



Appendix A



NOTICE OF COMMENCEMENT

Pathways and Trails Master Plan Study

The Town of Markham has initiated a study to develop a comprehensive Town Wide Pathways and Trails Master Plan. The #1 Strategic Priority of the Town's "Parks, Recreation, Culture and Library Master Plan 2005-2021" is to provide "A connected system of trails and pathways". The Master Plan is intended to improve walking and off road cycling routes to serve you better.

The study will:

- Review the existing and planned trail and pathway network;
- Assess the current design, approval and maintenance process
- Define a comprehensive pathway and trail network; and
- Recommend design guidelines and priorities for implementation

There will be a public consultation opportunity during the study (date and time to be announced).

Should you have any other questions or comments, you may contact the following project representative listed below:

Pathways and Trails Master Plan Study
Shirley Marsh, MCIP, RPP, MLArch

Senior Planner, Urban Design
Planning & Urban Design Department
Town of Markham, ON
905 477-7000 ext. 6900
smarsh@markham.ca

Town-Wide Cycling Master Plan Study

Phase II

The Town of Markham has initiated a study to proceed with Phase II of a two-phase Town Wide Cycling Master Plan Update and Implementation Strategy. The first phase of the study was completed in early 2004 and approved by Council. This initial phase, which is being implemented by the Town in the Summer of 2006, focuses on building an initial connected spine network of bike lanes and signed-only bike routes by simply adding bike route signs or adjusting pavement markings on existing roads.

The Phase II study now underway will result in a Cycling Plan that can serve as a guide to Town Staff over the next 15 years. This Plan will:

- Build upon the Phase 1 cycling route network
- Recommend a broader and more comprehensive network of on and off-road cycling routes that can serve local commuters and recreational cyclists in Markham
- Provide a set of recommended design guidelines and best practices to assist the Town and its partners, and
- Define an implementation strategy that clearly outlines network and program costs, priorities and an implementation process.

There will be a public consultation opportunity during the study (date and time to be announced). If you wish to receive updates on the Town-Wide Cycling Master Plan Study including the status of the project, please visit the Town's web site at www.markham.ca. Should you have any other questions or comments, you may contact the following project representative listed below:

Town-Wide Cycling Master Plan Study Phase II
Phoebe Fu, P.Eng.

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Town of Markham, ON
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Town of Markham
101 Town Centre Blvd.,
Markham ON L3R 9W3

CYCLING MASTER PLAN OPEN HOUSE

The Town of Markham is developing a network of almost 400 km of bicycle trails that will connect adjacent municipalities.

Come see what we have planned and give us your thoughts on how to make cycling around Town even better.

Cycling Master Plan Open House
Thursday June 29, 2006
Drop in from 5:00 - 9:00 p.m.

Markham Civic Centre, 101 Town Centre Blvd. (Warden and Highway 7)

For more information:
Lorenzo Mele, Town of Markham
905 477-7000 Ext. 4000
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TOWN OF MARKHAM CYCLING MASTER PLAN



TOWN OF MARKHAM CYCLING MASTER PLAN



Why Undertake a Town-wide Cycling Plan?

In an effort to encourage a more healthy and active lifestyle, and in response to the growing popularity of cycling as a recreational activity and feasible mode of transportation for short-distance trips, the Town of Markham has taken the initiative to create and implement a Cycling Master Plan. In 2003, the Town of Markham set the groundwork for the Cycling Master Plan, building upon a previous Town-Wide Bicycle System Study. This Plan will serve as the “blue print” to guide the Town in future planning of cycling facilities.

Progress to Date

- Marshall Macklin Monaghan Limited was retained by the Town to assist in the development of Phase I of this plan which included confirming and developing a short-term “spine network” of on-road cycling routes. Phase I was approved and is now proceeding to implementation in 2006.
- A Cycling and Pedestrian Advisory Committee (CPAC), was established with representation from council, stakeholder groups, and members of the public to assist in the development of the plan.
- The study is now underway and includes building upon the Phase I network and developing a more comprehensive Town-Wide on and off-road bikeway network. A draft network plan has been prepared and is now being presented to the public for review and comment.

How Can You Participate?

- Attend the Public Open House at the Markham Civic Centre on Thursday June 29, 2006 from 5 to 9 p.m.;
- Provide your suggestions regarding cycling routes and / or cycling barriers by marking up the maps provided at the open houses;
- Review our project newsletter;
- Contact the project team by e-mail, fax or telephone; and
- Fill in and submit the comment sheets provided.



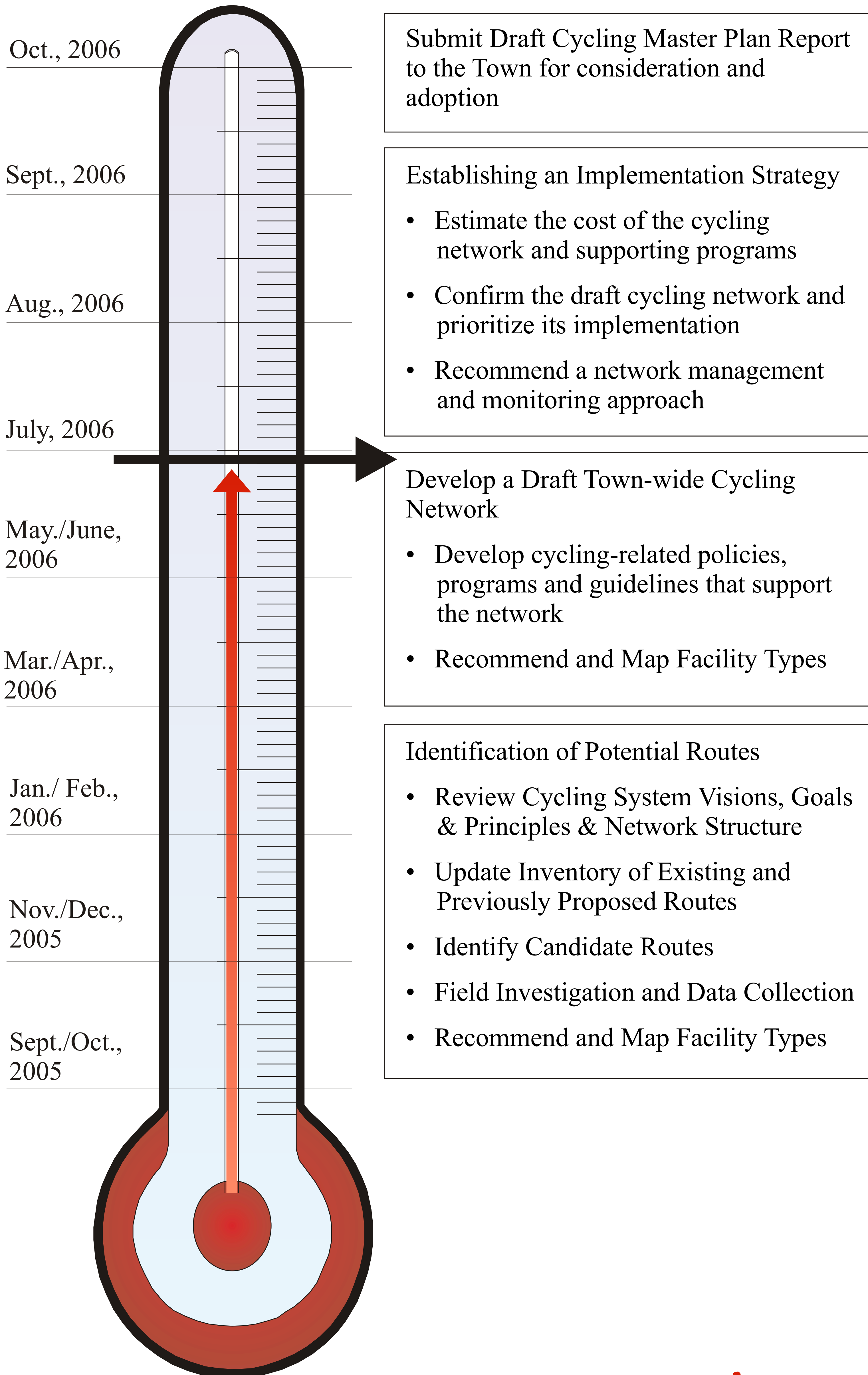
Angus Glen Community Centre and Library



TOWN OF MARKHAM CYCLING MASTER PLAN



Where Are We Now in the Study?



TOWN OF MARKHAM CYCLING MASTER PLAN



Vision for the Cycling Master Plan

“A comprehensive and connected network of clearly signed cycling facilities consisting of on-road bike lanes and routes, multi-use and boulevard trails.”

The second Phase of this plan further articulates this vision by integrating the existing network within the Town of Markham and its neighbouring municipalities. Integration and co-ordination is addressed in many ways, including:

- A seamless, clearly marked and signed network, featuring linkages to both existing and planned trails, routes and on-road bike lane systems in the Town and adjacent municipalities;
- Multi-modal facilities to intensify the benefits of inter-modal and interconnecting terminals for pedestrian, bicycle, bus, rail and automobile; and
- Community access to ensure "connectivity" among neighbourhoods and to improve overall liveability by finding creative ways to overcome barriers.

Goals of the Cycling Master Plan

- Build upon the short-term “spine network” of on-road cycling facilities that was developed in the first phase of the study; and
- Focus on developing a long term comprehensive plan to design and implement a Town-wide bikeway system and to develop programs and processes to support this initiative.
- Achieve these goals and the vision for cycling in the Town of Markham within the next 20 years.



Bicycle Parking at Markham Village GO Station



Commuter Cyclist on an Off-Road Trail



TOWN OF MARKHAM CYCLING MASTER PLAN



How the Routes were Selected

The following guiding principles were used to develop the Draft Phase II Cycling Network and determine the preferred facility type for each cycling route.

- **Attractive and Scenic:** Cycling routes should take advantage of attractive and scenic areas, views and vistas.
- **Diverse Experience:** The cycling network should provide a diverse on and off-road cycling experience.
- **Visible:** The cycling network should be a visible component of the transportation system.
- **Direct/Connected:** All cycling routes should be connected to form an overall cycling network.
- **Easily accessible:** Cycling routes should be easily accessible from local neighbourhoods within the Town, and every effort should be made to integrate these routes with local area networks.
- **Improve Safety:** The system should be designed to improve the safety of all users. The confidence and acceptance of the network can be instilled in users by reducing real and perceived risks.
- **Destinations:** Cycling routes should provide access to major destinations in the Town including natural, cultural and service facilities, as well as routes to schools, community and neighbourhood parks and shopping facilities.
- **New Rights-of-Way:** New rights-of-way should be designed where feasible to accommodate cyclists.
- **Integration with other modes:** The cycling network should be integrated with other modes of transportation, particularly public transit. Routes should be selected to provide access to transit stops and stations.
- **Broad Based:** The network should appeal to all cycling abilities and interests. This requires the design of a variety of route types.
- **Supporting Services and Facilities:** Supportive services and facilities such as bicycle parking should be available along cycling routes and at destinations. Routes should be selected that provide opportunities to develop supporting facilities.



TOWN OF MARKHAM CYCLING MASTER PLAN



How the Plan was Developed

The Town of Markham is pleased to present the Draft Cycling Network for public review and comment. The draft network was developed through a number of steps that included:

- **Inventorying Existing Conditions;**
- **Developing Route Selection Principles and Criteria;**
- **Identifying Candidate Routes;**
- **Investigating, Evaluating and Selecting a Draft Route Network** using a combination of qualitative and quantitative criteria; and
- **Recommending Facility Types** by deciding whether a route should be a signed-only route, bike lane, a paved shoulder or an off-road multi-use trail adjacent to or in a utility, roadway or greenway/park corridor.



Example of Bicycle Parking in the Boulevard of a Roadway



Example of a Cyclist on a Local Road



TOWN OF MARKHAM CYCLING MASTER PLAN

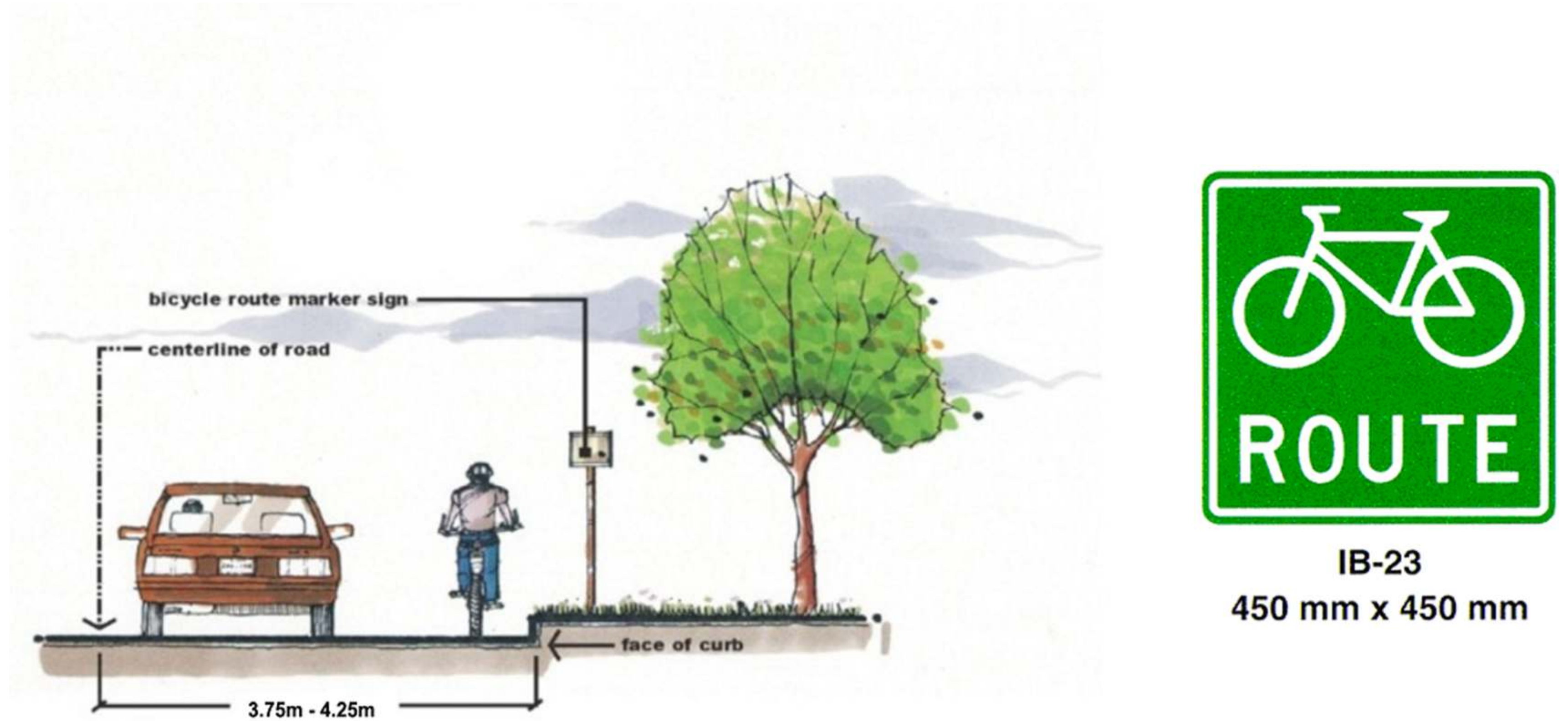


What Will The Network Look Like?

The cycling network component is proposed to consist of the following facility types:

- **Signed-Only Cycling Routes**

Signed-only on-road bicycle routes are routes with bicycle route signs and no other physical changes to the roadway geometry and no pavement markings. Users share the existing travel lanes with motor vehicles.



Examples of Signed-Only Cycling Routes



Leslie Street at John Street



Typical Signed-Only Route
- City of Ottawa

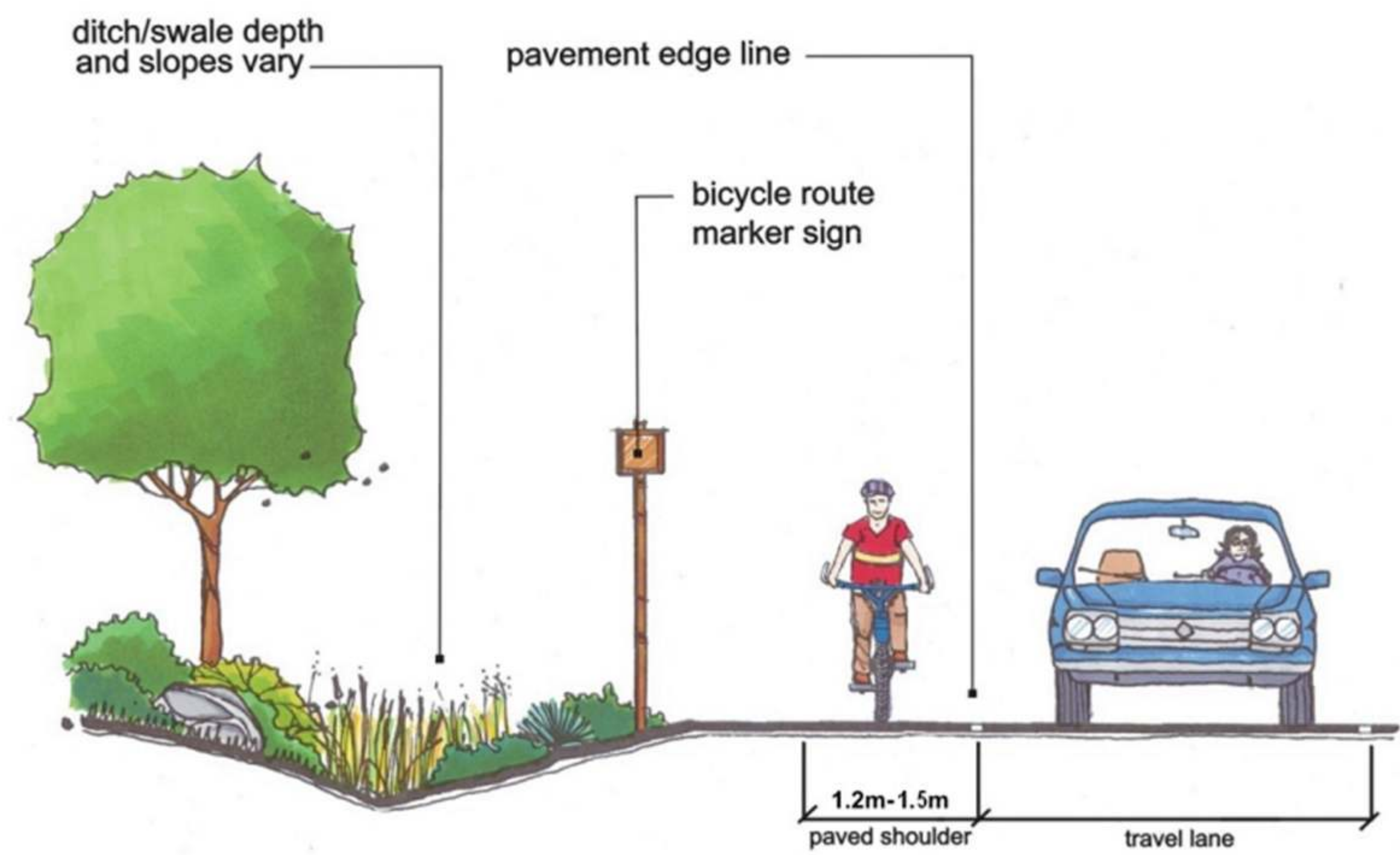


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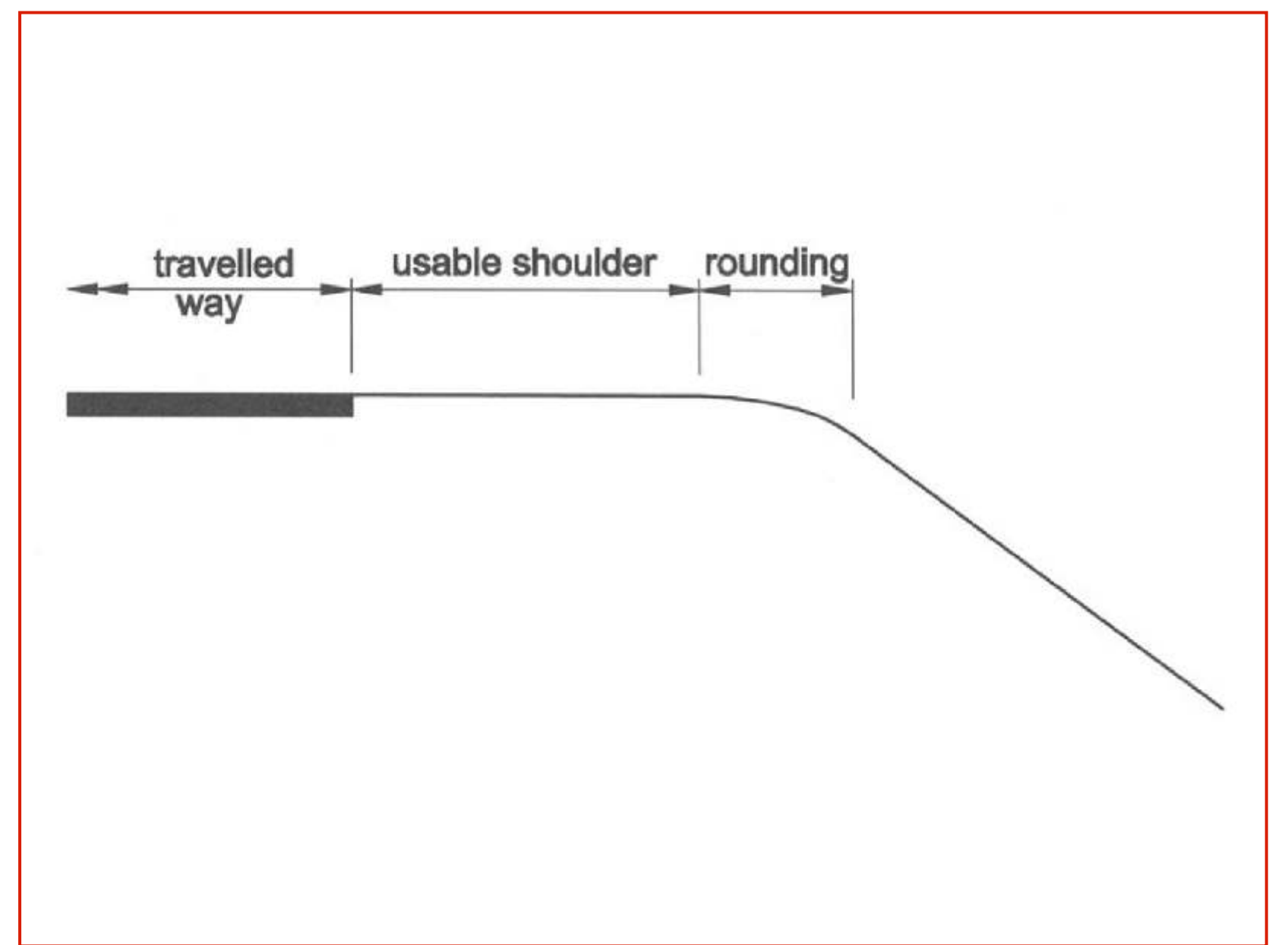


- **Paved Shoulder Bikeways**

Paved Shoulder Bikeways are facilities located in the traveled portion of the roadway and designed for one-way cyclist traffic. They are typically used to accommodate cyclists on rural cycling routes where no curbs exist.



Example of Paved Shoulder Bikeway
- *City of Ottawa*



Shoulder Component of a
Typical Road Platform



Example of a Cyclist on a
Rural Regional Road with no paved shoulder

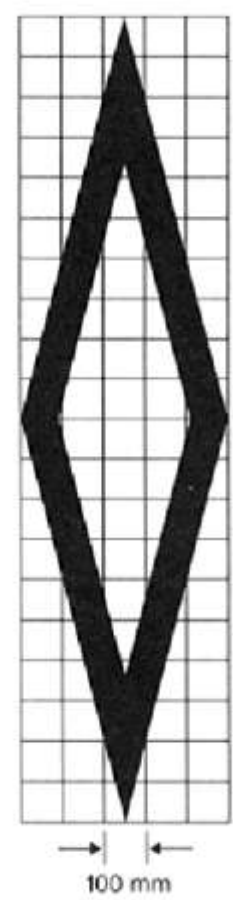
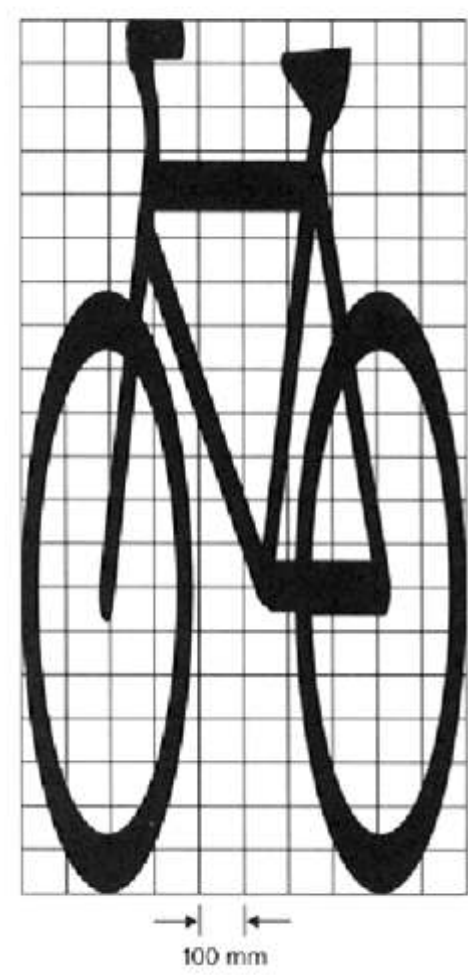
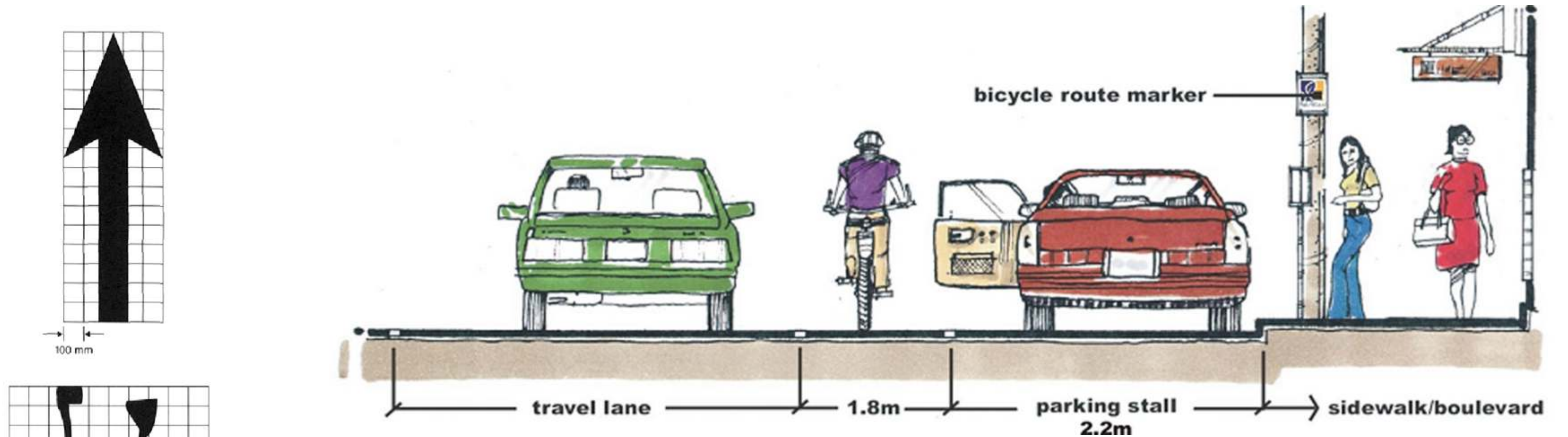


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- Bike Lanes**

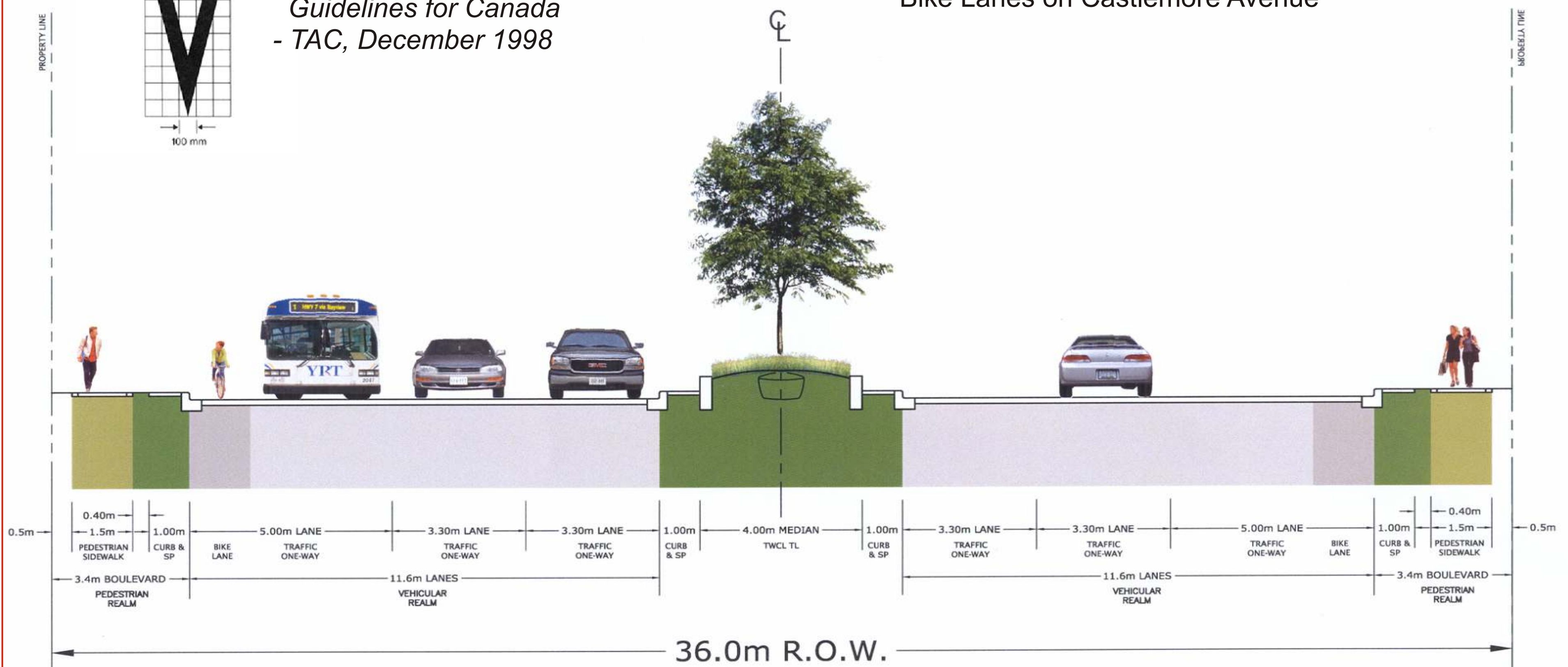
Bike Lanes are facilities located in the traveled portion of the roadway and designed for one-way cyclist traffic. They are typically located on urban streets with curbs.



Recommended Pavement Markings for Bicycle Lanes
 - *Bikeway Traffic Control Guidelines for Canada*
 - TAC, December 1998



Bike Lanes on Castlemore Avenue



Recommended Road Cross-Section with Bicycle Lanes
 - *Towards Great Regional Streets - A Pathway to Improvement*
 - Draft, January 2006

NOTE: ALL SECTIONS ARE GENERIC AND ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY. ACTUAL LAYOUTS MAY VARY AND ARE DEPENDENT UPON SPECIFIC SITE CONDITIONS.

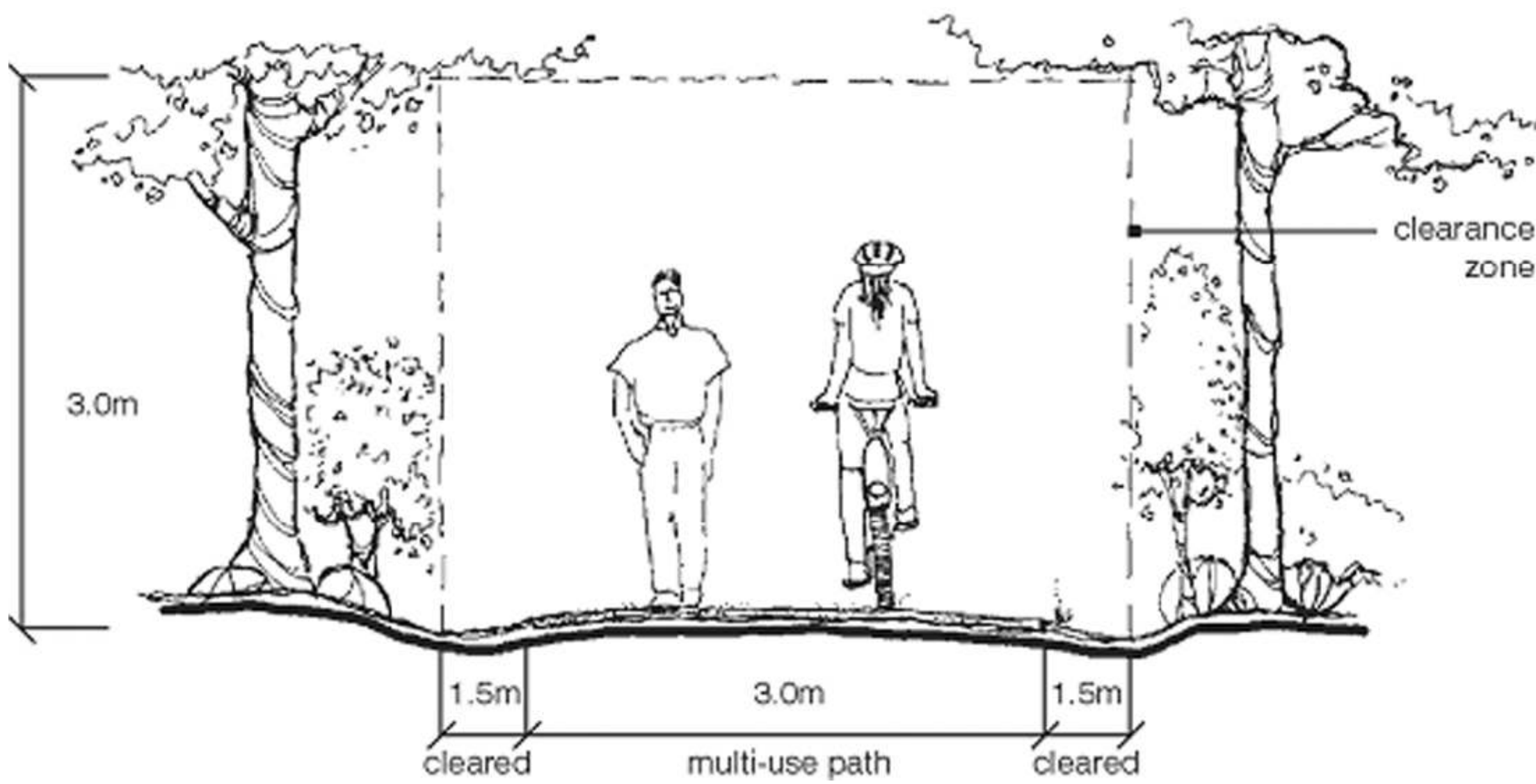


TOWN OF MARKHAM CYCLING MASTER PLAN



- **Multi-Use Trails**

Multi-Use Trails are facilities that are completely separate from the traveled portion of a roadway. They may take the form of a boulevard trail in a public road right-of-way or greenway/hydro corridor.



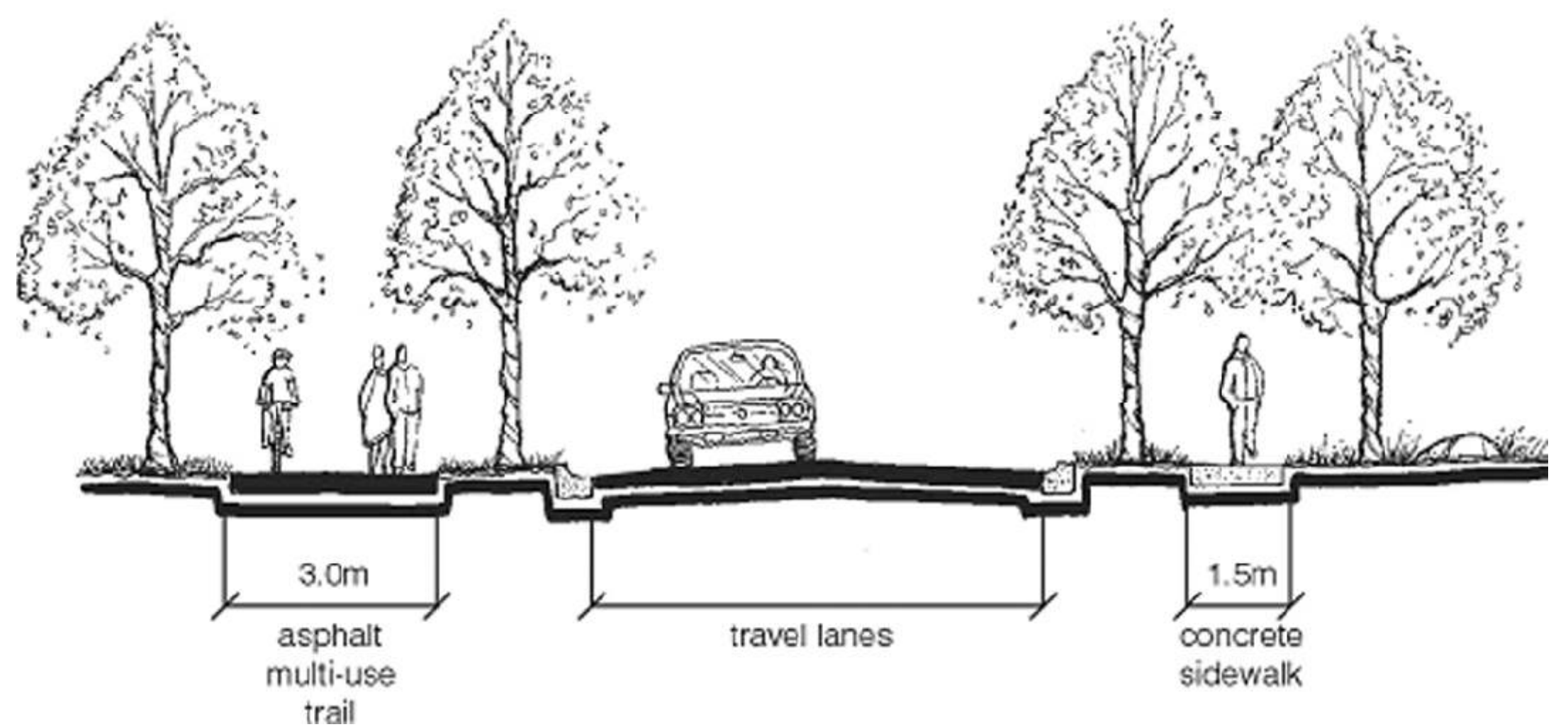
Off-Road Multi-Use Pathway



Multi-Use Pathway



Multi-Use Boulevard Pathway
- Denison Street



Multi-Use Boulevard Pathway



TOWN OF MARKHAM CYCLING MASTER PLAN



Implementation

- A comprehensive Town-wide on and off-road bikeway network has been developed as part of Phase II of the Cycling Master Plan. The cycling network builds upon a “spine network” of on-road cycling routes that were developed in Phase I of the study. Phase I routes are being implemented by the Town in 2006 and 2007.
- If approved by Council, implementation of the Cycling Master Plan would begin in 2008 and is expected to take at least fifteen years to complete.
- The strategy proposes that bike lanes and paved shoulder bikeways should be implemented when a road is scheduled to be resurfaced or reconstructed to maximize economies of scale and reduce costs.
- The following table identifies the number of kilometres of cycling routes by facility type proposed in Phase I and Phase II. When completed over the next 15 to 20 years, the proposed network will comprise nearly 373 kilometres of designated cycling facilities.

Proposed Length of Bikeway Network by Facility Type

Facility Type	Distance (km)		
	Phase I	Phase II	Total
Signed-only Routes	97.9	79.1	177.0
Bike Lanes	12.1	82.2	94.3
Paved Shoulder Bikeways	0.0	52.5	54.5
Multi-Use Trails ¹	1.4	45.4	47.1
TOTAL	111.4	259.2	372.9

¹ Does not include proposed trails in hydro corridors and off-road linear greenways - these will be included in the Pathways and Trails Master Plan.

Next Steps

- Summarize and review the comments received on the draft network and then meet with Town staff to make any necessary refinements to the network.
- Continue to work with CPAC in finalizing the Cycling Master Plan.
- Post copies of the draft Cycling Master Plan on the Town's Website at [Http://www.markham.ca](http://www.markham.ca).



Summary of Open House Comments

Public Open House

June 29th, 2006

Markham Civic Centre
101 Town Centre Blvd
Markham, ON L3R 9W3
5:00p.m. – 9:00 p.m.

The following is a summary of comments that were received from maps and flip charts at the Open House:

Comments from Maps

- There is no sidewalk/pavement on Elgin Street. Students use Elgin Street to go to Thornhill Secondary School and four schools on Henderson Avenue
 - A multi-use path would be a way for the cars to speed down
- Bike lanes on Laureleaf Road will be wonderful as it leads to a path to the south of Steeles that goes to Lake Ontario
- Connection from Park Trail through Chimenti Court, Buchanan Drive, and Verclair Gate should be made with dedicated bike lanes or a multi-use path. An underground connection under Highway 7 should also be made at Verclair Gate to accommodate pedestrian/bike access to downtown Markham for work, shopping, or transit uses.
- Need a connection under Highway 7 just east of Oakcrest Ave following Rouge River to Milne Park (this comment made on both maps)
- Connect with a path from the park at the intersection of Kennedy Road and Unionville Gate to the park on South Unionville Avenue
- Need a connection under Highway 7 just east of Main Street Unionville along Rouge River (this comment made on both maps)
- Three different locations for a cycling/pedestrian bridge over Rouge River are recommended.
 - These locations are: Camp Chimo, Milne Dam, and the portion between Major Button's Drive and Rougehaven Way
- There is no north-south route available from Markham to south of Steeles Avenue
- Warden Avenue should have bike lanes when it is widened
- There should be a bicycle lane on 16th Avenue to Richmond Hill
- Should check school boundaries, since students represent future auto drivers. If students are aware of the rules and can bike safely to school, they will represent drivers that respect cyclists in the future.
- Bayview Avenue should have multi-use boulevard pathways to allow students to go to school
- Carlton Road between Manhattan Drive and Main Street Unionville is dangerous
 - Put a bridge over the creek and create a bike path through the side streets

-
- There should be a path along Little Rouge Creek from Steeles Avenue at Reesor Road up to the crossing at 9th Line south of Major Mackenzie Drive
 - Need a path from Main Street Unionville to the Unionville GO Station
 - Need connections along Rouge River east of Markham Road, north of Highway 407
 - Pave the path along Leslie Street from John Street to Steeles Avenue
 - Need safe north-south crossings along Highway 407 from Yonge Street to Leslie Street
 - Continue the path just northeast of Yorktech Drive and Rodick Road to the IBM property
 - Leslie Street should have designated bike lanes for safety on Highway 407, otherwise cyclists will use the sidewalks
 - A trail connection is recommended so that commuters can get to the intersection of Town Centre Boulevard and Highway 7, from Glencove Drive and Warden Avenue
 - Routes crossing Highway 407 should be incorporated in Phase I, not II
 - Need to connect with existing trail at 16th Avenue in Toogood Pond Park, at the river crossing just east of Village Parkway
 - Need an off-road boulevard trail on the north side of 16th Avenue from Kennedy Road, heading east
 - Need a park trail starting at Glenbrook Drive and Castlemore Avenue, running south along Glenbrook Drive, then continuing along the creek ending at the park northeast of Kennedy Road and Highway 7
 - When repaving McCowan Road north of 19th Avenue this summer, include paved shoulders
 - Look at connecting our trails to existing bike trails in Toronto

Comments from Flip Charts

- Require developers to include bike paths in new subdivisions that link to existing paths in neighbouring subdivisions or developments
- Better educate drivers!
- Include bike racks on buses
- Offer Can-bike courses or similar courses at community centres
- Include end-of-trip facilities such as bike racks, give report cards for bike-friendliness to private businesses. (Smart Commute are you listening?)
- Construct bike lock-up posts on Main Street
- Multi-path bike lanes are safer
- Educate students about cycling and provide safe bike lanes for students of all ages
- Distinguish construction of bike lanes on the road, such as using interlocking
- New subdivisions should have safe boulevard bicycle lanes separate from the road
 - Example: Langstaff presented a plan but did not provide bike lanes on plan
- Talk to York Region, City of Vaughan, City of Toronto, and City of Richmond Hill to provide better bike lane connections
- Construct safe bike lanes
- Covered bicycle parking areas in office buildings, new condos and workplaces
- Subways and bus stations should have bicycle racks and covers

-
- Set up workshops in schools to educate students of all ages and get their input
 - Ask university students for their input
 - When widening Highways 7 and 407, negotiate bicycle paths. There is enough space to do them.
 - Wonderful initiative, better late than never!
 - Lumination with on road safety
 - More recreational routes and multi-use paths
 - Implement a policy where builders must provide space for connecting trails in every development
 - Organize bike rides for the public to introduce existing and future routes, perhaps have the trips led by local politicians
 - Make sure bike path signs are visible to drivers from a safe distance
 - Contact cycling clubs informing them about this study
 - Please provide good, wide sidewalks for pedestrians on all of Highway 7 in Markham
 - More bike racks at all rapid transit stops (VIVA) and on buses too
 - More safe Highway 404 and 407 crossings
 - Need to define “Off-road boulevards” on maps
 - Need to define user friendly trails appropriate for young children on maps
 - Legends on future maps could include lengths of paths / approximate time from one point to another if flat, etc.
 - Better connections to Little Rouge / Rouge Park pathways
 - Pedestrian / cycling bridges across the Rouge River between McCowan Road and the location where Highway 407 crosses the Rouge River:
 - 1 replace the Camp Chimo floating bridge with a permanent bridge
 - 2 construct a bridge on or below the Milne Dam to join Princess Street with the North Bank of the Rouge and Milne Park
 - 3 construct a bridge across the Rouge River to link the Rougehaven subdivision on Vinegar Hill with Major Button’s Drive

Adding these three bridges will create a year round accessible recreation area from Milne Park to the Rouge Valley for cyclists and pedestrians

- Ensure bike lanes are retained when rural roads are developed and curbs are constructed
- There is no easy way to go to the Don River Trail System from Markham. Woodbine Avenue and Warden Avenue have heavy traffic and require bike lanes
- Need tougher police enforcement at 19th Avenue/Warden Avenue, 19th Avenue/Kennedy Road. A lot of cars run stop signs.
- Clean the debris caused by farming and construction from shoulders on Warden Avenue and Kennedy Road
- Phase I is not very impressive. It basically consists of signs on roads. Need more detail on Phase II – is my favourite trail in 2008 or 2021?
- I’m looking forward to the off-road trail plan – ASAP

Individual Comment Sheets

The following summarizes comments that were received from comment sheets:

Additional Routes

- It is recommended that the committee find more ways to connect bicycle routes without crossing major highways/roadways. For example, it is very dangerous to cross Highway 7 east of Main Street Unionville.
 - Use the Rouge River path as a means to connect like trails
 - Where possible integrate rest stations and picnic areas
 - In new developments require developers to allocate funds to dedicated bike lanes
 - Check trails in Oakville to see how their success can be used to help us build a safe and integrated system
- I believe that the routes should be placed at or near every high school in Town. This will help promote bicycling as a legitimate transportation alternative for students. Also, if an associated outreach program highlights bicycling as a realistic alternative, it will prove to be an empowering option for high school students. Lastly, since the design of suburbs is heavily governed by automobiles, teenagers often linger in boredom. By handing them an attractive transportation alternative, they have an option to engage with their community instead of staying in their basements.
- 16th Avenue may be a better choice as an east-west route since it is more densely populated and is located in a higher employment area. And though it may not be the jurisdiction of the Town, a few off-road north-south routes would improve accessibility.
- More aggressively add trails to major arterial roads, as there is often space available.
- Need routes that cross north-south through Highway 407. Leslie Street is a decent route, but Warden Avenue and Kennedy Road are very scary to cycle across.
- Need bicycle parking on Main Street Unionville
- Kennedy Road is extremely popular with bike clubs.
- Key to changing the flow of traffic and mode of transportation is the building of an extensive network of signed bike lanes. The town should sign existing roadways (Hwy 7, 48, 14th, 16th, McCowan, Warden, etc). If more people could choose to ride on the safety of a marked bike lane we could have a real impact on traffic, pollution and mode of transport. The 'loop' idea around the town has merit. But more bike lanes that are marked will have the greatest impact.

Other Comments / Suggestions

- Markham will only continue to grow
 - Work with builders and developers to support a cycling network at the time of construction of developments
- Force subdivision builders to set aside space for walkways, etc.
- Make sure the network is supported with bike racks and shelters at commercial and recreational locations and transit stops

- Give away the infrastructure if required
- Main arterial roads should be an area of focus due to safety concerns

- The building of full interchanges at Highway 407 and 9th Line and other crossings will get more cars off the east-west roads and make traffic lighter

- Without physical changes to 14th Avenue, it probably shouldn't get signage
- Consider making right turns illegal, if not everywhere, then in select locations
- Warden Avenue is being resurfaced north of Stouffville
 - Use this opportunity to improve paved shoulders
- Bicycle commuting requires that bikes be able to use all roads safely and comfortably. Routes with a poor surface will not make cycling practical. Ask yourself if you would take that route in your car.

- Provide a way to park bikes at or near transit stops. This will encourage people to use public transit more.
- Integrate the existing pathways in parks and trails to provide shorter routes to transit stops, schools and shopping centres
- Did you consider providing enough street lighting to encourage cyclists to ride at night?

- When commuting from 16th Avenue/Highway 48 to Victoria Park Avenue/Steeles Avenue, my major problem is crossing major roads Highway 7, 14th Avenue, Warden Avenue, Kennedy Road, etc.
- Highway 407 crossing is particularly hazardous with the access ramps
- When cycling in Dublin, I noticed that wide sidewalks have a marked off bicycle lane

- When I am riding I see very few pedestrians. Could we not share the sidewalk with peds? Could sidewalks not be built wider to accommodate both peds and cyclists?

- Publish distances for various loops – loop #1 + 2 = 15 km etc.

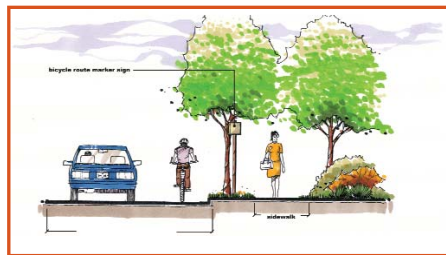
- Signed only routes are not very feasible given the current mentality of drivers
- Bike lanes and paved shoulders make more sense and should be safer

- Speed up the implementation of these, and do not sign routes. We can figure that out on our own.
- Ensure all new developments have a continuous and interconnected dedicated bike trail
- Accelerate Phase II as bikes must accommodate traffic speeds up to 110 km on roads
- Calling on-road 'signed' bike paths is deceptive to be polite. There really are no bike paths until Phase II.
- How can cyclists get to downtown Markham effectively on a bike?
- Hold Can-bike rodeos. Implement bike exchanges and sales to make purchasing bikes more financially attractive. Implement tune-up deals to make maintaining or improving your bike more financially attractive. Hold school bike-a-thons to help encourage cycling in youth. Publish public bike maps to make aware all of the bike routes that exist. Corporate tie-ins such as sponsors. Environmental tie-ins such as tours, bird watching, trees, photo contests, etc.
- I like the recognition that signed routes and paved shoulders for bikes are a part of road improvement projects. The links from on-road to off-road look good.
- Create as many off-road routes as possible. A huge part of the pleasure in bike riding is in traveling through serene and relaxing areas. Obviously, developing these paths can prove expensive, but these sorts of trails are absolutely necessary if you expect people to find bicycling in their neighbourhood an attractive alternative.
- Make cycling the primary transportation alternative and cars the secondary option. Make taking your bike a legitimate and attractive choice, and people will choose.
- I bike for exercise and recreation. Living at Highway 48 and 16th Avenue allows me to travel north. Having paved shoulders on 9th, 10th and 11th lines, Warden Avenue, Kennedy Road, and McCowan Road, as well as cross roads, would provide me with a margin of safety from direct traffic and wind effects.
- I believe biking has excellent health benefits, so making good, safe paths and shoulders will attract more people into the habit and help reduce costs for health care.

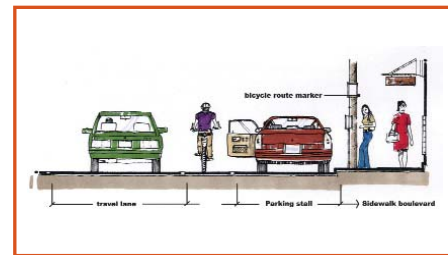
WHAT WILL THE NETWORK LOOK LIKE ?

The cycling network component of the master plan is expected to consist of the following facility types:

Signed-Only Routes are on-road bicycle routes denoted strictly with bicycle route signs with no other physical changes to the roadway geometry. Users share the pavement with motor vehicles. There are no special lane designations.



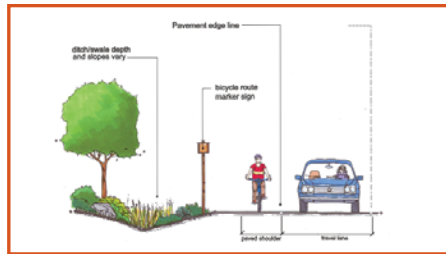
Signed Route



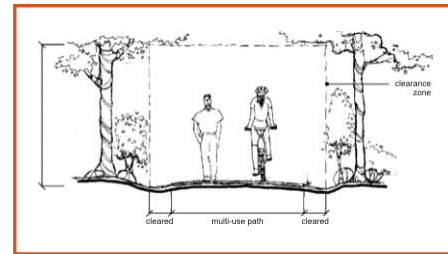
Bike Lane with On-Street Parking

Bike Lanes and Paved Shoulder Bikeways

Bikeways are facilities located in the traveled portion of the roadway and designed for one-way cyclist traffic. Bike lanes are typically located on urban streets with curbs, and paved shoulders are typically used to accommodate cyclists on rural cycling routes where no curbs exist.



Paved Shoulder Bikeway



Multi-use Trail

Multi-Use Trails are facilities that are completely separate from the traveled portion of a roadway. They may take the form of a boulevard trail in a public road right-of-way or greenway / hydro corridor.

The proposed cycling network will expand on the spine network developed as part of the first phase this study and is intended to provide access to existing and proposed utilitarian and recreational cycling routes and trail systems in the Town of Markham and adjacent municipalities.

WHAT ARE THE NEXT STEPS?

Now that the draft Phase II network has been issued for review we are seeking input from the public and stakeholders. A Public Open House is scheduled for Friday June 9, 2006 from 6:00 to 8:00 p.m. Saturday June 10, 2006 from 1:00 to 6:00 p.m. in the court yard at Markville Shopping Centre (Highway 7 and McCowan Road). The study team will carefully summarize and review the comments received and then meet with Town staff to review the public's comments and make any necessary refinements to the network.

Copies of the final Cycling Master Plan will be made available on the Town's website at <http://www.markham.ca>. Following the completion of this plan, expected in the fall of 2006, the final report will be available at Markham's Town Hall.

FOR MORE INFORMATION:

To be added to our mailing list for this study or to submit your comments on the Cycling Master Plan, please contact:

Pheobe Fu
Town of Markham
t: 905-477-7000 ext. 2625
f: 905-479-7773
e: pfu@markham.ca



Dave McLaughlin
Marshall Macklin Monaghan Limited
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TOWN OF MARKHAM CYCLING MASTER PLAN

Study Newsletter



WHAT IS THE CYCLING MASTER PLAN?

In response to the growing popularity of cycling as a recreational activity and a mode of transportation for short distance trips, beginning in 2003, the Town of Markham set out to create a Cycling Master Plan that built upon the Town-Wide Bicycle System Study developed in 1998. Marshall Macklin Monaghan Limited was retained by the Town of Markham to assist Town staff in the development of the first Phase of this plan which included confirming and developing a short-term "spine network" of on-road cycling routes, primarily in the urban areas of the Town. The Phase I network was approved by Council and will be implemented beginning in 2006.



Bike Lane - Castlemore Avenue

The Town is now moving forward with the second phase of the plan which includes building upon the Phase I network and developing a more comprehensive Town-Wide on and off-road cycling network, serving both the urban and rural areas of the Markham and connecting to adjacent municipalities.

DEVELOPMENT OF THE CYCLING NETWORK

The draft network was developed through a number of steps that included:

- Inventory of existing conditions which included compiling and digitally mapping all existing or previously planned cycling facilities to establish a base condition;
- Developing route selection principles and qualitative and quantitative route selection criteria;
- Identifying candidate routes by applying the route selection criteria and then mapping candidate routes, consulting with Town staff and other stakeholders to review and refine the candidate routes;
- Investigating, evaluating and selecting a Draft Route Network which included ground proofing the entire candidate network in the field, taking pavement and shoulder measurements, conducting a photo inventory and then evaluating the routes using a combination of qualitative and quantitative criteria, and
- Recommending preferred facility types by deciding whether a route should be a signed-only route, bike lane, a paved shoulder or an off-road multi-use trail adjacent to or in a utility, highway or greenway corridor.
- Reviewing the draft network with the Town's Cycling and Pedestrian Advisory Committee (CPAC)



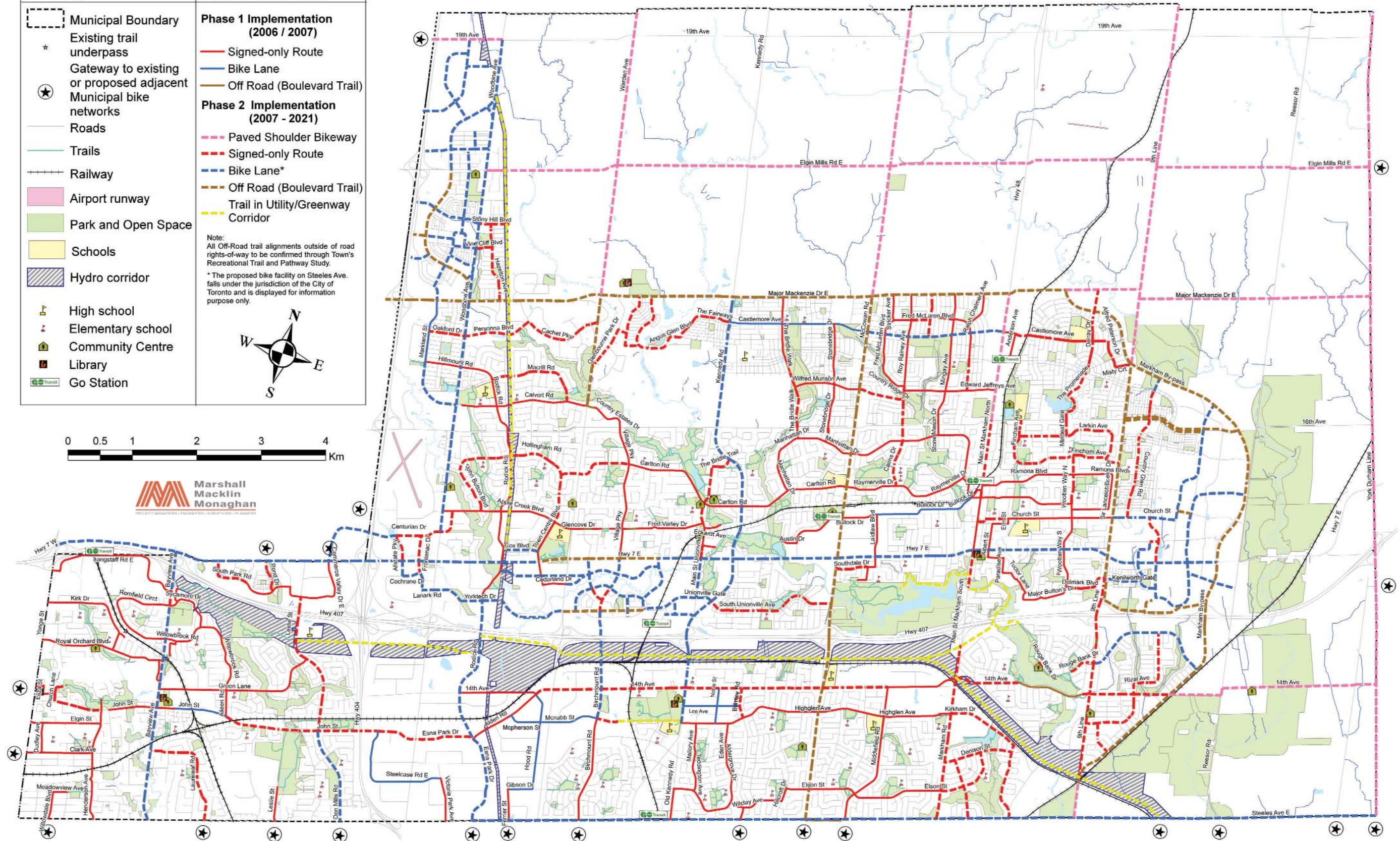
A Signed Route



This newsletter is designed to inform you about the current study to develop a Cycling Master Plan for the Town of Markham.

The plan is being completed to develop a coordinated Town-wide cycling system serving both the urban and rural areas of Markham. This plan will support and encourage leisure, tourism and commuting cycling, and is scheduled for completion by the Fall of 2006 and is expected to guide the Town of Markham over the next 20 years.

Existing	Proposed Network
Municipal Boundary	Phase 1 Implementation (2006 / 2007)
Existing trail underpass	Signed-only Route
Gateway to existing or proposed adjacent Municipal bike networks	Bike Lane
Roads	Off Road (Boulevard Trail)
Trails	Phase 2 Implementation (2007 - 2021)
Railway	Paved Shoulder Bikeway
Airport runway	Signed-only Route
Park and Open Space	Bike Lane*
Schools	Off Road (Boulevard Trail)
Hydro corridor	Trail in Utility/Greenway Corridor
High school	<p>Note: All Off-Road trail alignments outside of road rights-of-way to be confirmed through Town's Recreational Trail and Pathway Study. * The proposed bike facility on Steeles Ave. falls under the jurisdiction of the City of Toronto and is displayed for information purpose only.</p>
Elementary school	
Community Centre	
Library	
Go Station	



Note: Facilities on Regional Roads will be coordinated with the York Region Pedestrian and Cycling Master Plan.

