



## COUNCIL POLICY MANUAL

<b>Section:</b>	<b>Engineering and Public Works</b>	<b>11</b>
<b>Subsection:</b>	<b>Streets and Roads</b>	<b>5400</b>
<b>Title:</b>	<b>TRANSPORTATION NON-STANDARD CROSSWALK POLICY</b>	<b>09</b>

### POLICY

The City will receive requests for non-standard crosswalks markings from non-commercial organizations, which support cultural vitality through public realm improvements in the community. Requests will be reviewed by Engineering and Public Works Staff to identify potential road safety issues as well as financial impacts to the City. When complete, the review will be provided to Council with a recommendation.

### REASON FOR POLICY

The City is committed to supporting active lifestyles through the advancement of Active Transportation and Cultural Vitality through community awareness and education. Municipalities around the world have made the same commitments and are merging the two priorities by including socially or culturally significant imagery in crosswalks. The City would like to take a similar approach, while maintaining the integrity, functionality, and safety of traffic control devices while not placing additional financial burden on the residents.

### PRINCIPLES

Road Authorities install marked crosswalks, such as white parallel lines or white zebra bars, for the explicit purpose of enhancing road safety. The patterns that are used for this are well defined in Engineering Transportation Standards and drivers and pedestrians have been educated on what to expect and how to respond when they encounter them. Municipalities have also established capital and operational funding models to install and maintain this type of road marking.

For the purpose of supporting both Active Transportation and Cultural Vitality, the Engineering and Public Works Department will review all requests for non-standard crosswalks and provide Council with a report identifying the implications of the request. The review process will consider how the imagery impacts the intent of the technical requirements of the crosswalk markings and what additional costs; both capital and operating would be expected.

## **REQUIREMENTS/DESIGN CRITERIA**

At the time of application, the applicants will be made aware that the core imagery of the crosswalk, either white parallel lines or white zebra bars, must be maintained to ensure driver and pedestrian awareness. The imagery that is being suggested for the non-standard crosswalk markings must not detract from the intent of the crosswalk markings and must not cause drivers or pedestrians to become distracted.

## **MAINTENANCE**

The cost to install or renew road markings is well known and municipal funding models have been developed to manage this. With the advancement of road marking products the artistic possibilities for non-standard crosswalk markings are almost limitless and therefore the cost to install or renew is also potentially limitless, and current City funding models are not equipped to deal with this type of expenditure. As a result, an installation and maintenance plan will need to be prepared for any non-standard crosswalks that are installed in the City.

## **PUBLIC EDUCATION**

The Pedestrian Education and Safety Program will continue to be used to increase awareness for Drivers and Pedestrians.

Date:

Approved by:

Amendment

NA

Approved by: