

## 7.6 Bridgeport Area Trails

### *Vision*

The trails in Bridgeport will be developed to provide a series of trail loops to integrate this diverse community of industrial, residential and commercial areas and to provide maximum access to the North Arm of the Fraser River. The trails along the river will form part of a major waterfront parkway system that includes expanded park amenities accomodating local residents and employees.

### *Location*

No.6 Road to the Moray Channel Bridges, Bridgeport Road to the waterfront.

### *Key Links*

City Centre, Sea Island, the Vancouver International Airport, Tait School/ Park site, Bridgeport Trail (former CN rail right-of-way); future Shell Road Greenway and designated cycling route, Bath Slough Trail , East Richmond trails

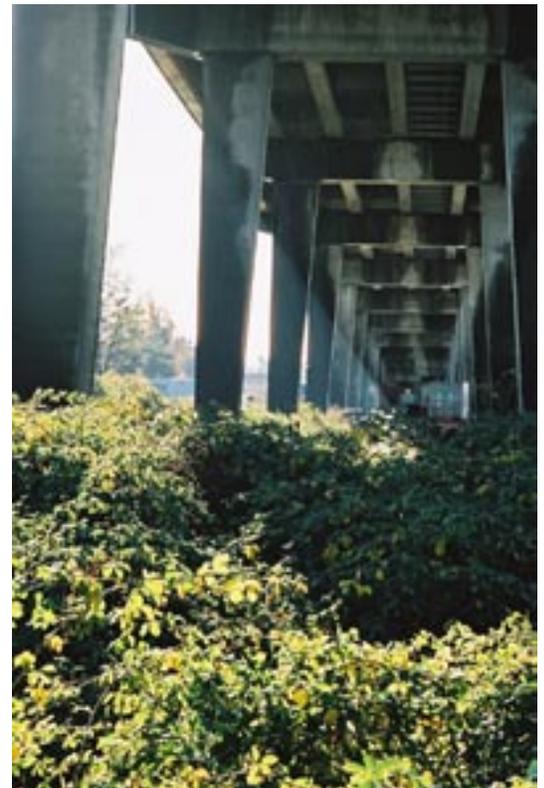
### *Other City and External Plans*

This is a diverse area with the potential to undergo major changes in the future. The City anticipates a future time when the heavy industrial uses in the East Bridgeport area will change and the West Bridgeport area will become more urban and commercial/ tourist oriented. Redevelopment will provide the best opportunities to provide trails and waterfront access and amenities. The Bridgeport Area Plan calls for a waterfront park north of River Road and immediately east of No.4 Road. Further waterfront land acquisition in this area has been included as part of the City's DCC Acquisition Program. The Bridgeport Trail will be upgraded to form part of the designated cycling network in the City. This will connect directly to the Shell Road Greenway. There is also the potential that Light Rapid Transit from Vancouver to the International Airport may travel through this area. Future road construction includes the extension of Garden City Way to River Road.

## **Recommendations**

### *Short Term*

1. Improve public awareness of the designated route through the Richmond Plywood Industry site at No.6 Road (see East Richmond North Fraser Greenway).
2. Improve public awareness of trail opportunities by installing directional signage at the appropriate locations.
3. Investigate the potential use of the Knight Street Bridge r.o.w. as a trail.
4. Provide benches at the north end of the Bath Slough Trail.
5. Create staging areas at No.5 , Shell and No. 4 Road ends.
6. Connect Tait School/ Park site and the residential area to the waterfront by constructing a trail from Finalyson Road along the



Knight Street bridge



Bath Slough trail links to King George Park



No. 4 Road near Tait School



Dyke between Shell and No. 4 Road



River Road waterfront industrial use



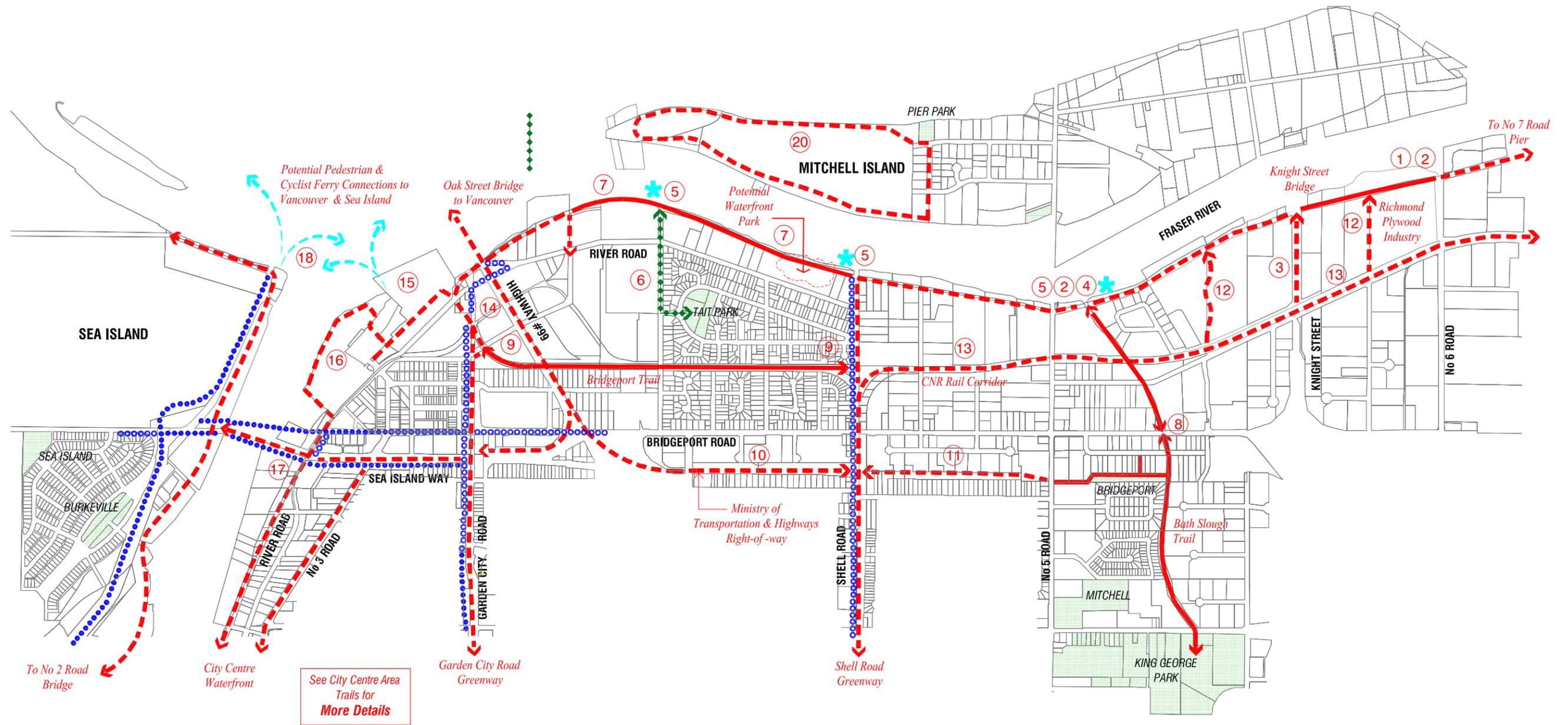
Bridgepoint Market

west side of No.4 Road.

7. Create a recreational trail on top of the dyke from Shell Road to west of No.4 Road by adding amenities such as benches and signage.
8. Work with Transportation Planning to investigate the potential of a constructing crosswalk at the intersection of Bridgeport Road and the Bath Slough Trail.
9. Add the directional signage and maps as part of the Bridgeport Trail and designated cycling route upgrade.
10. Work with Transportation Planning to investigate the potential construction of a trail on the Ministry of Transportation and Highways (MoTH) right-of-way between Shell Road and St. Edwards Drive as a direct connection to the Oak Street Bridge and as a potential eco-corridor.

### *Ongoing / Long Term*

11. Develop a trail on City owned property behind the residential area on Bird Street when redevelopment occurs. Connect this trail with the potential trail on the MoTH r.o.w. on the west side, Shell Road Greenway and on the east side, and connect it with the existing Bridgeport Industrial Park trail.
12. Allow for trail connections to the waterfront if the larger parcels in the East Richmond industrial area undergo redevelopment.
13. Consider opportunities to create a significant 'rail to trail' corridor to connect with the future Shell Road Greenway and the existing Bridgeport Trail (former CNR right-of-way) if the railway company discontinues services in the future.
14. Continue and connect the Bridgeport Trail at Van Horne Way to the waterfront via the Garden City Road extension.
15. Ensure continued public access along the waterfront in front of the former Bridgepoint Market site.
16. If redevelopment occurs west of Bridgepoint Market site, ensure maximum waterfront access and connections to No.3 Road, the Moray Channel Bridges, and to the City Centre waterfront.
17. Investigate the feasibility of a floating trail under the Moray Channel Bridge
18. As part of the waterfront and blueways program, consider pedestrian and cyclist ferries to Sea Island and Vancouver.
19. Ensure coordination with the Waterfront Development Strategy Master Plan for the waterfront areas.
20. As Mitchell Island redevelops, seek opportunities to maximize waterfront access.



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