

Waterfront Trail Maps and Drawings

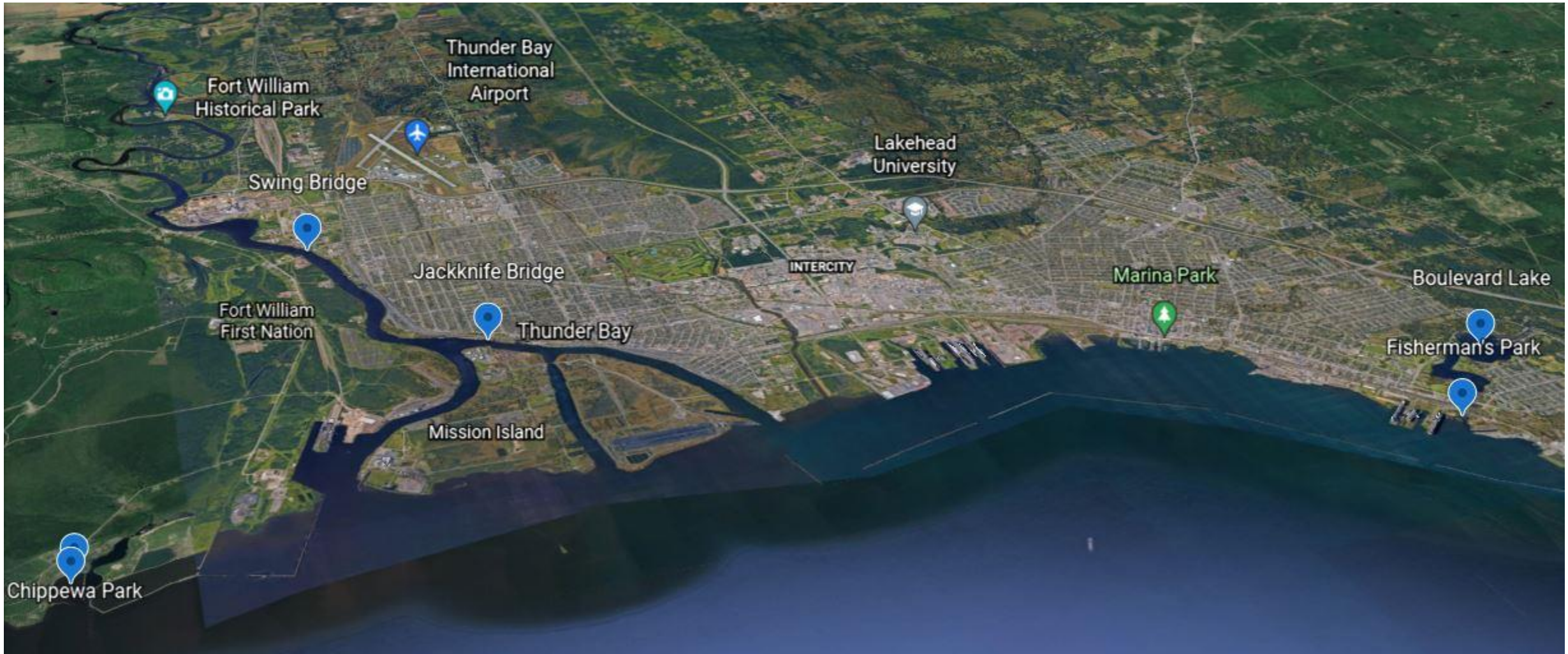
Moving South from Fisherman's Park to Chippewa Park

Sources: City of Thunder Bay, Google Maps, Google Earth

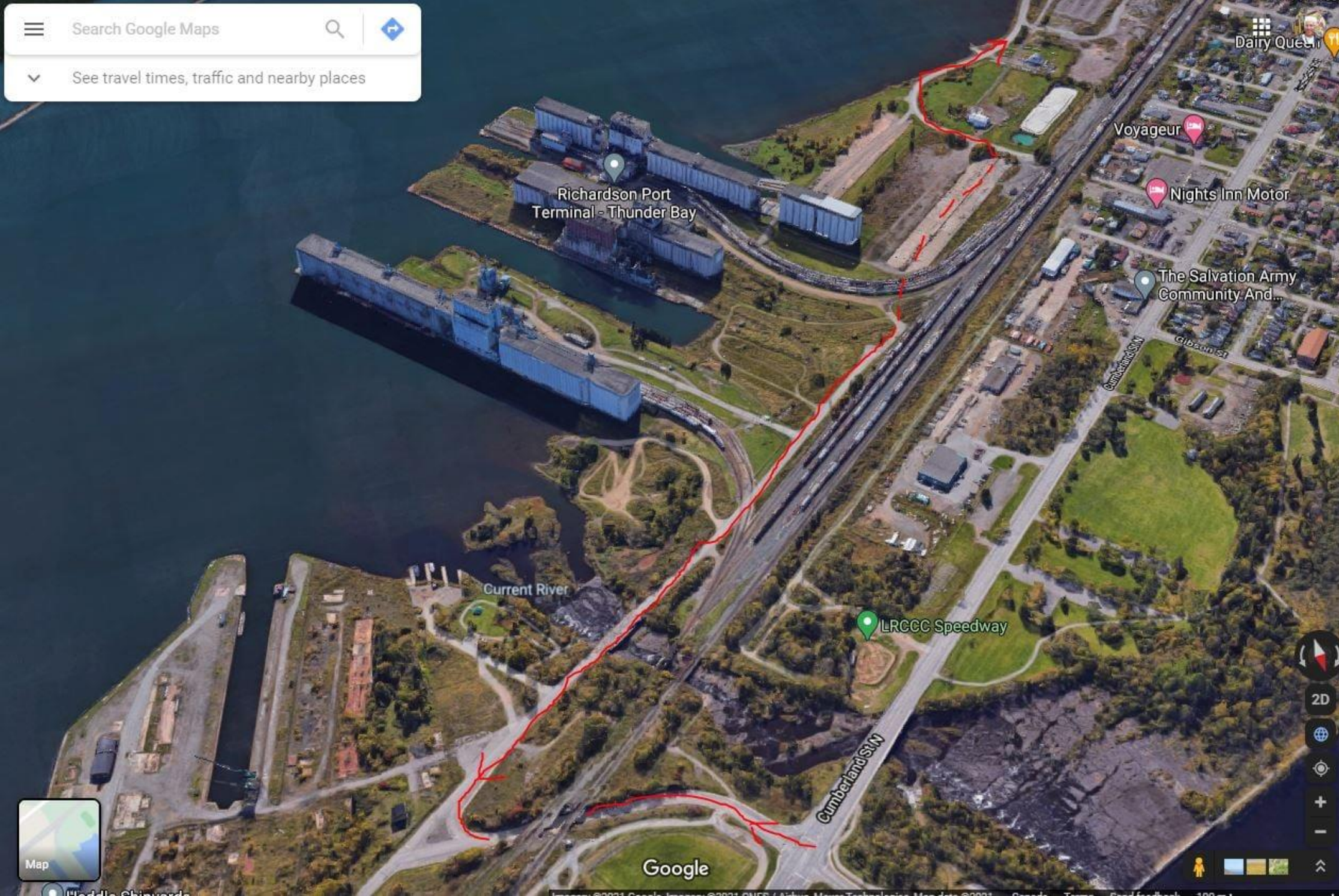
Waterfront Trail R.C.A.T



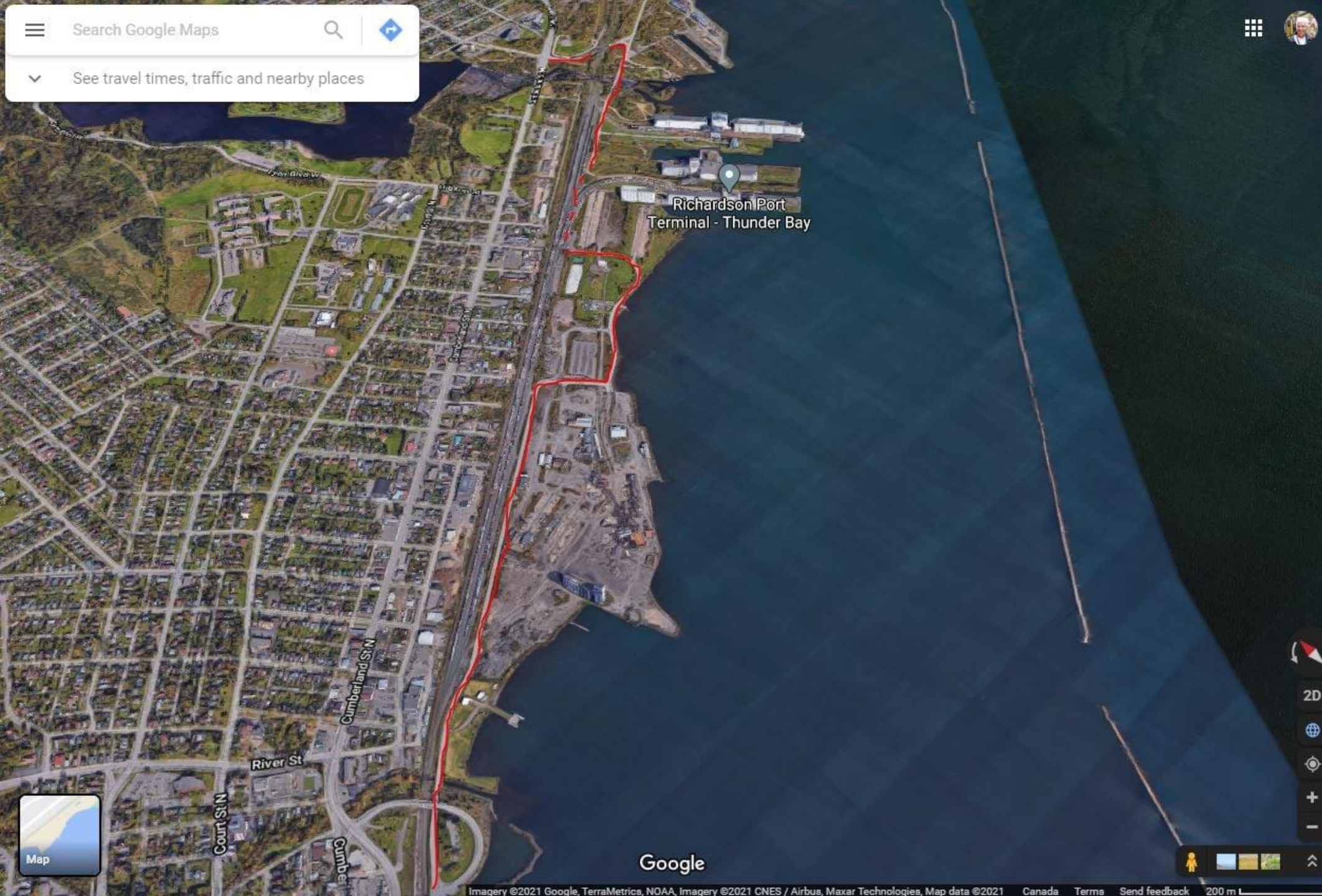
Port Arthur Rotary Community Action Team



The Overview of the Waterfront Trail highlighting Thunder Bay's Waterfront from Chippewa Park in the south to Fisherman's Park in the north



This Google Maps view of the northern-most section of the proposed Waterfront Trail extension is very exciting because it will essentially link the Parks of the Current River (Cascades, Trowbridge, Shuniah Mines, Centennial Park, Boulevard Lake and I suppose, the Casino Grounds) to the Waterfront Trail. Once one crosses Cumberland Street on Grenville Avenue, travelling east or towards the Waterfront, it will be a short jaunt through the rail underpass and then right on to Shipyard Road to Fisherman's Park at the top end (northern-most end) of the Waterfront Trail extension as shown with the red hand-drawn line. A major barrier on this section are the sets of tracks that access the Richardson Port Terminal and Viterra Grain Terminal but a planned overpass (hand-drawn dashed red line) would drop the trail user down on to Marina Park Drive at the south end to then, carry on to Marina Park and Prince Arthur's Landing. The connectivity that this section of expanded Waterfront Trail would provide to the Current River Parks is a game-changer!



A Google Maps Satellite view shows the section of Waterfront Trail extension with a hand-drawn solid red and dotted red line from the corner of Cumberland Street and Grenville Avenue in the north to Shipyard Road, turning right, travelling more or less south past the Richardson Port Terminal and Viterra Grain Elevator to the north end of Prince Arthur's Landing very close to the existing playground, near the Festival area.

Waterfront Trail Plan Update
June 7, 2021
Marina Park, North Water Street and Mouth of Current River
Segments



This map produced by the City of Thunder Bay shows the section of Waterfront Trail extension from just north of the Richardson Port Terminal (mouth of the Current River) to the south end of Marina Park or Prince Arthur's Landing, specifically, the Pool 6 Rail Lands (Cruise Ship Terminal and site of the Alexander Henry).



This map produced by the City of Thunder Bay shows the section of Waterfront Trail extension from just south of the Richardson Port Terminal to the north end of Prince Arthur's Landing very close to the existing playground.



This map produced by the City of Thunder Bay shows the section of Waterfront Trail extension from just north of the Northern Wood Preservers site, (now owned and operated by the Mid Continental Terminal) all the way to the bridge on Island Drive that crosses the Lakehead Region Conservation Area's Neebing-McIntyre Floodway. This 3.8 km section of the Waterfront Trail extension travels along Sleeping Giant Parkway, Maureen Street, Main Street and Island Drive. Negotiations need to occur with private landowners on sections of this Waterfront Trail.



This map produced by the City of Thunder Bay shows the 4.3 km. section of Waterfront Trail extension in the north from the bridge crossing the Neebing McIntyre Floodway to the Jackknife Bridge in the south.



This Google Maps view of the southern most section of the WTRCAT's vision between the Jackknife Bridge and Chippewa Park with its hand-drawn red line is only theoretical and is not meant to represent anything more than a concept to be used for discussion purposes with both Fort William First Nation and the City of Thunder Bay.

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