

11.0 The Master Plan Network

Based on the evaluation criteria and the field work, the master plan network took shape. **Map 4** shows the Master Plan network, highlighting primary barriers to desirable pathways and trails, partnership zones, and the proposed facility type of each route.

11.1 Primary Barriers to the Network

Private Property Issues:

Private property owners that own property up to and beyond creeks and valley land that is critical to a Town Wide Route.

Potential Partnership Areas:

Golf courses, Institutional uses, corporate campuses, and other semi public uses that would require partnerships to implement trails beneficial to all.

Physical Barriers:

Some barriers physically exist which can not be dealt with through design and planning. Some challenges include: Railroad crossings, Highway 407, steep topography in valleys. Most physical barriers can be dealt with through detailed design and construction methods.

11.2 Pathways and Trails Network Types

The Master Plan network is a combination of a number of pathway and trail types. It includes a primary Town Wide Pathway loop, which primarily utilizes utility and transportation corridors. This primary loop is comprised of the east west hydro corridor (south of the 407), the north-south corridor parallel to Rodick Road, the east-west Trans Canada Pipeline corridor in the rural areas north of Elgin Mills Road, the federal airport lands, and the Little Rouge Corridor north-south along the Markham By-Pass.

A network of secondary pathways, and trails runs primarily along tributaries and valley lands and connects existing parks, open spaces, destinations, and neighbourhoods to the primary loop and other destinations.



Golf courses represent potential partners in the implementation of pathways and trails.

Shown on the Master Plan **Map 4** are the following items:

- Type 1 to Type 4 facility types: The pathway and trail types per the guidelines in **Section 5.0**
- Barriers: Physical and property barriers along desired pathway or trail routes
- Alternate Routes: Sidewalk or road connections to destinations where trail barriers exist
- Partnership zones: Areas where partnerships should be discussed with property owners and corporate citizens
- Off Road Boulevard Trails and On Road Cycling Routes: Portions of the network within the road allowance – shown for reference. See the Cycling Master Plan for full detail.
- Existing trails: From the Town of Markham’s GIS database
- Proposed trail heads: Potential locations for staging areas
- Existing trail underpass: Location where an existing trail goes underneath a road or railroad bridge.
- At grade crossings: Locations where a crossing of a railroad, road or other linear feature is required, likely at grade. Subject to a more detailed analysis and study to determine final routing and crossing strategy.
- Proposed trail under existing bridge: Area where a proposed pathway or trail route could be accommodated (with minor improvements) under an existing road/rail bridge.
- Proposed trail underpass: location where an underpass is proposed along a proposed trail route.
- Proposed bridge crossing: A proposed bridge along a proposed route, over a barrier such as a creek or watercourse.
- Crossing to be determined based on future road plans / unknown: areas in future development areas where the type of crossing will depend on factors beyond the scope of this project. They should be considered for overpasses or underpasses during the design phase of any projects that include them.