

## 6.0 Signage and Markings

### 6.1 Signage

Signs for the pathway and trail network must communicate various kinds of information to the network users.

Recommended signage has been organized according to the following five functions:

- Designation/directional signs
- Regulatory signs
- Warning signs
- Information signs
- Interpretive signs

Regulatory, Warning, and Information signing which are primarily related to on-road facilities are described in detail in the Town of Markham’s *Cycling Master Plan Planning and Design Guidelines 2007*.

#### 6.1.1 Designation / Directional Signs

Designation/directional signs are used to indicate which facilities constitute the overall network system. This signage should be placed at changes in direction as well as on long straight sections of routes at recommended intervals. Directional signs may be used beyond the system itself, in adjacent park space for example, to guide the way to network access points. The Town of Markham logo and its partners may be present in this signage. These signs should be coordinated with the on-road cycling designation signs, to ensure that a coordinated Town-wide approach is taken.

#### 6.1.2 Interpretive Signage

Interpretive signs provide specific information about points of ecological, historical and general interest, as well as current land uses along the pathway or trail. They represent a broad range of possible sign formats and applications, depending on the interpretative program and complexity of information to be communicated. Interpretive signs should be located at key natural, cultural, and historical destinations along the pathway and trails system.



*La Route Verte, Cycling Route Marker*



*Town of Markham Interpretive Signage*



*Example of a Town Gateway in Unionville*

**6.1.3 Gateway Signage**

A character element of the pathways and trails network is the use of gateways.

*Town Gateways*

These features are intended to set the tone for the system. They introduce Markham as a community oriented place and are intended to create a sense of welcome, arrival and safety. They are recognized by their plaza-like design and appeal to a variety of senses (sight, smell, touch and in some cases sound). They are also an opportunity to establish pathway and trail use conventions, punctuate historic significance and establish thematic backdrops. It is also important to offer people amenities such as benches, trash receptacles, drinking fountains and information/directional kiosks. These gateways could be used in historical districts or near the borders of adjacent municipalities in parks along the pathway and trail system.

*Local Gateways*

The local gateway maintains a more “pragmatic” tone. They primarily introduce locally significant themes and also prepare local residents and visitors for transitions during the system experience. They are often paired with information and way finding signs. They will become a recognizable feature in the Markham landscape and are important to both tourists and local residents. These sights should become an integral part of the marketing initiative and should be identified on the Town map.

**6.1.4 Pathway and Trail Markers**

Pathway and trail markers should be simple, easily recognizable minor signs, which are located at intervals along the pathway and trail system, to assist in way finding. They could be metal post mounted signs, or wooden post markers similar to the existing markers found throughout the system. They could include information such as name of trail, length of trail and destinations along the trail. They could also take the form of flashings, which are added to existing signs, such as along sidewalk routes. A good example of this system is the designation flashings used by the Waterfront Trail, to designate routes as part of the Waterfront Trail.



*Local Gateway Example:  
Millennium Trail Sign, City  
of Niagara Falls*



*Town of Markham  
Pathway Markers*



*Waterfront Trail  
application of flashings*

## **6.2 Centre-Line and Edge Striping**

Pathway and trail users will often meander within the entire available width of an off-road multi-use pathway. This can lead to right-of-way confusion between users traveling in both the same and opposite directions. One method of dealing with this conflict is to employ centre-line striping on hard surfaced pathways. This creates two lanes, separates traffic flow and delineates the direction of travel.

Centre-line striping should be yellow. It should be reflective and non-skid. It can either be a solid line, to discourage passing, or a broken line with 1.0 metre markings and 1.0 m gaps where passing is allowed. On approaches to intersections, the lane line should also be broken. The line should be 100 -150 mm wide.

The above applications for centre-line striping on pathways are recommended because they are consistent with typical traffic control methods for roads when it comes to passing, consistent with the public's understanding of how to pass another vehicle and thought to be more visible at night when a pathway is lit as well as during winter. Whether centre-line striping is used or not, signs such as "KEEP TO THE RIGHT, PASS ON THE LEFT" should be installed. This could occur at trailheads or in conjunction with some kind of user etiquette signage. Optional edge striping improves the visibility of the trail edge. The edge stripes should be solid, reflective, non-skid and white. They should be approximately 100 mm wide.



*Centre line striping helps to delineate the direction of travel, and reduce user conflicts.*



*Photograph: A windmill adjacent to storm pond,  
example of public art in the landscape  
(See section 8.2).*