

ALEXANDRA BRIDGE

PROVINCIAL PARK MASTER PLAN



Province of
British Columbia

Ministry of Lands,
Parks and Housing
PARKS AND OUTDOOR
RECREATION DIVISION

MEMORANDUM

To: Mr. M.V. Collins
Assistant Deputy Minister
Parks and Outdoor Recreation Division
Ministry of Lands, Parks and Housing
Victoria, B.C.

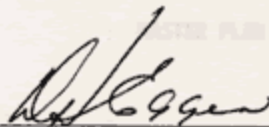
Date: 85-12-19
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The Master Plan for Alexandra Bridge Provincial Park is submitted for your approval.

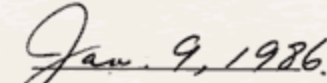
ALEXANDRA BRIDGE PROVINCIAL PARK

MASTER PLAN

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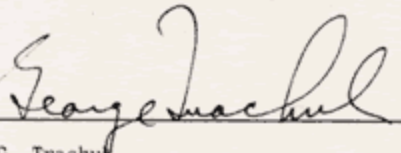


D. Eggen
Manager
Fraser Valley District

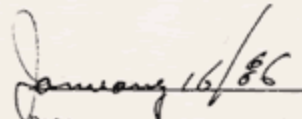


Date

APPROVED:



G. Trachuk
Director
South Coast Region



Date

**SOUTH COAST REGION
PARKS AND OUTDOOR RECREATION DIVISION
MINISTRY OF LANDS, PARKS AND HOUSING**

**ALEXANDRA BRIDGE PROVINCIAL PARK
MASTER PLAN**

**J. R. MORRIS
DECEMBER 1985**

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PART 1: SUMMARY AND BACKGROUND

A. PLAN SUMMARY

Alexandra Bridge Provincial Park will contribute significantly towards serving Division tourism and recreation goals by providing overnight camping and day use/interpretive opportunities to the travelling public utilizing Highway #1.

The park represents a virtually untapped recreation and heritage resource in the Fraser Canyon. The popularity and intensive use of nearby provincial parks indicates a demand for additional recreation opportunities. Existing use is centered on two rest stops constructed by the Ministry of Highways in 1973, however existing development is minimal and present facilities do not reflect the potential recreation opportunities the site could offer.

PHOTO NOT AVAILABLE

VIEW OF FRASER RIVER LOOKING NORTH TOWARDS OLD ALEXANDRA BRIDGE

The purpose of the new development proposed for the park is to enhance the significant recreational opportunities the park has to offer for the use and enjoyment of the residents of B.C. and our visitors.

B. REGIONAL AND PROVINCIAL CONTEXT

Alexandra Bridge Provincial Park is situated adjacent to the Fraser River approximately one kilometer north of Spuzzum. The 55 hectare park spans the Trans Canada Highway and has access from both north and south bound lanes (see Figure 1).

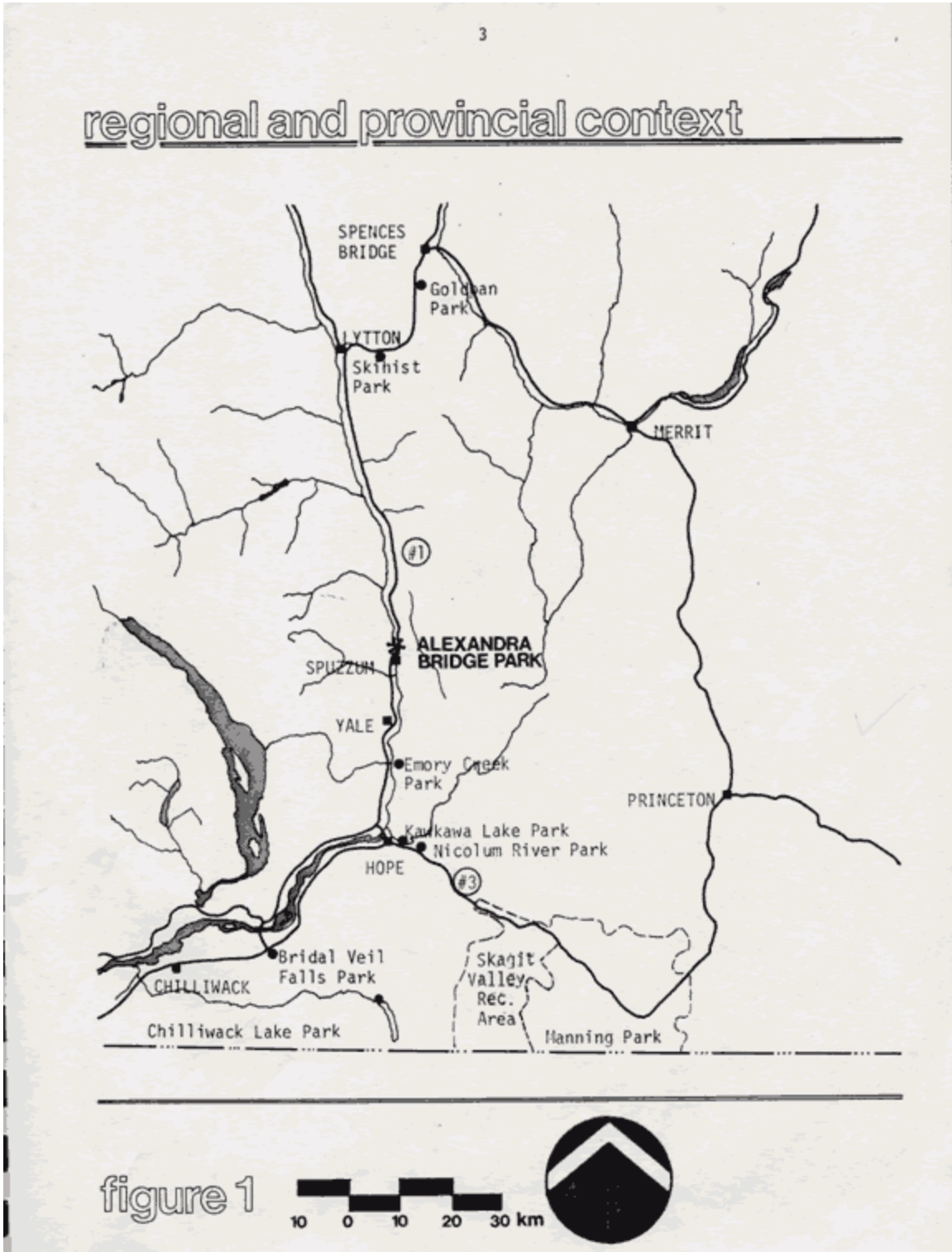
The site has been a natural stop-over and crossing of the Fraser River since the area was first populated and represents a virtually untapped recreation, natural resource and heritage resource in the Fraser Canyon. Existing recreational use of the site is centred on two rest stops constructed by the Ministry of Highways in 1973.

Established on July 26, 1984 as a Class A Provincial Park because of the inherent natural, historical and recreational attributes, the primary objectives for this park are to provide the travelling public with a convenient respite for roadside picnicking and camping, as well as opportunities for both natural and historical interpretation in the Fraser Canyon.

There are several other provincial parks in the local vicinity that provide additional recreational opportunities and diversity. For example, Emory Creek Provincial Park provides camping, fishing and gold panning opportunities adjacent to the Fraser River in a forest/river setting. E.C. Manning Provincial Park is a large year round, multi-use park that offers diverse forms of recreation ranging from winter activities, camping and horseback riding. At Kawkawa Lake, a variety of lake oriented day use opportunities are offered, while at Bridal Veil Falls, picnicking and viewing of the magnificent falls are emphasized.

Figure 1

Regional and Provincial Context



C. RESOURCES

1. NATURAL RESOURCES

a) Natural Regions/Regional Landscapes

Alexandra Bridge Provincial Park lies within the Province's Coast Mountains Natural Region. It is categorized in the lower mainland - Skagit Mountains Regional Landscape, however due to its small size does not satisfactorily represent the conditions outlined in this regional landscape. This landscape is characterized by major low elevation valleys, densely forested mountain slopes, wet climate and a variety of pointed, serrated and rounded peaks.

b) General Climate

The climate in the park is similar to the coastal environment maritime zone. Summer is relatively warm and dry, while winter is usually cold and wet. Mean annual precipitation for the physiographic region ranges from 30-150 cm. January mean daily temperatures range 0-15°C. July mean daily temperatures range 14-22°C (Source: Catalogue of Climatological Stations, 1976).

c) Physiography

With the small area that the park covers, physiographic diversity is of limited significance. Rising steeply on the east bank of the Fraser River, the site contains two well defined glacio-fluvial benches. The lower of the two accommodates the Trans Canada Highway. The upper bench is accessible from a logging road that skirts the terrace above an existing gravel pit. The park does however provide the opportunity for describing the Fraser Canyon geological phenomenon.

The road cut through the lower terrace reveals stratified layers of coarse material that are well drained with low water holding capacity and poor structure. Due to their poor structure, the soils in the park are susceptible to erosion if disturbed. The informal trails leading from the parking areas to the 1926 highway grade illustrate this erosion problem.

d) Hydrology

The closest source of hydrologic data for the Fraser River is a Canada water survey station at Hope. According to the readings at this station, water levels fluctuate on the average 4 to 5 metres each year maximum and minimum daily levels from 1960-1979 were 8.423 metres and 3.377 metres respectively. High water occurs in June while March is the low flow period. As a consequence of many factors, including the large watershed size and extensive resource development, turbidity in the Fraser River is very high (Source: Emory Creek Master Plan, July, 1984).

e) Vegetation

The park is situated at the eastern range of the Coastal Western Hemlock, Douglas Fir - Western Hemlock subzone (Krajina, 1970). This subzone is characterized by the following trees. Douglas Fir (Pseudotsuga menziesii), Western Hemlock (Tsuga heterophylla), Western Red Cedar (Thuja plicata), Grand Fir (Abies grandis), Western White Pine (Pinus monticola), and Lodgepole Pine (Pinus contorta). Deciduous trees include Red Alder, (Alnus rubra), Vine Maple (Acer circinatum), Bigleaf Maple (Acer macrophyllum), Bitter Cherry (Prunus emarginata), and Balsam Poplar (Populus balsamifera).

Understory plants include Red Huckleberry (Vaccinum parvifolium), Salal (Gaultheria shallon), Mahonia (Mahonia nervosa), Bunchberry (Cornus canadensis), Twinflower (Linnaea borealis), and Snowberry (Symphoricarpos albus).

f) Fish And Wildlife

Of the fish and wildlife resources within the park, the fisheries resources of the Fraser River are the most significant. The Fraser River is the largest fish producing water course in the Province. Millions of the five species of Pacific Salmon, namely Spring, Coho, Chum, Pink and Sockeye pass the park on their way to the spawning grounds scattered throughout the tributaries of the river. Due to the federal regulations governing salmon, Sockeye, Pink and Chum species cannot be fished except by Native Indians for personal consumption. There are, however, several species that can be fished including Rainbow Trout, Dolly Varden Char, Sturgeon, Mountain Whitefish, and Steelhead Trout.

The wildlife in the park is generally made up of small mammals and bird species such as Grey Warbler, Chestnut-backed Chickadee, Varied Thrush, Douglas Squirrel, Northwestern Chipmunk and the Cascade Deermouse. The small area and low resource diversity of the park are not conducive to a major wildlife presence, however, species known to range in the area include Mule Deer, Black Bear and Cougar.

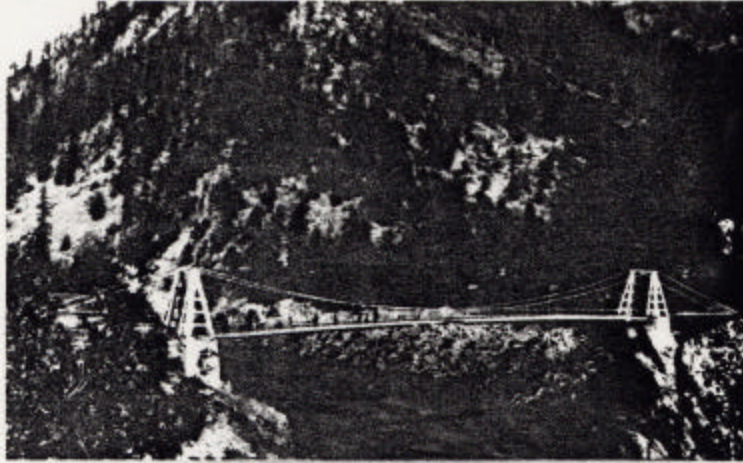
2. ARCHAEOLOGICAL AND HISTORIC RESOURCES

There are no archaeological sites recorded in the park, however this area of the Fraser Canyon had been inhabited by several Indian tribes over the past 12,000 years. Represented by the Halkomelum (Stalo) and Lower Thompson tribes, these people relied upon fishing and hunting for their livelihood. West of the old bridge site is an ancient Indian camp and fishing site, currently Indian Reserve I.R. 3A Teequaloose. This site is still used by Native Indian for salmon fishing.

Simon Fraser brought his first expedition through this area in 1808. The 1848 Anderson Brigade trail from Fort Yale to Spuzzum and Merritt was the first attempt to establish a route through the Fraser Canyon. A canoe, and later a ferry near Spuzzum, took traffic to the east bank of the Fraser River. From there, the trail extended to Chapmans Bar, eastward to Lake House and beyond to Fort Kamloops.

The route was superseded after the 1849 season by the Hope to Tulameen Brigade trail, providing a less direct but easier route to Fort Kamloops.

1861 - 1863 – Alexandra Bridge



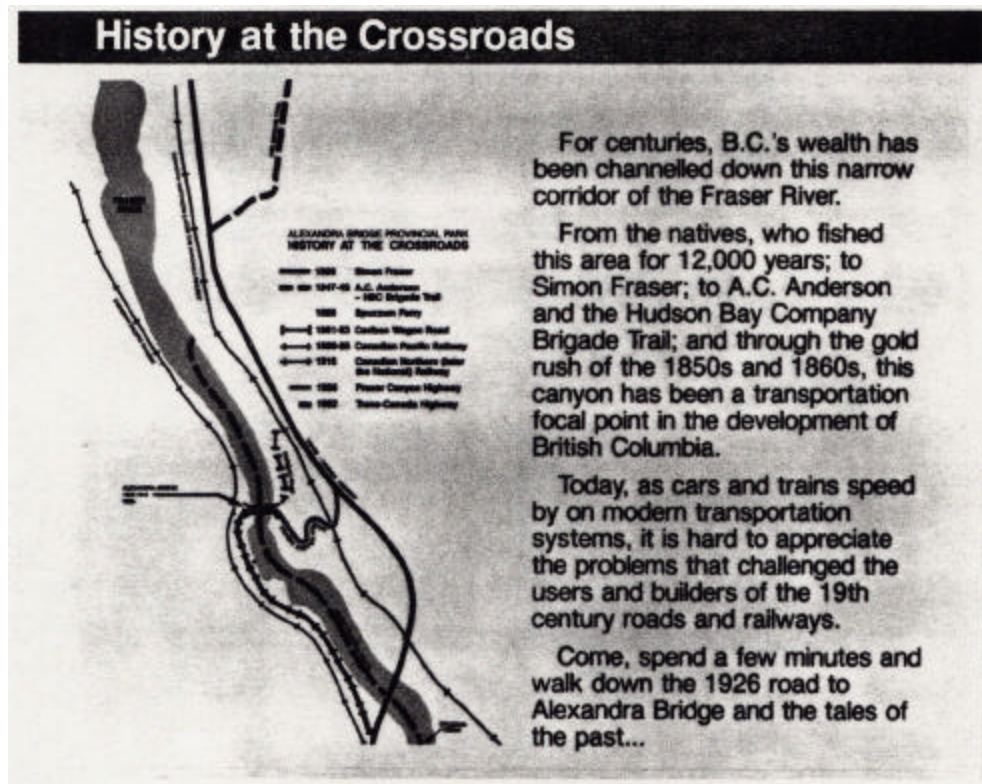
The Royal Engineers surveyed a route through the Fraser Canyon, including the bridge crossing. However, the section of road between Chapman's Bar and Boston Bar was constructed under contract to Joseph Trutch.

By September, 1863, the spectacular 91.44 metre (300 foot) suspension bridge was complete. The bridge was tested by driving a four horse team and a 2.75 tonne (3 ton) wagon over the span. To everyone's delight, the deflection was less than .635 cm ($\frac{1}{4}$ of an inch).

To recover the \$45,000 cost of construction, a toll of \$7.40 a ton was charged.

With the influx of gold seekers in the late 1850's the need for a more direct route became apparent. In 1861, a party of royal engineers located a site for the construction of a bridge across the Fraser that was to replace the cable ferry at Spuzzum. Joseph W. Trutch, who later became the first Lieutenant Governor of British Columbia, was awarded the contract. The first bridge, named after the Princess Alexandra of Wales, was completed in 1863 but both it and the Cariboo Wagon Road fell into relative disuse with the completion of the Canadian Pacific Railway. In 1894, much of the bridge's decking washed away in a flood, and in 1912 the suspension cables were cut to preclude the possibility of accidents on the derelict structure.

With the increasing use of the automobile it became apparent that a road would once more have to be built through the Fraser Canyon. In 1926, a new suspension bridge was constructed on the same site using the original 1863 abutments. This structure remains intact today along with part of the old highway and what are perhaps some of the best preserved sections of the original Cariboo Wagon Road immediately east of the bridge. The second bridge served until 1962, when it was replaced by the second high volume structure used today. In 1974 the bridge was designated an historic site under the Archaeological and Historic Sites Protection Act (Source: Alexandra Bridge Recreation Capability Study, Nov. 1981).



3. VISUAL RESOURCES

a) Visual Analysis Viewshed

Because of its small size the park area is an incomplete visual unit. The whole unit encompasses the surrounding mountainsides and the Fraser River.

b) Visual Analysis Forests

The dominant visual orientation of the park is the canopied experience created by the overhead plane of the forest throughout the park area. The texture and colour of the coniferous forest defines a year round "ceiling" and creates a feeling of identity with the natural character of the forest.

c) Visual Analysis Viewpoints

A superior viewpoint occurs just south of the 1926 highway on the high bank overlooking the Fraser River, south east towards the 1963 bridge location.

Several minor viewpoints overlooking the Fraser River Valley occur at the top of the high bank created by the CNR right-of-way.

Several possible viewpoints occur at the edge of the treeline at the southernmost boundary of the park looking south down the Fraser River valley.

4. RESOURCE ANALYSIS:

SIGNIFICANCE TO PARK SYSTEM CONSERVATION GOALS

a) Representative Landscape

Natural resources are insufficient to represent the regional landscape.

b) Special Natural Features

Representation of the Fraser Canyon geological phenomenon. Representative of the salmon run, traditional Indian culture dependence upon it, and International, Federal, and Provincial conservation and enhancement programs.

c) Historical Resources

Representation of the transportation history of one of the major transportation routes through the province.

Specific historical resources include:

- 1926 Fraser Canyon Road remains and Alexandra Suspension Bridge (bridge was designated a provincial heritage site in 1974)
- Remains of original Alexandra Suspension Bridge (abutments) built by Joseph Trutch, 1863
- Remains of Cariboo Wagon Road
- Construction of CN trans-continental railway
- Construction of CPR trans-continental railway (across bridge from provincial park)
- Construction of new Trans Canada Highway and new Alexandra Bridge in 1963.

SIGNIFICANCE TO PARK SYSTEM RECREATION GOALS

a) Day Use - Information and Education

The most significant use of the park as demonstrated by existing use patterns is day use activities. The site west of the Trans Canada Highway is used extensively as a rest stop with people utilizing existing toilet facilities, picnic tables and interpretive displays. The site has significant potential for expansion of interpretive facilities, picnicking, viewpoint and trail development. Opportunities for sports fishing also occur, although somewhat minor, due to restrictions imposed by federal regulations.

b) Camping

The parks proximity to the Trans Canada Highway in conjunction with the natural and cultural features of the site have generated a high level of recreational interest. Land with suitable terrain is available for campground development.

SIGNIFICANCE OF RESOURCES TO PARK SYSTEM TOURISM GOALS

The historic natural and cultural resources at Alexandra Bridge Park combined with its proximity to the Trans Canada Highway makes the park a valuable daytime or overnight rest stop for the motoring tourist. The park is an ideal location for the dispersal of provincial park system opportunities.

D. LAND TENURES, OCCUPANCY RIGHTS, JURISDICTIONS (Figure 2)

1. Leases and use permits - a) Forest Service Road, File - OZ89846.
2. Fee simple lands - none.
3. Other tenures - a) informal native Indian fishing area around bridge (in conjunction with I.R. on west side of river).
4. Trespasses - none.
5. Mineral claims - none.
6. Statutory jurisdictions - a) Hunting regulations: the discharge of firearms is prohibited within the park boundaries.
b) Water rights: F.W.L. 7842 - Skuet Brook - domestic use of 5000 gallons/day. Held by parks.
7. Major additions note: a) See O.I.C. 1323/84 Schedule 1. Items 10, 11, 12 omitted and are in the process of being added at this time.

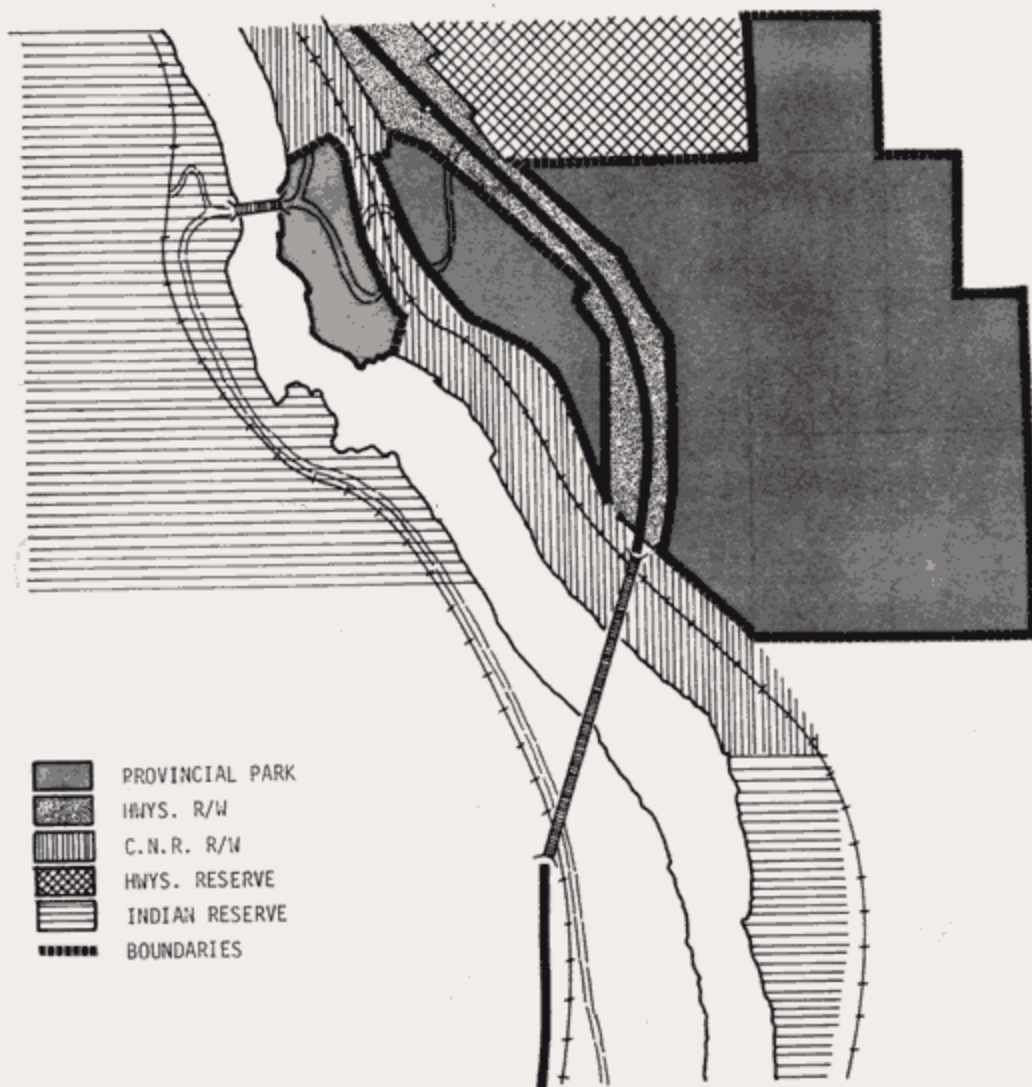
E. EXISTING FACILITIES

Existing facilities consist of the following (Figure 3)

FIGURE 2
Land Status

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land status

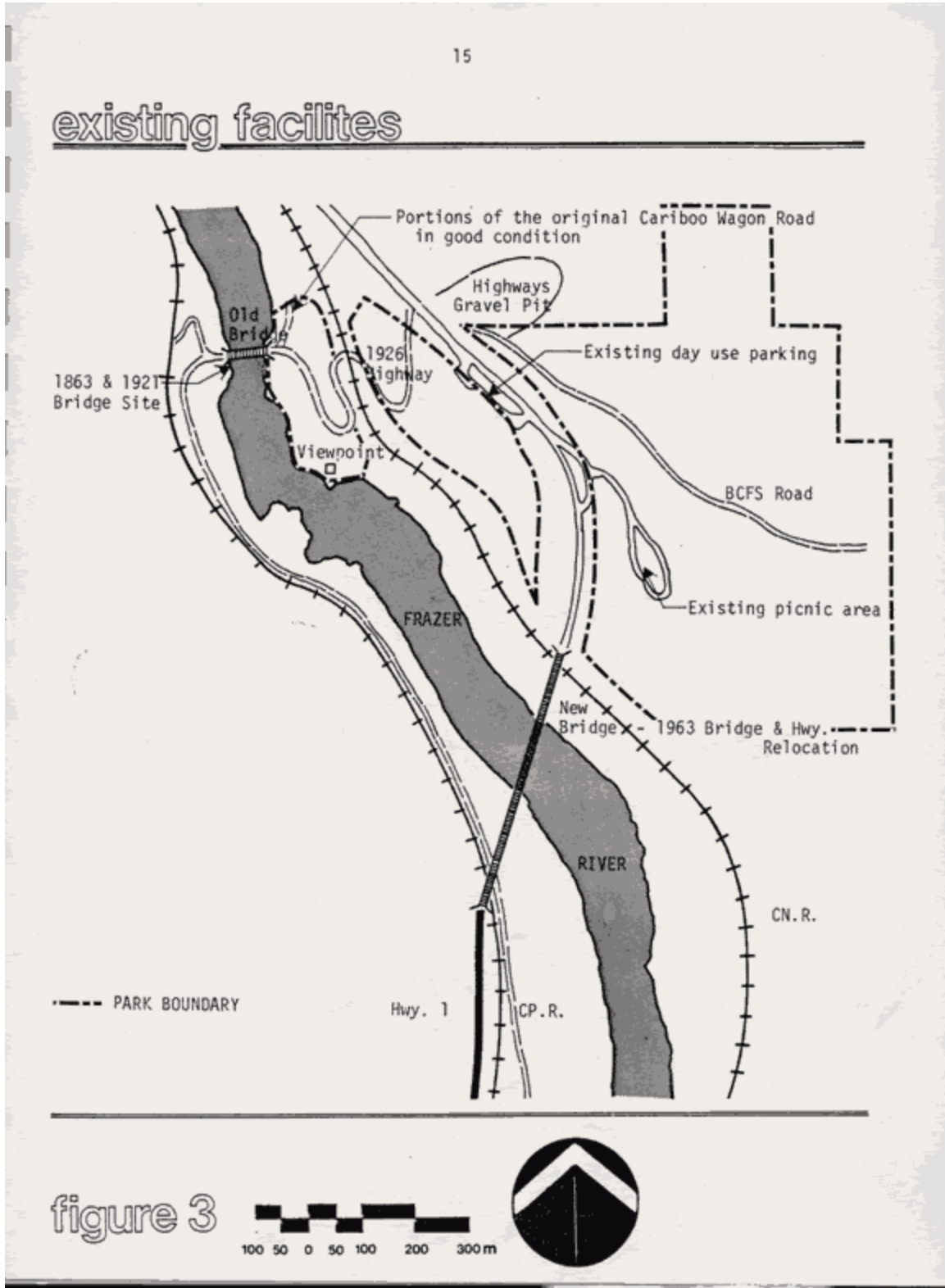


-  PROVINCIAL PARK
-  HWYS. R/W
-  C.N.R. R/W
-  INDIAN RESERVE
-  BOUNDARIES

figure 2



FIGURE # 3
Existing Facilities



F. MARKET ANALYSIS

1. EXISTING USE

The majority of visitors to Alexandra Bridge Provincial Park are highway travellers en route to other destinations who stop for a rest, picnic and/or to view the historic bridge site. The park also plays a minor role as a day use destination picnic site for the local/regional residents. Although park use figures have not been kept at the site, intensive day use and camping at nearby Emory Creek, Skihist and Goldpan Parks indicate the popularity of the Provincial Park sites.

Existing recreational use of the site is centered on two rest stops constructed by the Ministry of Highways in 1973. Existing development is minimal and present facilities do not reflect the potential recreational opportunities the site could offer.

2. SUPPLY

The market area that the park serves covers Highways #1 and #3 from Spences Bridge to Princeton and as far west as Bridal Veil Falls. The supply of park and outdoor recreation related services are represented by public and private facilities throughout the market area. The summary of supply is provided in chart form in Appendix 1.

3. DEMAND

There is very little information available to assess specific demand for outdoor recreation, however some evidence of general demand can be hypothesized based on nearby park attendance records, highway traffic volumes, private campground numbers, and community growth.

Park use attendance figures provide a measure of demand based on consumption of service. The Fraser Canyon route is heavily used by tourists and the need for transient camping facilities is demonstrated by the intensive use experienced at existing parks between Spences Bridge and Hope. Emory Creek, Skihist and Goldpan with a total of over 110 campsites are consistently occupied over 90% capacity during July and August. Similarly, camping opportunities east of Hope on Highway #3 reflected high attendance figures for the same period (Source: Park data).

The presence of a large number of private campgrounds in the area suggests that a competitive market exists. In the last two years, the campsite supply of the private sector has increased by 150 additional campsites, accounting for a 13% increase. On a provincial scale, short term park use attendance figures over the 1980's reveal a downward trend in consumption. Longer range forecasts related to provincial population growth and highway traffic volumes indicate substantial increases. The population of the Lower Mainland, for example, is projected to increase as much as 12% between 1986 and 1991 while summer highway traffic volumes are projected to increase annually by 3-5% (Source: GVRD).

From a regional perspective the completion of the new Coquihalta Highway in 1986 from Hope to Kamloops will affect highway use along the Fraser Canyon. As it is impossible to predict what affect this new route will have, this plan recommends that the Fraser Canyon route should be carefully monitored before any major facility development campground is started.

4. IMPLICATIONS

Park use attendance figures of nearby provincial parks, perceptions of demand by the private sector and long range forecasts in population growth indicate a need for the provision of increased camping opportunities.

The impact of significant traffic volume reduction along the Fraser Canyon on demand for camping opportunities is difficult to assess. The Fraser Canyon has been a popular route for the touring public due to its wealth of natural and historical attributes and is likely to remain so. Provision of camping and day use opportunities at Alexandra Bridge Provincial Park will add to promoting the Fraser Canyon for tourism.

G. PLANNING ISSUES

1. Role of Alexandra Bridge Provincial Park as a transient/destination recreation area along the Fraser River.

The primary role of Alexandra Bridge Provincial Park is the provision of overnight camping and day-use/interpretive opportunities to the travelling public, utilizing Highway #1.

The park represents a virtually untapped recreation and heritage resource in the Fraser Canyon. The popularity and intensive use of nearby provincial parks indicates a demand for additional transient/destination recreation opportunities. Because of its suitable land base and heritage resources Alexandra Bridge Park could supply the needed recreational opportunities for the enjoyment, convenience and comfort of the residents of British Columbia and their visitors. Thus, the park could contribute toward the fulfillment of both the recreation and conservation goals of the provincial park system in the Lower Mainland region and the province as a whole.

2. Relationship with Heritage Conservation Branch with Respect to the Planning and Management of the Historic Bridge.

Three Government agencies have potential input to the planning and management of the bridge structure: Parks and Outdoor Recreation Division - due to the location of the park adjacent to the structure; Heritage Conservation - due to the bridge's designation as a heritage site; and Ministry of Transportation and Highways due to ownership of the structure. Because three Government agencies are involved questions arise as to who is going to assume responsibility of management of the structure, who will assume responsibility for planning strategies for interpretation and restoration of the bridge and who will assume responsibility for funding strategies for restoration and management of the bridge?

3. Provision of Automobile Access Camping with Respect to other Private Sector Development

Demand studies indicate a need for additional provincial park camping facilities in the study area. The available land base (i.e. suitable terrain for campground development) in the park can accommodate approximately 50 units. An addition of 50 units at this location represents a 3.5% increase in camping opportunities in the total market area.

4. Improved Highway Access to the Park, Day Use Parking and Campground.

At present off-highway access to the park is less than ideal, as the park is bisected by the Trans Canada Highway. Park land west of the highway is accessible to south bound travellers. However, northbound access involves a left turn across the highway presenting a potential hazardous situation. Similarly access to facilities on the east side of the highway is accessible to northbound travellers but potentially dangerous to southbound travellers because of the left turn across the highway.

Pedestrian access between the sites on either side of the highway presently involves crossing the highway on foot which also presents a potential hazard. While there is no "ideal" solution to these access and circulation questions, several options are available to help reduce the potential hazards.

5. Level Crossing Across CNR Right-of-Way (tracks) to Provide Pedestrian Access to the Historic Bridge Site.

A board order will be required from the Canadian Transport Commission before approval can be obtained from C.N.R. for a level pedestrian crossing across the tracks.

PART II: THE PLAN

A. SPECIFIC OBJECTIVES

The general purpose of Alexandra Bridge Provincial Park is to provide overnight camping and day use/interpretive opportunities to the travelling public utilizing highway #1 through the following objectives.

- To enhance and increase day use opportunities by expanding picnicking facilities
- To present the role Alexandra Bridge played in the development of the province, the construction and use of the original Cariboo Wagon Road and bridge based on extant remains at the site, and historical and present Native Indian use of the site, to the public as an interpretive/information package
- To provide 7,650 camping opportunities annually.

B. ZONING

To assist in the planning and management of Alexandra Bridge Park it has been divided into a development zone and a heritage sub-zone (Figure 4).

FIGURE 4
Zoning Map

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zoning map

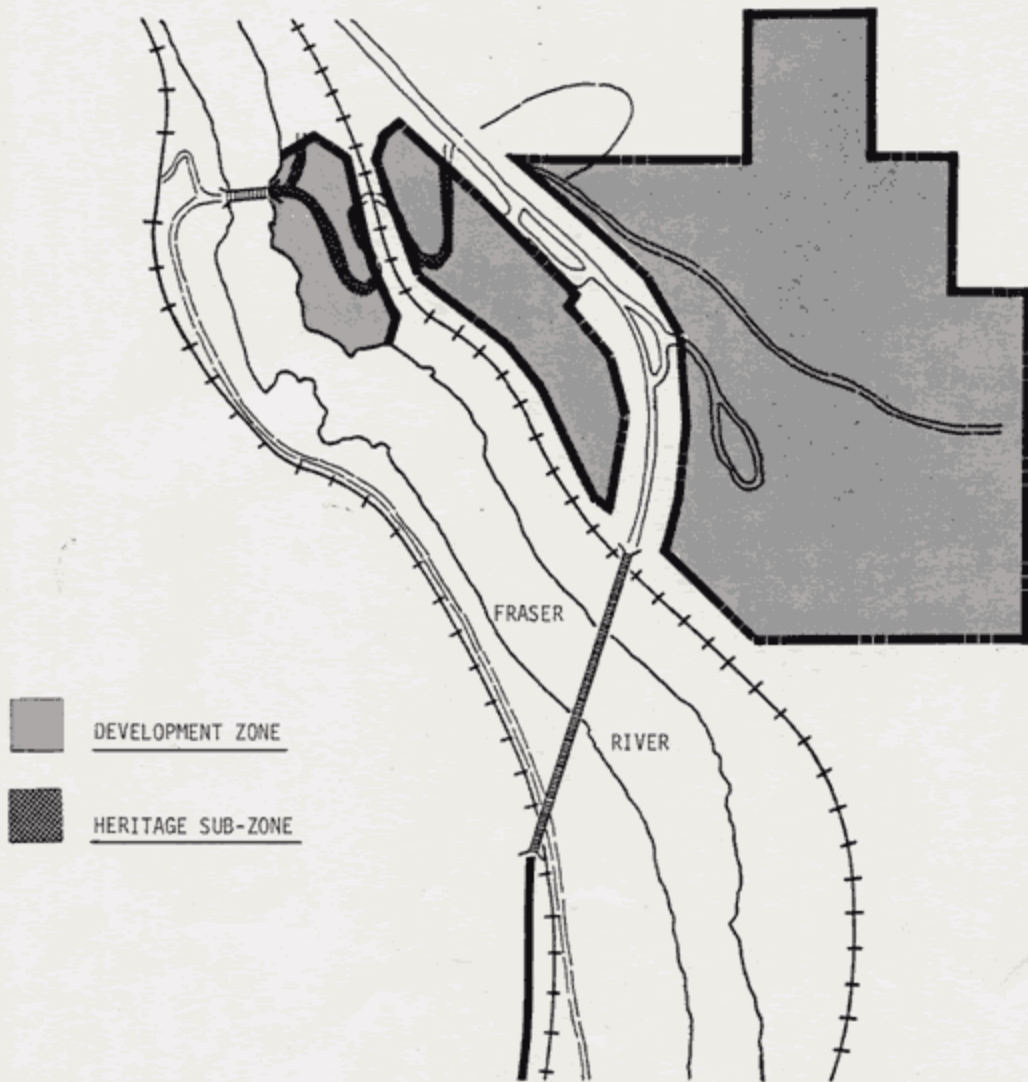


figure 4



1. DEVELOPMENT ZONE

The purpose of the development zone is to provide a variety of facility oriented recreational opportunities. With the park's small area and relatively intensive use of the entire site, its purpose and objectives are best served if the entire park (excluding the heritage sub-zone) is planned and managed with the same degree of use levels and facility development.

PHOTO NOT AVAILABLE

2. HERITAGE SUB-ZONE

The purpose of the heritage sub-zone, including the extant remains of the Cariboo Wagon Road, 1926 highway, and the designated heritage bridge site, is to ensure that management actions will maintain or restore the historical attributes of the park.

This subzone recognizes the importance of preserving the historical attributes of the park and addresses the park objectives of presenting these historical features to the public in an interpretive package. (Note: The bridge is designated by Heritage Conservation Branch as a heritage site but is currently under the jurisdiction of the Ministry of Transportation and Highways).

C. DEVELOPMENT PLAN

Alexandra Bridge Provincial Park is under-developed and existing facilities do not reflect potential recreation opportunities the site could offer.

The following development is proposed in consideration of the objectives for the park.

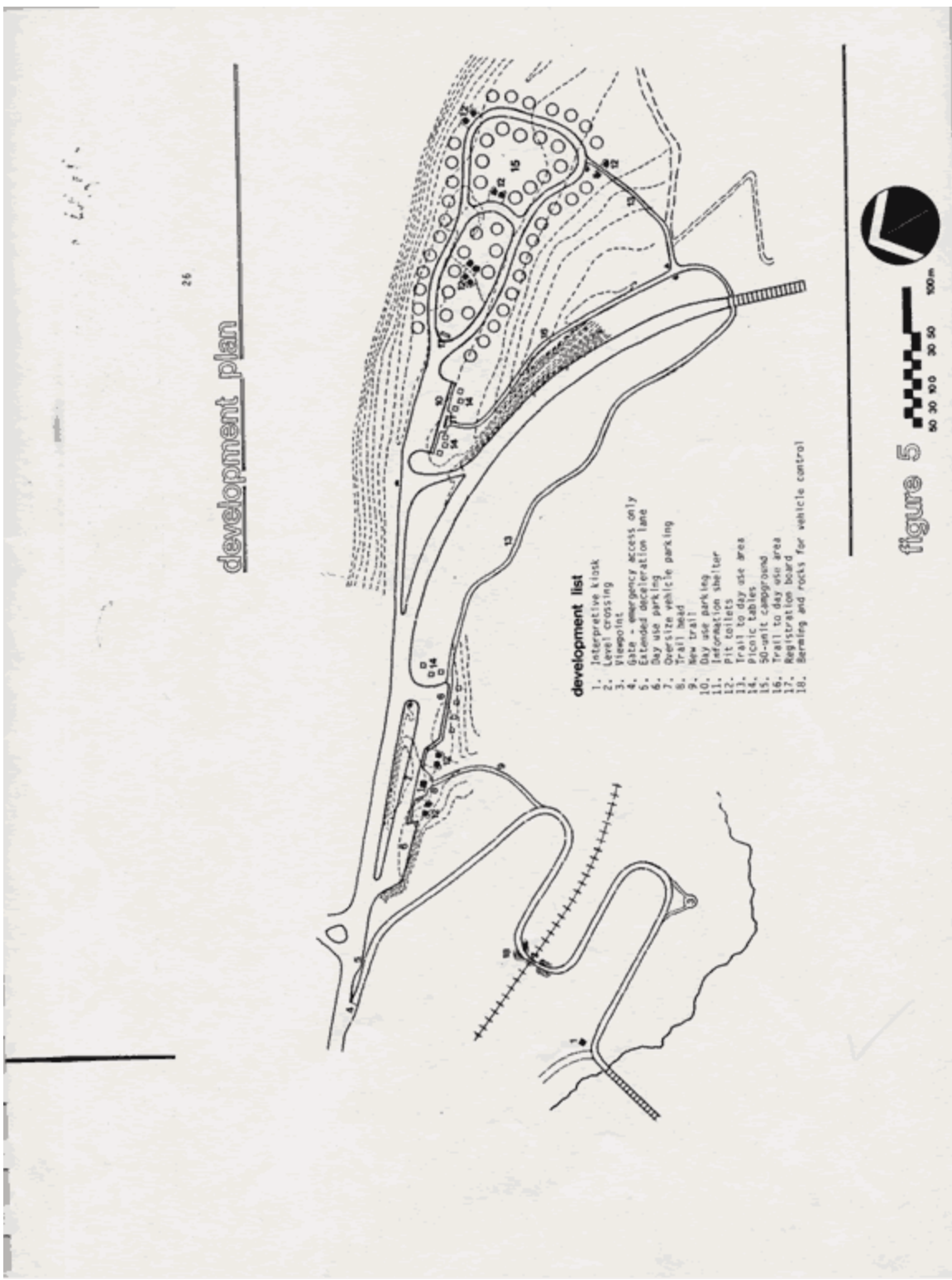
1. Roadside Reststop Areas

- Improvements to the access and circulation system

- a) Provision of highway signage indicating vehicles turning left; signage for drivers of vehicles to reduce speed.
- b) Deceleration lanes for access to sites on west (southbound) and east side (northbound) of highway.
- c) Provision of day use parking on east side of highway adjacent to the proposed campground development with trail access under the new Alexandra Bridge abutment and then northward along the top of the ridge to the day use area west of the highway.
- d) Re-designing the entrance road to the east site to permit a more accessible left turn across the highway.

- Expansion of picnic facilities
 - Improvement of sanitary facilities
 - Improvement (coordination) of interpretive signage
 - Construction of trail head with appropriate signage directing people to interpretive site.
2. Trail System and Viewpoint
- Provide trail from trailhead at reststop to Bridge site, utilizing portions of 1926 highway
 - Provide level crossing across C.N.R. right-of-way with appropriate signage
 - Provide viewpoint at top of bank overlooking Fraser River with interpretive package; appropriate safety railing will have to be constructed in hazardous areas
 - Provide interpretive package of old Cariboo Wagon Road and Bridge site (see Figure 5).
3. Campground
- A 50-unit campground would be developed in the vicinity of the existing loop east of the highway
 - Sanitary facilities would be upgraded
 - Access to the campground from Highway #1 would be improved
 - Safe trail access from the campground to the Bridge site would be constructed.

FIGURE 5
Development Plan



D. MANAGEMENT POLICIES

1. RESOURCES

a) Land

The land area will be managed for intense levels of recreational use. Manmade surface materials will be maintained as required and the existing balance of natural and developed areas in the development zone will be retained.

Manmade surface materials in the heritage sub-zone (i.e. portions of the 1926 highway and Cariboo Wagon Road) will be managed as historic resources according to suggested management guidelines by Heritage Conservation Branch.

b) Vegetation

Trees should be monitored on an annual basis for any hazards that may affect public safety and corrective action taken as required. Trees and understory vegetation will be retained and managed in as much of a natural state as possible. Plant material used in any revegetation programs will consist of species native to the area.

c) Wildlife

Existing wildlife species and habitat will be retained at present levels as much as possible.

d) Cultural

The historical significance of Alexandra Bridge, the original Cariboo Wagon Road and Native Indian use of the site will be presented to the public through the Visitor Information Program.

- i) Provincial Parks Branch will assume the ultimate responsibility for management of the historic bridge structure, under provisions outlined in the Park Act.
- ii) Planning strategies for the interpretation and restoration of the historic bridge will be assumed jointly by Heritage Conservation and Provincial Parks Branch.
- iii) At the present time the historic bridge structure is the legal property of the Ministry of Transportation and Highways. No provision for funding has been made to date for restoration or management of the historic structure.

e) Visual

The visual quality of the park will be managed with an emphasis on retaining the "natural" parklike quality of the site. The visual quality of the park will be upgraded in those areas that have recently been degraded through construction, vandalism or indiscriminant use.

The visual design and location of all interpretive signage and signage structures will be coordinated at the site design level to provide a consistent, well organized package.

E. MARKETING AND INFORMATION PROGRAM

The marketing and public information strategies for Alexandra Bridge will occur from two basic sources. First, the information will be supplied to the tourist travelling the Fraser Canyon route through the standard provincial parks map, brochures and staff referrals, and secondly through local heritage organizations throughout the Canyon dealing with transportation related themes. As a regional heritage plan is developed by Heritage Conservation Branch, coordination will be required with the local heritage groups to present the park in a way which compliments other interpretive centers.

F. PLAN IMPLEMENTATION

The development of Alexandra Bridge Provincial Park will follow closely its goals and objectives.

Information, improved access and expansion of day use facilities is recommended as Phase I. The monitoring of the new Coquihalla Highway and its effect on traffic patterns along the Fraser Canyon should precede any major facility developments such as a 50 unit campground.

In order to facilitate proper development of this park this plan recommends the following phases.

Phase I

1. Improved Highway Signage
 - Continued discussion with Ministry of Transportation and Highways about future campground development and major access. These discussions would also focus on traffic flow, additional signage and the possible need for deceleration lanes.

2. Expand Existing Day Use Facilities
 - This includes interpretive/information/sanitation facilities, improved trailhead access to the old bridge and an information kiosk at the bridge, and viewpoint of the Fraser River.
3. Provide Level Crossing Across C.N.R. Right-of-way with Appropriate Signage
 - A Board order will be required from the Canadian Transport Commission before approval can be obtained from C.N.R. for a level pedestrian crossing across their tracks.

Phase II

1. Expand Picnic Facilities
 - The area adjacent to the proposed campground should be developed for day use opportunities that include a trail.
2. Campground Development
 - After monitoring the affect of traffic patterns caused by the Coquihalla Highway and when user demand dictates, a 50 unit campground on the east side of the highway should be constructed.
 - This campground would have associated sanitary/information facilities.
3. Visitor Information
 - The historical significance of the old bridge and the Fraser River itself provides a major visitor attraction. An interpretive/information program will be developed in conjunction with other Provincial Parks in the region.

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APPENDIX 1: OUTDOOR RECREATIONAL SUPPLIERS

	CAMPING # OF SITES	FISHING	SWIMMING	PICNICING	HIKING	WINTER RECREATION	VIEWING	GROUP USE	BOATING	DAY USE PARKING
<u>PROVINCIAL PARKS</u>										
Skihist	■ 68			■			■			33
Gold Pan	■ 14	■	■	■						15
Bridal Veil Falls				■	■		■			60
E.C. Manning	■ 473	■	■	■	■	■	■	■	■	1375
Emory Creek	■ 34	■			■		■			
Kawkawa Lake		■	■	■					■	105
Nicolum River	■ 9	■		■						10
<u>MUNICIPAL PARKS</u>										
Memorial Park (Hope)				■				■		
<u>PRIVATE CAMPGROUNDS</u>										
Camper's Roost Park	■ 52		■							
Canyon Alpine Motel "W"	■ 20									
Coquihalla Campsite	■ 135		■							
Cariboo Trail Campground	■ 36		■							
Flood Falls Campsite	■ 33	■								
Holiday Motel Trailer Park	■ 15		■							
Hope K.O.A.	■ 150		■							
Hunterville Campsite	■ 30									
Poole's Evergreen Resort	■ 100	■	■							
Snowwhite Campsite	■ 40	■	■							
Wild Rose Campground	■ 45									
Colonial Inn Trailer Park	■ 7			■						