



Committee of the Whole Excerpts
May 14, 2024

DIVERSE AND INCLUSIVE COMMUNITIES COMMITTEE REQUEST (PRIDE CROSSWALK) EXCERPT

Members of the Diverse and Inclusive Communities Committee discussed what could be done to show support for Pride celebrations. Through this discussion the committee identified a need for a Rainbow Crosswalk at the intersection of Gerrish and Water Street to showcase the Municipality and community's commitment to supporting and celebrating diversity, inclusiveness, and equality. A motion was made requesting that for Pride week, WHRM provide the feasibility of a crosswalk painted with Pride flag colours, and if not, to provide alternate direction and was unanimously supported. It was hoped the crosswalk would show visible signs of support and inclusion to the 2SLGBTQIA+ community and spread the message of inclusion across our region.

The recommended motion was that Committee of the Whole recommend that ...

AN ALLOCATION OF \$5,500 BE PREAPPROVED FROM THE 2024/25 OPERATING BUDGET TO SUPPORT THE INSTALLATION OF A PRIDE CROSSWALK AT THE INTERSECTION OF WATER AND GERRISH STREETS.



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☐	Decision Request ☒	Councillor Activity ☐
--------------------------------------	---	--	--

To: Mayor Zebian and members of Council

Submitted by: _____
Deanna Snair, Municipal Clerk

Date: May 14th, 2024 Committee of the Whole

Subject: Decision Request for support for a Pride Crosswalk – Diverse and Inclusive Communities Committee

LEGISLATIVE AUTHORITY

Nova Scotia Municipal Government Act, Section 65 authorizes Council to expend funds for municipal purposes.

RECOMMENDATION or DECISION REQUEST

Should Council wish to proceed with supporting the installation of a Pride Crosswalk the following motion would need to be made

.... that Committee of the Whole recommends to Council that an allocation of \$5,500 be pre-approved from the 2024/25 Operating budget to support the installation of A Pride Crosswalk at the intersection of Water and Gerrish Streets.

BACKGROUND

West Hants Regional Municipality is full of vibrant and active communities. A strong sense of belonging is an important step in becoming an inclusive community to ensure all feel welcomed, accepted, valued, heard and have the ability to access resources of one's choosing.

In October of 2020, Council prioritized the theme of Community Diversity and Welcomeness with the objective of establishing a Diversity/Inclusion Plan. After considerable review and input, the committee was established.

The Diverse and Inclusive Communities Committee consists of eight (8) community members (voting) that advocate for marginalized or under-represented residents, one (1) non-voting representative from the Supporting & Promoting Equality in our Communities (SPEC) group and

one (1) non-voting representative from the West Hants Uniacke Community Health Board (WHUCHB) that also provides addition support to the group, one (1) representative from the RCMP, one (1) member of Council and an alternate member of Council and eight (8) WHRM staff who provide additional support and resources when requested.

Property ×	Public Opinion ×	Environment ×	Social ×	Economic ☐	Councillor Activity ☐
------------	---------------------	---------------	----------	-----------------------------------	---

DISCUSSION

The Diverse and Inclusive Communities Committee is a group of passionate individuals eager to create opportunities for meaningful change and acceptance of everyone in West Hants. Through a series of meetings, a selection of projects for the committee to work on in 2024 was developed. Each project would have a champion, who felt passionate about it and would look to move the project forward with additional support from other committee members.

A total of twenty-seven (27) passion projects were identified by the group. These projects were further broken down into short, medium, and long-term goals. The committee noted that some projects were identified were able to be completed by the committee, while others would have the committee play a supportive advocacy role for other organizations or levels of government.

Through theses discussions it became clear the committee wanted to see some form of immediate action. One of the priorities identified was to showcase and celebrate Pride in West Hants.

Members of the committee discussed what could be done to show support for Pride celebrations. Through this discussion the committee identified a need for a Rainbow Crosswalk at the intersection of Gerrish and Water Street to showcase the Municipality and community's commitment to supporting and celebrating diversity, inclusiveness, and equality.

A motion was made requesting that for Pride week, WHRM provide the feasibility of a crosswalk painted with Pride flag colours, and if not, to provide alternate direction and was unanimously supported. It was hoped the crosswalk would show visible signs of support and inclusion to the 2SLGBTQIA+ community and spread the message of inclusion across our region.

A pride crosswalk represents a visible statement of support and acceptance. The rainbow colors used in pride crosswalks carry deep symbolism. The rainbow flag is an iconic symbol of LGBTQ2S+ pride, with each color representing different aspects of the community and its history. The colors (Life (red), Healing (orange), Sunlight (yellow), Nature (green), Harmony (blue), and Spirit (purple), people of colour (black/brown), and the transgender community (white/pink/blue) represent diversity, unity, and the ongoing struggle for equality.

Following the meeting staff reached out to the Provincial Department of Public Works to inquire about the feasibility of painting a crosswalk with Pride flag colours. The Provincial Department of

Public Works advised crosswalks and signage must adhere to strict visual and safety guidelines and therefore they were not supportive of the endeavour due to safety related concerns.

The Committee were upset to hear this news and questioned how other municipalities were permitted to paint crosswalks. Although the streets identified where a crosswalk would be painted were owned by WHRM, the Provincial Traffic Authority is permitted to dictate to municipalities what is permitted and can enforce and/or order painted crosswalks be removed, if they are deemed unsafe as per the current provincial and Transportation Association of Canada.

A roundtable discussion turned to alternative options that could be potentially considered. It was noted that the overall goal was to be seen and little changes at a time, on a regular basis, can normalize concepts without being obtrusive.

Some alternative options discussed were: painting sidewalks leading to populated areas (Victoria Park) that also includes messaging and different languages, chalking walkways vs painting them, painting walkways leading to municipal complexes, painting stair risers at municipal complexes, tagging municipal fleet with decals/stickers, creating resilience stickers/decals in municipal spaces on doors, floors windows, changing the colouring on the lights at the Sports Complex and running a social media ad to promote awareness, hanging different flags along the ramp to the visitor information centre and even reach out to the Windsor Township Business Association (WTBA) to see if they were interested in spreading the word to the business community and help promote Pride in Windsor.

The Committee also discussed the municipality becoming more involved, with staff, councillors, and perhaps a float in the parade. With the Pride parade being held on June 15th, staff are exploring this option further.

Following the meeting, discussions remained focused on the installation of a rainbow crosswalk. The committee was seeking Council's support to install a new rainbow crosswalk to celebrate the region's diversity and strong commitment to ongoing efforts that support inclusion.

A lot of discussion occurred regarding the value of having a Pride crosswalk that was painted vs having a thermos plastic covering installed over the existing crosswalk and the value in having aesthetically pleasing and professionally.

Staff reached out to the vendor who paints WHRM street lines to provide an opinion on the best option (paint or thermoplastic) for A Pride crosswalk. It was noted there would be little cost savings if paint were used vs the thermoplastic. Thermoplastic was more conducive to a stamped crosswalk, which is what is currently in place at the noted intersection.

It is important to note that the quoted price of \$5,500 (all inclusive) was being provided at a discounted rate due to the supplier having a Pride crosswalk currently in stock. Should there be a desire to have more than one (1) Pride crosswalk, the estimated price for each additional crosswalk or a replacement would be \$7,500-\$8,000.

NEXT STEPS

Upon approval by Council, staff will proceed with securing the Ennis Flint PreMark Thermoplastic Pride Crosswalk installation at the intersection of Gerrish and Water Streets in Windsor.

FINANCIAL IMPLICATIONS

There are financial implications associated with this request as the no funds were budgeted or allocated to the Diverse and Inclusive Communities Committee during the 2023/24 budget. Additionally, would exceed the \$1,000 budget in the draft 2024-25 Operating Budget. The total cost associated with one (1) crosswalk is \$5,500 (all inclusive), should Council approve, the funding for this project is proposed to come from the Operating Reserve.

ALTERNATIVES

- Council can choose not to support the request.
- Council can choose to provide alternate direction based on the alternatives discussed by the committee.
- Council can choose to provide alternate direction based on what Council may feel is an appropriate next step in supporting Pride.

ATTACHMENTS

- Manual of Uniform for Traffic Control Devices for Canada - Transportation Association of Canada

CHIEF ADMINISTRATIVE OFFICER REVIEW

As noted in the report there are several options being considered and executed to display visual signs of support for PRIDE related events and awareness. We are mobilizing operations to provide the support as noted.

I support the recommendation.

Report Prepared by: _____
Deanna Snair, Municipal Clerk

Report Reviewed by: _____
Carlee Rochon, Director of Finance

Report Approved by:  _____
Mark Phillips, Chief Administrative Officer

C PAVEMENT MARKINGS

Part C of the Manual deals with pavement markings, and is organized into the following Divisions:

- Division C1 General Aspects of Pavement Markings
- Division C2 Longitudinal Pavement Markings
- Division C3 Transverse Pavement Markings
- Division C4 Symbol and Word Pavement Markings
- Division C5 Coloured Surface Treatment
- Division C6 Specialized Applications
- Division C7 Pavement Markings for Specific Types of Road Users

C1 GENERAL ASPECTS OF PAVEMENT MARKINGS

Division C1 describes the general aspects of pavement markings and their applications, and is organized as follows:

- Section C1.1 Functions of markings and delineation devices
- Section C1.2 Safety benefits of pavement markings
- Section C1.3 Legal authority
- Section C1.4 Classification of markings
- Section C1.5 Principles of markings
- Section C1.6 Standardization of markings
- Section C1.7 Design standards for markings
- Section C1.8 Installation and maintenance

C1.1 FUNCTIONS OF MARKINGS AND DELINEATION DEVICES

Markings on the pavement are a major element in any system of traffic control. Pavement markings serve a variety of functions, including:

- a) Lane definition,
- b) Separation of opposing flows,
- c) Passing control,
- d) Lane usage and designation,
- e) Definition of pedestrian crossing locations,
- f) Identification of stop or yield locations,
- g) Definition of areas not to be driven upon,
- h) Parking areas, and
- i) Communication of safety or other information through word messages.

In some cases, pavement markings are used to supplement the regulations or warnings of other devices, such as traffic signs or signals. Sometimes they are used alone to obtain results that could not be achieved using any other device, conveying regulations, warnings, or guidance that would not otherwise be clearly understood. However, they have limitations: they may be entirely obliterated by snow; they may not be clearly visible when wet; some materials have limited durability; and the markings generally cannot be changed or renewed under winter conditions.

Under favourable conditions, pavement markings convey information to the driver without diverting the driver's attention from the roadway. Roadway delineation may include physical devices with audible and tactile features such as bars, profiled surfaces, or roadway pavement markers. By generating noise and vibration when they are traversed by motor vehicle tires, these types of markings alert the motorist to changes ahead or warn of unsafe deviations from the normal travel lane.

C1.2 SAFETY BENEFITS OF PAVEMENT MARKINGS

One of the most important aspects of a safe and efficient roadway is the uniform application of pavement markings to delineate the roadway path and specific traffic lanes. Pavement markings can communicate information

to road users like no other traffic control device. They provide continuous information to road users related to the roadway alignment, vehicle positioning, and other important driving-related tasks. However, safety evaluations of pavement markings have concluded that pavement markings and delineation devices are not a substitute for correction of design elements, such as adding pavement markers along tight curves in place of increasing the curve radius, and failure to correct severe deficiencies may lead to negative safety impacts (i.e., increase of collisions).

C1.3 LEGAL AUTHORITY

Pavement markings must be installed by or under the authority of the road agency having official jurisdiction. All markings should be installed and maintained in accordance with the guidelines and standards set out in this Manual or in accordance with accepted best practices. However, pavement markings often have limited pure legal status in provincial and local legislation, due to the potential of becoming less effective with age and the possibility that they may not be visible at all in instances of inclement weather.

C1.4 CLASSIFICATION OF MARKINGS

The four basic configurations of markings are longitudinal markings, transverse markings, symbol and word markings, and coloured treatments/special markings for specific applications.

C1.4.1 Longitudinal Markings

Longitudinal markings delineate travelled lanes. They can be:

- a) Directional Dividing Lines which separate traffic flows in opposing directions,
- b) Lane Lines which separate traffic flows in the same direction,
- c) Edge Lines which mark the right edge of the right travelled lane or the left edge of the left travelled lane on one-way segments,
- d) Continuity Lines which are used across merging or diverging areas of acceleration, deceleration or auxiliary lanes,

- e) Guiding Lines which are extensions of edge lines or lane lines through intersections, or
- f) Other lines which mark special operational characteristics of reversible lanes, two-way left-turn lanes, reserved lanes, bicycle lanes, roundabouts, and bus bays.

C1.4.2 Transverse Markings

Transverse markings are installed across the pavement in the following situations:

- a) Crosswalk Lines which mark the location of pedestrian crosswalks,
- b) Elephant's feet lines which define the location of bicycle crossings,
- c) Stop Lines or Yield Lines which indicate where vehicles should stop or yield at intersections, railway crossings, or driveways,
- d) Gore Area Markings which indicate where traffic flows diverge or converge,
- e) Diagonal Lines which mark pavement areas which are not part of a travelled lane, or
- f) Lines which mark parking spaces.

C1.4.3 Symbols and Words

Symbols and words may be used on the pavement to supplement standard signs, or by themselves, for the purpose of regulating, warning, or guiding traffic. These markings include:

- a) Arrows which indicate vehicle movements permitted in a lane,
- b) Diamonds which indicate that a lane is reserved in accordance with appropriate signing which explains the restrictions,
- c) "X" symbols which indicate the approach to a railway crossing,
- d) Other symbols, or
- e) Word and number messages.

C1.4.4 Coloured Treatments and Special Markings

Pavement markings are generally white or yellow unless otherwise stated. Blue, red, and green may be used in specific applications described in Section C1.7.2.

C1.5 PRINCIPLES OF MARKINGS

Figures C1-1, C1-2 and C1-3 show the principles, colours, widths, and patterns for longitudinal and transverse pavement markings.

C1.5.1 Principles of Longitudinal Markings

The main purpose of longitudinal pavement markings is discussed in detail below:

- a) Longitudinal pavement markings, when used as dividing lines between traffic lanes, conform to the following basic principles:
 - i) Yellow lines delineate the separation of traffic flows in opposing directions while white lines delineate the separation of traffic flows in the same direction.
 - ii) Broken lines indicate permissive traffic regulations. Broken yellow lines indicate that adequate sight distance is available and passing is permitted. Broken white lines indicate that lane changing is permitted.
 - iii) Solid lines indicate restrictive traffic regulations or situations in which drivers are provided with guidance. Solid yellow lines indicate that adequate passing sight distance is not available and that passing is not permitted or is generally not recommended. Solid white lines indicate that lane changing is not recommended or is not permitted.
- b) Longitudinal pavement markings, when used as dividing lines between travelled lanes and shoulders, conform to the following basic principles:
 - i) Solid yellow edge lines delineate the separation of traffic lanes and shoulders when the shoulder is to the left of the traffic lane in the direction of travel.

- ii) Solid white edge lines delineate the separation of traffic lanes and shoulders when the shoulder is to the right of the traffic lane in the direction of travel.
- c) A wide line is used for emphasis in those areas where standard markings require reinforcement or special driver action.

C1.5.2 Widths and Patterns of Longitudinal Markings

The widths and patterns of longitudinal lines are as follows:

- a) A normal width line is 100 mm to 150 mm wide.
- b) A wide line is at least twice the width of a normal line.
- c) A double line consists of two normal line widths separated by a space that is at least the same width as a normal line. Where greater separation is necessary, to move markings off the roadway crown to reduce damage by snowplows, to allow for reflectors, rumble strips or roadway markers, or to create a central reserve (narrow painted median), this space may be increased as necessary, provided that minimum lane widths are maintained.
- d) A broken line is formed by segments and gaps, usually in the ratio of 1:2. A recommended standard is 3.0 m segments and 6.0 m gaps. This may be increased to 1:3 or 3.0 m segments with 9.0 m gaps for high speed roads.
- e) A dashed line is formed by shorter segments and gaps, in the ratio of 1:1. These are typically 0.5 m to 3.0 m each.

Patterns and dimensions of longitudinal markings are illustrated in Figure C1-1. Principles of markings are illustrated in Figure C1-2.

C1.5.3 Principles of Transverse Markings

Transverse markings are white, except for gore area markings and diagonal lines in medians, which are yellow.

Because of the low approach angle at which pavement markings are viewed, it is necessary that transverse lines be proportioned to give visibility equal to that of longitudinal lines.

Patterns and dimensions of transverse markings are illustrated in Figure C1-3.

C3 TRANSVERSE PAVEMENT MARKINGS

Transverse markings are used for crosswalks, Stop Lines, railway crossings, parking, and gore area markings. All transverse markings are white, except for median gore areas, which are yellow.

Division C3 describes transverse markings and their application, and is organized as follows:

- Section C3.1 Crosswalk lines
- Section C3.2 Stop lines
- Section C3.3 Gore areas
- Section C3.4 Diagonal markings
- Section C3.5 Parking lines

For more information on pedestrian crossings and the crossing terminology used in this section, please refer to the *Pedestrian Crossing Control Guide* (TAC 2017).

C3.1 CROSSWALK LINES

Crosswalk Lines are white lines, either solid parallel, perpendicular bars or a combination of both (Figure C1-2) extending entirely across the pavement, which define pedestrian crossing areas.

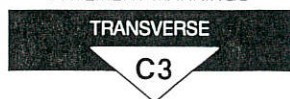
Guidance

The width of the crosswalk is usually determined by the widths of the sidewalks leading to the crosswalk and the number of pedestrians crossing, but should not be less than 2.5 m in width.

Crosswalk Line usage is described in detail in Section C7.2.1.

C3.1.1 Twin Parallel Line Crosswalk Markings

Twin Parallel Line Crosswalk markings feature two parallel white lines with a large space between the lines which delineates the pedestrian travel path. The typical markings are illustrated in Figure C3-1.



C3.1.2 Zebra Crosswalk Markings

Zebra Crosswalk markings feature wide, white lines aligned parallel to the travel lanes and offer greater conspicuity than Twin Parallel Line Crosswalk markings. However, the larger painted area can have the drawback of being more slippery than the adjoining pavement. The typical markings are illustrated in Figure C3-1.

Guidance

The typical configuration of Zebra Crosswalk markings should be 0.6 m wide white block markings spaced at 0.6 m.

Option

Ladder Crosswalks, which combine twin parallel lines with a zebra crosswalk, may be used as an alternative.

C3.1.3 Ladder Crosswalks

Ladder Crosswalks are a combination of Twin Parallel and Zebra Crosswalks. They are used where additional conspicuity of the crosswalk is required, or where local regulations require parallel lines, but the heightened emphasis of a zebra crosswalk is desired.

Guidance

The typical configuration of Ladder Crosswalk markings should be 0.6 m wide white block markings approximately parallel to vehicle travel, spaced at 0.6 m, with 200 mm wide outside lines perpendicular to traffic.

C3.1.4 Elephant's Feet Bicycle Markings

Elephant's Feet markings define crossing areas reserved for bicycle movements. Normally these are exclusive to bicycles, with pedestrian crossing areas defined separately. The typical markings are shown in Figure C1-3.

Guidance

Elephant's Feet line markings should consist of broken lines 200-300 mm long with 300-400 mm spacing. The line spacing depends on application, but generally should be 1.5 m to 3 m in width.