nature Park, the river offers some fast and challenging currents as it exits Logan Canyon and moves through Logan.

In contrast, the lower reach of the Blue Trail downstream of the 600 South Bridge becomes slow and sinuous, creating a meandering 'maze-like' character to the river perfect for leisurely floats.

Development Opportunities

In the upper reaches to the east, river bank stabilization projects should create opportunities to develop boat launches.

To the west, there are clear opportunities to connect with existing recreational boat launches on Cutler Reservoir and SR30 adjacent sites.



Blue Trail Resources

Design

The following resources can be consulted to assist with the development and design of appropriate watercraft access facilities:

[Iowa Water Trails Toolkit](#)
[USFS Accessibility Guidebook](#)

Funding Resources

The following are Utah-specific funding opportunities that could be applied towards future Blue Trail improvements along the Logan River.

[Utah Outdoor Recreation Grant](#)
[Recreational Trails Program](#)
[Boating Access Grant Program](#)
[Cache County RAPZ Grants](#)

Project Partners

Multiple private businesses and community advocates are supportive of Blue Trail development and access along the Logan River. These groups can be leveraged for potential resources such as volunteers and fundraising.

- Bad Apple Eddy Outfitters
- Bear River Land Conservancy
- Bridgerland Audubon Society
- Cache County Trails Development
- Logan River Task Force
- Common Ground
- Utah State Parks
- Utah Governor's Office of Outdoor Recreation
- Trout Unlimited
- Cache Anglers
- Utah State University
- USU-Outdoor Programs

Next Steps

This document is intended to focus project partners and supporters around a common vision. The next steps would include the following:

- Fundraising for design phase
- Grant Writing
- Professional design & cost estimation of river access improvements in Logan City Parks
- Fundraising and community engagement regarding Blue Trail maintenance and promotions
- Construction of access sites

Contacts

If you'd like to get involved, or know more, please reach out to the following contact.

Frank Howe, Chair, Logan River Task Force
frankhowe@utah.gov
435.797.8523

Russ Akina, Director, Logan Parks and Recreation Department
russ.akina@loganutah.org
435.716.9240

