

NOTE:

A - Trail alignments as illustrated are based on the Cycling Master Plan (2007), the Draft Pathway and Trails Master Plan (2008), the York Region Pedestrian and Cycling Master Plan (2008) and additional field investigation.
B - In addition, routes illustrated do not represent the entire town-wide road network but rather represent existing and proposed route segments that were identified for implementation in the first five years by the Master Plans (see Note A).
C - The final alignment of the individual routes will be confirmed in a detailed design process.

On-road route along John Street is considered in Project 2.

LEGEND

TOWN ¹	REGION ²	
		Existing On Road Facilities
		Proposed On Road Facilities
	N/A	Existing Off Road Facilities
	N/A	Proposed Off Road Facilities
		GPS Waypoint
		Potential River Crossing
		Roads
		Railway
		Rivers and Creeks
		Parks and/or Open Space
		Property Limits
		Municipal Boundary

NOTE:
1 - Route identified in the Town of Markham Cycling Master Plan and/or Town of Markham Trails Master Plan.
2 - Route identified in the York Region Pedestrian and Cycling Master Plan.

0 25 50 100 Metres
1:1,000

MMM GROUP




Observations

- Granular surfaced trail down long slope, approximately 4.5m wide
- Erosion on slope creating ruts and areas of loose gravel.
- Existing granular surfaced neighbourhood connection near bottom of slope approximately 1.5m width with switchbacks

Considerations

- Add hard surface to slope, consider minimum 3.5m width to enable service vehicle to use without breaking up edges of trail
- Outslope trail and add drainage dips every 20m to divert water off trail, collect and direct it perpendicular to slope at regular intervals rather than letting it run down the entire slope
- Consider safety/rub rail on upper steep portions of trail
- Add trail slope sign to warn users of steep descent
- No changes to neighbourhood connecting trail




Observations

- Existing trail surface generally granular, however with sections of broken up asphalt

Considerations

- Consider grinding old asphalt and leaving it in-situ
- Top up with limestone screenings to improve surface and raise grades in low areas
- Recommended width = minimum 3.5m





Observations

- Low point in existing trail bed at north end of bridge approach
- Water pooling on upslope side of trail, leading to flooding over trail

Considerations

- Examine grades more closely to determine the best location to direct surface runoff and avoid pooling
- Consider adding a balancing culvert below trail at bend
- Raise entire trail bed by adding more granular material (i.e. granular 'a' base course and limestone screenings top course)





Observations

- Existing bridge
- Evidence of vandalism; decking has numerous burn holes
- Significant erosion of abutments, particularly on the outside of the stream meander

Considerations

- Examine other potential decking materials that may be more sustainable in this location (i.e. metal)
- Study river meander to determine best approach to protect abutment, and continue to monitor
- Add 'corral' barriers at ends of bridge approaches



Observations

- Severe pitting on short section of existing asphalt trail near bridge, likely due to roots of nearby vegetation growing up through surface (original asphalt may be thin)

Considerations

- Further investigation of surface and base condition needed to confirm cause of trail deterioration (examine thickness of asphalt and depth of base)
- Course of action to be determined based on findings



Observations

- Existing culverts under trail are dead ended on the outlet site, potentially leading to temporary trail flooding

Considerations

- Unearth culvert ends and determine if they are still viable
- Replace with new corrugated steel pipe culvert if existing culverts can not be salvaged
- Ensure inlet and outlet remain unclogged and functional




Observations

- Existing trail surface generally granular, however with sections of broken up asphalt

Considerations

- Consider grinding old asphalt and leaving it in-situ
- Top up with limestone screenings to improve surface and raise grades in low areas
- Recommended width = minimum 3.5m




Observations

- Off road trail junction at north limit of Leslie Street
- Neighbourhood association has taken the initiative to install a trail directional sign

Considerations

- Improve wayfinding signage at this location
- Note that this trail is part of the potential "Lake to Lake" (Lake Ontario to Lake Simcoe) identified in the York Region Pedestrian and Cycling Master Plan, therefore trail has the potential to become a high profile spine route