

To: Community Services Committee

From: Ron Diskey, Commissioner,
Community Services Department

Report Number: CS-19-87

Date of Report: June 13, 2019

Date of Meeting: June 18, 2019

Subject: P.F.L.A.G. Canada Durham Region – Request the City Paint a
Rainbow Crosswalk

File: E-2165

1.0 Purpose

The purpose of this report is to provide a response following the May 21st, 2019 Council direction concerning CS-19-51, “That Correspondence CS-19-69 from Reverend Jeff Doucette, Enniskillen and Tyrone United Church, CS-19-70 from Gail Brimbecon and CS-19-51 from P.F.L.A.G. Canada Durham Region requesting the City paint a rainbow crosswalk be referred to staff to provide recommendations and information on workable options for a rainbow crosswalk in Oshawa with inclusion of comments from the Diversity and Inclusion Officer.” It should also be noted that the May 21st, 2019 Council Meeting the following motions were tabled.

Proposed Amendment and Sub-amendment to the recommendation contained in Report CS-19-51 regarding a request for a Rainbow Sidewalk: “That the Report return to Committee and Council to allow for construction and opening of a rainbow crosswalk on July 1, 2019 if approved; and, That if approved the location of the crosswalk be the crosswalk between City Hall and the Robert McLaughlin Gallery.”

2.0 Recommendation

That the Community Services Committee recommend to City Council:

1. That based on Report CS-19-87 dated June 13, 2019 the Community Services Committee select one of the two location options as noted in Attachment 1:
 - a. Location Option 1: The pedestrian crosswalk that is adjacent to the main entrance to City Hall and the Robert McLaughlin Art Gallery. And in the future at the pedestrian crosswalk between the Robert McLaughlin Library and to the north side of Bagot Street in front of the Robert McLaughlin Art Gallery

- b. Location Option 2: The pedestrian crosswalk at the intersection of Simcoe Street South and Lakeview Park Avenue; and,
2. That based on Report CS-19-87 dated June 13, 2019 the Community Services Committee select one of the two design options as noted in Attachment 2:
 - a. Design Option 1: Multi-coloured “ladder” pattern design.
 - b. Design Option 2: Multi-coloured “longitudinal” pattern design; and,
3. That Reverend Jeff Doucette, Enniskillen and Tyrone United Church, Gail Brimbecon, P.F.L.A.G. Canada Durham Region and the Business Improvement Area (B.I.A.) be sent copies of Report CS-19-87 and the related Council resolution.

3.0 Executive Summary

At its meeting of May 21, 2019, Council directed staff to provide recommendations and information on workable options for a rainbow crosswalk in Oshawa with inclusion of comments from the Diversity and Inclusion Officer in the Innovation and Transformation Branch.

City staff researched and discussed the project with other municipalities, who have already conducted this type of project, in order to gain more information on the project. The Municipality of Clarington and the Town of Cobourg have all just recently installed rainbow crosswalks in their road allowance and the Region of Durham has installed a rainbow crosswalk in their Regional Headquarters parking lot. The Town of Ajax has painted a rainbow pattern on a park gazebo.

The proposed locations listed in this report fall within the City Of Oshawa road allowance and therefore are eligible for the installation of pavement markings without the need for consultation with the Region of Durham concerning any Regional road allowance.

4.0 Input from Other Sources

- Road Operations
- Traffic, Streetlighting and Municipal Parking Services
- Innovation and Transformation including the Diversity and Inclusion Office.
- Municipality of Clarington
- Town of Ajax
- Town Coburg
- Region of Durham
- Business Improvement Area (B.I.A.)

5.0 Analysis

5.1 Rainbow Crosswalks

Rainbow crosswalks within communities are being installed to promote inclusion and support towards the L.G.B.T.Q. (Lesbian, Gay, Bisexual, Transgender and Queer community). Popularity has grown over time and support has been shown with many municipalities across Canada and worldwide participating in the installation of rainbow crosswalks. Recently, several local municipalities have installed rainbow crosswalks including the Town of Cobourg, Municipality of Clarington, and the Region of Durham.

5.2 Diversity and Inclusion

The Diversity and Inclusion Plan was approved by City Council in 2017, and contains several recommended actions for the City to implement to celebrate diversity in the community and promote inclusion of all the City's residents. Although installing a rainbow crosswalk is not outlined as a specific recommendation in the Diversity and Inclusion Plan, it is consistent with the intent of the Plan.

5.3 Technical Standards

The Ontario Traffic Manual (OTM) is published to provide information and guidance for transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario.

Historically traffic engineering and operations divisions throughout Ontario have not recommended any forms of crosswalk marking schemes that fall outside of the OTM as there are potential risks associated.

The latest version of the OTM does not specify the requirement for Rainbow Crosswalks however it does specify requirement for "Ladder" crosswalk markings and "Textured" or "Longitudinal" crosswalks.

The "Ladder" crosswalk markings are enhanced pavement markings that incorporate stripes to enhance the delineation of pedestrian crosswalks. Ladder style crosswalks are a combination of zebra pavement markings aligned perpendicular to the pedestrian direction of travel together with parallel standard white crosswalk lines. For this example the rainbow colours could be added, as shown in Figure 1 of Attachment 2.

The "Longitudinal" crosswalk markings is a crosswalk incorporating a colour patterned surface that is designed to contrast with the adjacent roadway. Similar to ladder crosswalk markings, coloured crosswalks are applied to increase the conspicuity of a pedestrian crossing and increase drivers' awareness of potential conflicts. In all cases, parallel standard white crosswalk lines are still needed to delineate the outside edges of the crosswalk if the location is a controlled crossing. The "Longitudinal" crosswalk design is shown in Figure 2 of Attachment 2.

Based on these two (2) standards, as defined in the OTM, the proposed rainbow crosswalks provide minimal risk if installed as prescribed in the OTM for Ladder or Longitudinal crosswalks.

5.4 Proposed Location Options

The two locations proposed in this report were recognized for their availability to be seen by thousands of people based on the volume of both pedestrian and vehicular traffic. The Diversity Inclusion Officer supports both options but if only one location is chosen the preference is Location Option 1 at City Hall.

5.4.1 Location Option 1: City Hall / Robert McLaughlin Gallery and Library Hub

Location Option 1 as shown in Attachment 1 is by the main entrance to City Hall which is also located as part of the City Hall, Robert McLaughlin Gallery and Library, and Arts Resource Centre Cultural Hub. This location is recognized for its high volume of pedestrian and vehicular traffic. For example, the Oshawa Public Library had close to 350,000 visitors in 2018 and the McLaughlin Art Gallery just over 35,000 visitors.

A second location in this hub area would be a crosswalk located on Bagot Street where Bagot Street meets Queen Street. At this time, roadway repairs to the asphalt in this area need to be completed before a rainbow crosswalk can be installed.

5.4.2 Location Option 2: Lakeview Park

Location Option 2 as shown in Attachment 1 is the entrance to Lakeview Park at the intersection of Simcoe Street South and Lakeview Park Avenue. Like Option 1, this is a visible option based on the number of people that use the park and the multiple events that occur at Lakeview Park every year.

5.5 Installation and Maintenance of Rainbow Crosswalks

Other municipalities have successfully installed permanent rainbow crosswalks similar to those envisioned by P.F.L.A.G. The installation process used by those municipalities involved the melting of thermal plastic on the surface of the pavement. This process would be contracted out to an external provider as City staff currently do not have the technology or equipment to perform this work.

The maintenance of Rainbow crosswalks is relatively new and therefore information associated with the types of maintenance required is limited at this time. However it is assumed that ongoing maintenance will be performed in-house and the associated costs will be included in future operating budgets.

The life-cycle of the thermal plastic is approximately five (5) years with a full replacement not anticipated until Year 6.

6.0 Financial Implications

The estimated costs for the purchase of thermal plastic materials and contracted labour to execute a permanent rainbow crosswalk would be approximately \$8,500 – \$10,000 per crosswalk depending on the type of each crosswalk.

Additionally, associated maintenance costs other than for minor wear and tear is anticipated to be minimal.

At the present time, P.F.L.A.G. does not have any funding to support this project.

The cost for installation and materials can be managed within the 2019 Road Operations budget.

The B.I.A. has offered to potentially contribute \$1,000 towards the crosswalk in the B.I.A. boundary.

7.0 Relationship to the Oshawa Strategic Plan

This report addresses the Oshawa Strategic Plan by responding to the goal of Cultural Vitality, with the theme of Enrich our Community Through Culture and Social Equity, with the theme of Enrich our Community Through diversity by expressing a commitment and desire to support, connect and engage with the community and work towards inclusion.



Mike Saulnier, Director,
Operations Services



Ron Diskey, Commissioner,
Community Services Department



Figure 1: Location Option 1- City Hall / Robert McLaughlin Gallery and Library Hub



Figure 2: Location Option 2- Lakeview Park



Figure 1: Design Option 1- Ladder Pattern Crosswalk



Figure 2: Design Option 2- Longitudinal Line Pattern Crosswalk