

**JOINT ACCESSIBILITY ADVISORY COMMITTEE MEETING**  
**Via Microsoft Teams**  
**Wednesday, December 8, 2021 at 6 pm**

**AGENDA**

1. Call to Order
2. Roll Call
3. Amendments to the Agenda
4. Approval of the Agenda
5. Disclosure of Conflict of Interest Issues
6. Approval of Minutes
  - a. November 10, 2021
7. Business Arising from the Minutes
  - a. Vice Chair motion
8. Business
  - a. Citizen Vacancy
  - b. Approval of the 2022 Meeting Schedule
  - c. Review of the 2022-23 Committee Operating Budget 7
  - d. Discussion regarding Assessment Report from Level Playing Field and status of Accessibility Plan 8
9. Correspondence

10. Other Business

11. Date of Next Meeting

12. Public Comments

13. Adjournment

# JOINT ACCESSIBILITY ADVISORY COMMITTEE

Wednesday, November 10, 2021

## Draft Minutes

<b>Meeting Date and Time</b>	A meeting of the Joint Accessibility Advisory Committee (JAAC) was held on Wednesday, November 10, 2021, at 6:00 pm in the Council Chambers at 181 Coldbrook Village Park Drive.
<b>Attending</b>	
<b>JAAC Members</b>	Mary Fox - Citizen Member (Chair) Crystal McCormack - Citizen Member: Central Alex Leblanc - Citizen Member ( <i>via Microsoft Teams</i> ) Doug Ralph - Citizen Member ( <i>via Microsoft Teams</i> ) Charlene Park - Citizen Member Kathleen Purdy - Citizen Member Michael Keith - Commissioner, Village of Cornwallis Square Mike Bishop - Commissioner, Village of Kingston Robert Sealby - Commissioner, Village of Greenwood Scott Leir - Commissioner, Village of Port Williams
<b>Municipal Staff</b>	Terry Brown - Manager of Inspection & Enforcement Division Shawn Fevens - Accessibility Coordinator Trish Javorek - Director of Planning and Inspections Laurie-Ann Clarke - Recording Secretary
<b>Guests</b>	<i>All guests attended via Microsoft Teams</i> Alastair Wycliffe-Jones - Planner, Intelligent Futures Darby Young - President and Founder, Level Playing Field Helen Loghrin - Planner, Intelligent Futures Kristin Westlake - Lead Accessibility Strategist, Level Playing Field Oliver Prcic - Accessibility Strategist, Level Playing Field
<b>Regrets</b>	Councillor Lexie Misner - District 2 (Vice-Chair) Andy Vermeulen - Commissioner, Village of Canning

Dino Wamboldt - Citizen Member: East  
Quentin Hill - Commissioner, Village of New Minas

**Absent** Amanda Baker - Citizen Member: West

1. **Call to Order** The meeting was called to order at 6:03 pm.
2. **Roll Call** Roll call was taken.
3. **Amendments to the Agenda** There were no amendments to the agenda.
4. **Approval of the Agenda**

**On motion of Mr. Sealby, that the Joint Accessibility Advisory Committee approve the November 10, 2021 meeting agenda as circulated.**

**The question was called on the motion. Motion carried.**
5. **Disclosure of Conflict of Interest Issues** There were no conflict of interest issues disclosed.
6. **Approval of Minutes**
  - a. **October 27, 2021** **On motion of Mr. Leir, that the minutes of the Joint Accessibility Advisory Committee meeting held on October 27, 2021 be approved as circulated.**

**The question was called on the motion. Motion carried.**
7. **Business Arising from the Minutes** There was no business arising from the October 27, 2021 minutes.
8. **Business**
  - a. **Update from Level Playing Field/Intelligent Futures** A presentation was made by Level Playing Field with an overview of their findings from their October visit to Kings County.

Intelligent Futures provided an update on the status of the Accessibility Plan as well as a timeline for moving forward.

**b. Election of Officers (Chair and Vice Chair)**

There was a call for nominations from the floor for the position of Committee Chair with the one-year term to begin at the meeting on December 8, 2021.

**On motion of Mr. Leblanc, that the Committee appoint Mary Fox as Chair.**

Mary Fox accepted the nomination. Seeing there were no further nominations, Mr. Brown called for the question.

**Motion Carried.**

There was a call for nominations from the floor for the position of Committee Vice-Chair with the one-year term to begin at the meeting on December 8, 2021.

**On motion of Mr. Sealby, that the Committee appoint Councillor Misner as Vice-Chair.**

Councillor Misner was not in attendance at the meeting however seeing there were no further nominations, Mr. Brown called for the question.

**Motion carried.**

Councillor Misner's nomination will be added to the upcoming meeting agenda for her acceptance.

**9. Policy FIN-05-002- Council and Committee Remuneration Policy**

Mr. Brown reviewed Policy FIN-05-002- Council and Committee Remuneration policy as a reminder to the Committee.

Per section 3.9 of the policy, "The honorarium for any citizen appointed to a Corporation, committee, or Board who has been appointed by Council and is not a member of Council, and is not otherwise remunerated by the

Corporation, Committee, or Board shall be set at \$100 per meeting to a maximum of \$1,300 per year. Honoraria shall be based on actual meeting attendance in accordance with any committee-related by-laws and policies of Council.”

The honorarium is paid quarterly based on meeting attendance as tracked by the Recording Secretary. The next payment will be mailed in January 2022 for meetings attended between October 1 and December 31, 2021.

Per section 3.11 of the policy, “Citizen members appointed by Council who are not Members of Council shall be reimbursed for mileage at the Province of Nova Scotia’s rate per kilometre.”

The 2021 rate for mileage reimbursement is 0.4615 per kilometre. All mileage forms for this year must be submitted by March 31, 2022. There have been no mileage claims from the Committee since it was formed. Printed mileage forms were available at the meeting if anyone wanted to take one.

**10. Correspondence**

There was no new correspondence.

**11. Other Business**

Mr. Sealby asked what the Committee’s policy is on winter weather conditions. Staff advised that if the Municipal Complex closes, any meetings scheduled for that day will automatically be cancelled. In the case of bad weather when Municipal Complex remains open, a decision will be made by staff in regards to the meeting and the Committee will be notified as soon as possible.

**12. Date of Next Meeting**

The next meeting will be Wednesday, December 8, 2021, at 6pm at the Municipal Complex.

**13. Public Comments**

None.

**14. Adjournment**

**There being no further business, on motion of Mr. Sealby and Mr. Leblanc, the meeting adjourned at 7:20 pm.**

**Joint Accessibility Advisory Committee  
Proposed Budget 2022/23**

		<b>2022/23 Budget</b>	<b>2021/22 Budget</b>
01-1-189-990	Conditional Transfers - Joint Accessibility Advisory Committee	\$ 3,752	14,400.00
01-2-211-215	Honorariums - Citizen Members	\$ 10,400	\$ 10,400
01-2-211-215	Citizen Member Travel	2,600	2,600
01-2-211-215	Recruitment / Advertising	1,000	1,000
01-2-211-215	Consultant / Training		40,000
		<hr/>	
		\$ 14,000	\$ 54,000

**Funding Calculation:**

Canning	0.90%	126.00	486.00
New Minas	7.70%	1,078.00	4,158.00
Greenwood	3.50%	490.00	1,890.00
Kingston	4.50%	630.00	2,430.00
Aylesford	1.10%	154.00	594.00
Port Williams	3.40%	476.00	1,836.00
Cornwallis Square Municipality	5.70%	798.00	3,078.00
	73.20%	10,248.00	39,528.00
		<hr/>	
		14,000.00	54,000.00

[G:\Retain\Deeds Agreements Leases\pdf\No. 1320 Intermunicipal Service Accessibility Agreement \(2021\).pdf](G:\Retain\Deeds Agreements Leases\pdf\No. 1320 Intermunicipal Service Accessibility Agreement (2021).pdf)

**YTD Spending 2021 - November 12**

Advertising	\$	650.74
Honorariums		1,600.00
Supplies		85.47
Consulting		8,069.02
		<hr/>
	\$	10,405.23

ACCESSIBILITY &  
UNIVERSAL DESIGN AUDIT  
OF

# SITE ASSESSMENT ANALYSIS

PREPARED FOR:  
THE MUNICIPALITY OF THE COUNTY OF KINGS

**level**  
**PLAYING FIELD**  
an accessibility agency





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# 1.0

# INTRODUCTION



# INTRODUCTION

## WHAT WE DID



Level Playing Field (LPF) reviewed the current accessibility of the Municipality of the County of Kings. The work began with a desktop exercise to determine what locations to visit and experience in person. We viewed potential locations on Google Street View, reviewed the Municipalities transit information and assessed how easy it was to find relevant accessible transportation information on the transit website. We also reviewed Wolfville's, Kentville's , and other accessibility strategies.

The assessment included the following Villages in the Municipality:

**New Minas**

**Greenwood**

**Aylesford**

**Canning**

**Cornwallis Square**

**Kingston**

**Port Williams**

## WHAT WE DID - CONTINUED

Site visits focused on, but were not limited to, the following:

- Site access, including accessible parking spaces and curb cuts to entrances
- Sidewalks
- Walking & Bicycle Trails
- Parks
- Public Transit
- Libraries, Recreation Centres and Community Centres
- Municipal Buildings

Assessments utilized visual inspection, walking, and using a scooter to traverse the various locations.



# SITE VISIT LOCATIONS

 **MUNICIPALITIES**

- Ayleford
- Canning
- Greenwood
- Kingston
- New Minas
- Port Williams
- Cornwallis Square

 **BUILDINGS**

- Louis Millet Community Centre
- Kingston Library & Village Office
- Murdoch C. Smith Memorial Library
- Canning Library & Heritage Centre
- Canning Village Office
- Greenwood Village Office
- New Minas Fire Department

 Glooscap Arena

 **TRANSIT SYSTEM**

- General Bus Stops
- Kings Transit Authority





 **KEY SIDEWALKS & PATHWAYS**

- Kingston Bridge St. Sidewalk
- New Minas Roundabouts & Sidewalks
- Rail Trail System
- Port Williams Bridge

 **PARKS & OPEN SPACES**

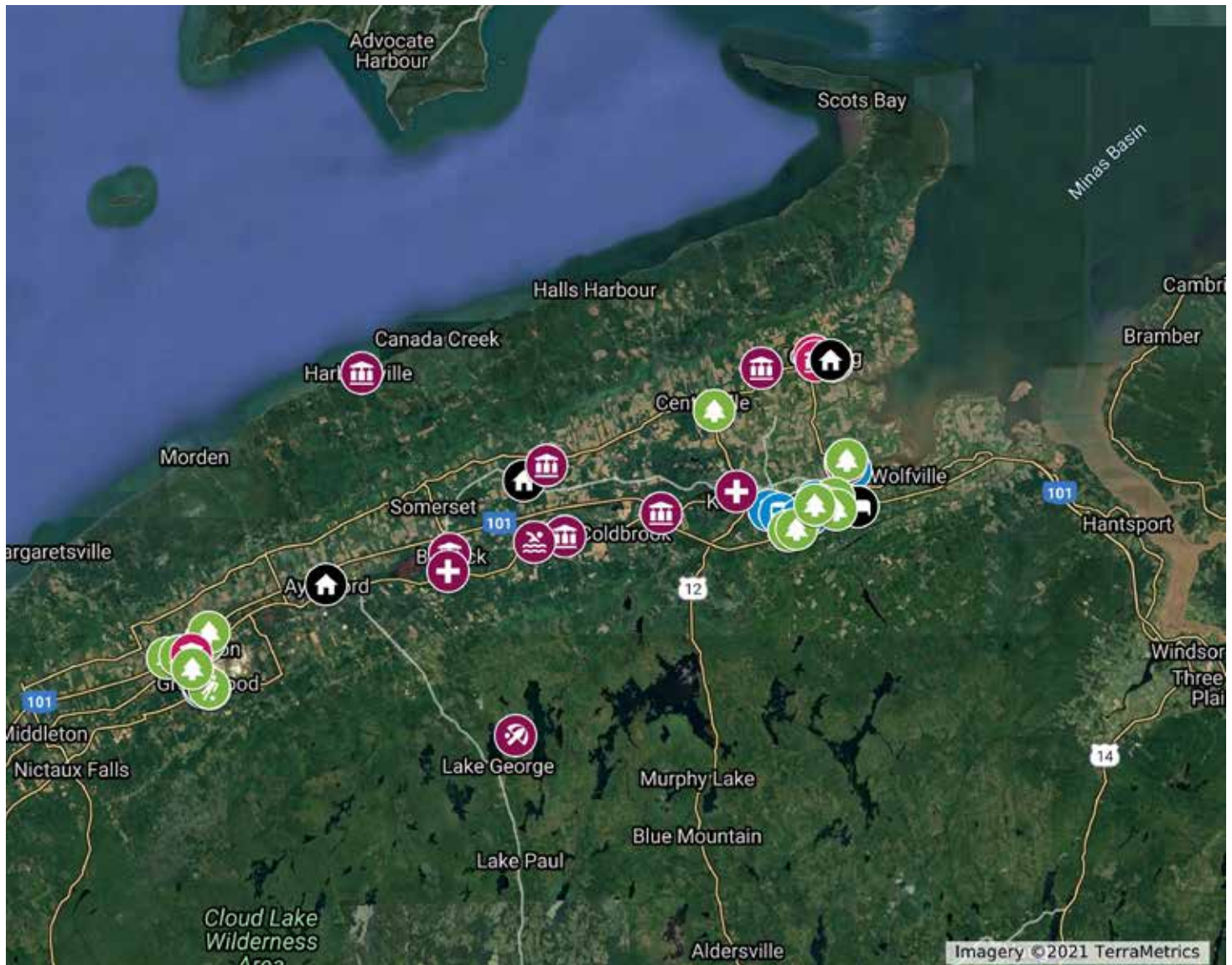
- Ayleford Centreville Park
- Stronach Park
- Lockhart Ryan Memorial Park
- Lonnie Milne Memorial Park
- Jones Subdivision Park
- Golf View Playground
- Meadow Terrace Playground
- Port Williams Park
- Greenwood Soccer Pitch
- Centennial Park
- General Playgrounds & Sport Fields
-  Tennis Courts / Skating Rinks

 **ADDITIONAL LOCATIONS**

-  Valley Regional Hospital
-  Municipality of the County of Kings
-  Indoor Pool at Youth Centre
-  Western Kings Memorial Health Centre
- Berwick Recreation

- Woodville Community Centre
- Harbourville Community Hall
- Sheffield Mills Community Hall
- The Cambridge Community Centre
-  Aylesford Lake Beach

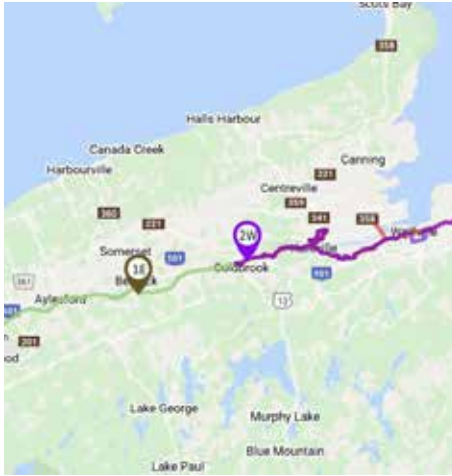
## SITE VISIT LOCATIONS MAP



2.0

# WHAT WE OBSERVED





**TR 1 |** Kings Transit live bus location map  
Source: *Kings Transit Authority, 2021*



**TR 2 |** Bus Stop in Port Williams, No accessible space not in path of travel



**TR 3 |** New Minas bus stop with accessible space next to bench

## 1.1 TRANSIT OBSERVATIONS

### Buses and Routes

The Kings Transit Authority serves Annapolis Royal, Bridgetown, Clementsport, Cornwallis, Digby, Lawrencetown, Middleton and Weymouth. The transit service provides four bus routes with an option to live track a bus location. The tracking is found on the Kings Transit "Double Map" and provides users with up to date locations of buses and where they currently are on the route. The tracking service helps users know where the bus is and rough estimates for when it will arrive at their stop.

### Transit Stops

Bus Stops are found throughout Kings County. With four bus lines operating directly within the county limits, many passengers have moderate access. Routes for the most part, follow highway 1 which mean the stops are located on a single roadway. This limits who accesses the buses as they have to commute to the highway from within their communities.





**TR 4 |** Low floor buses  
Source: *Kings Transit Authority, 2020*



**TR 5 |** Kingston location of the Kings Transit Authority



**TR 6 |** Attendant aiding a passenger  
Source: *Kings Transit Authority, 2020*

## 1.1 TRANSIT OBSERVATIONS

### Transit Accessibility

Transit in Kings County is accessible as all buses are fully accessible. Low floor buses are now the standard for transit and provide great accessibility. As seen in image TR4, the buses have ramps and a wide entrance to accommodate wheeled mobility devices. Inside the bus, space is provided for users to tie down wheelchairs. We heard from some users of the bus system that the tie-downs were sometimes difficult to use.

One limiting factor is only zero turn mobility devices can be accommodated on the bus. Meaning those who have wheeled mobility devices with greater turning radius require advanced maneuvering or must find alternative transport.

### Traveling With An Attendant

Kings Transit is welcoming to riders who require an attendant to help with using transit. The fare is free to those who are acting as an attendant. All the attendant needs to do is get an attendant card from Kings Transit and then show it to the driver when getting on board with the person needing additional assistance.



**TR 7 |** Village of Greenwood , bus stop sign on electrical post



**TR 8 |** Kings Transit bus  
Source: *Kings Transit Authority, 2020*



**TR 9 |** Kings Transit bus headed to Wolfville.  
Source: *Kings Transit Authority, 2020*

## 1.1 TRANSIT OBSERVATIONS

### Schedule

The schedule for Kings Transit is moderately frequent at 2 hour intervals. This range allows users to have time frames to use transit to access different areas of the municipality. Most routes are in service between 7:00 am and 9:00 pm leaving riders with 7 time options to use transit. The two hour window gives users enough time to get to the bus stops from other more distant locations off the highway.

### Fares

The fares for Kings Transit range depending on what age grouping the rider falls into. A 46% decreased rate is applied to riders who are considered seniors. The same discount it applied to children between the ages 5 - 11 where as children under 5 can ride transit for free.

### Tickets

Tickets are sold at 25 locations throughout the region. With the high amount of available locations riders are able to choose the most convenient and most accessible location to purchase tickets. It is important that each of these locations are accessible.



**PS 1 |** Uneven sidewalks in front of Port Williams Library



**PS 2 |** Pot holes leading to Port Williams bridge



**PS 3 |** Ramp to path on Port Williams bridge

## 1.2 PATHWAYS & SIDEWALKS

### OBSERVATIONS

#### Port Williams

The pathway outside of the library is in need of an accessibility upgrade. This narrow path can only accommodate single pedestrian traffic. Those using wheeled mobility devices would be unable to pass next to each other and one user would be required to leave the pathway. The pavement is uneven and has no tactile indication warning pedestrians they are leaving a sidewalk and entering a parking lot.

#### Port Williams - Bridge Entrance & Pathway

The pedestrian pathway to the bridge is not level and made up of loose gravel. It then leads the user to traverse the path of live vehicle traffic. The path crossing the Port Williams bridge marginally meets some accessible standards. The ramp to the path is present, but is far too steep. There is no colour contrasting stripping along the path to indicate an abrupt change in grade. The pathway itself is too narrow and only permits a single lane. If two wheeled mobility devices met on this path one would have to back up and off the path. Tactile warnings are also needed before the ramps to insure users with limited vision are aware of the grade change.



**PS 4 |** Lack of sidewalks forces users to walk along an active roadway

## 1.2 PATHWAYS & SIDEWALKS

### OBSERVATIONS

#### Kingston Residential Pathways

The lack of sidewalks in residential areas forces users to walk along the road or ditch. It was observed that when parked on the side of the road pedestrians would have to choose between walking in the ditch or on the active road.



**PS 5 |** Single pathway with ramp crossing Kingston bridge

#### Kingston Bridge Sidewalk

The Kingston bridge is in need of an accessibility and pedestrian retrofit. The sidewalk is on an elevated platform and only accessible from steep ramps. No colour contrasting strip is found on the curb edge where it drops to roadway. If two users in wheeled mobility devices would enter the pathway from opposite end one would have to back up to let the other through.



**PS 6 |** Loose gravel path that terminates at Kingston bridge

#### Kingston Bridge Entrance

The pathway leading up to the Kingston bridge is uneven and loose ground surface does not encourage accessible travel. In addition to the poor pathway conditions there is no designated crosswalk. A lack of crosswalk requires all pedestrians to navigate across active traffic to get to the side of the bridge with a sidewalk.



**PS 7 |** Canning sidewalk that is wide enough for two wheeled mobility devices

## 1.2 PATHWAYS & SIDEWALKS

### OBSERVATIONS

#### Canning Sidewalk

The sidewalk seen in image PS7 is a good example of how a sidewalk should look. The sidewalk is wide enough to accommodate passing and any obstructions in the path do not reduce the width down to an inaccessible width.



**PS 8 |** Sidewalk in Port Williams is restricted by obstacles along the sidewalk

#### Port Williams Crosswalk - Bad

This crosswalk presents the current state of accessibility in Kings County. The bus bench restricts access to the crosswalk due to its location on the sidewalk. The crosswalk path is not a single surface and does not have any tactile warnings before to indicate entrance into a roadway. There are no flashing lights or auditory signals to notify vehicle traffic or pedestrians respectively. Finally, vertical signage is not present to indicate a road crossing.



**PS 9 |** Updated crosswalk in Kingston

#### Kingston Crosswalk - Better

The crosswalk in image PS9 demonstrates an improvement to the pedestrian experience. With flashing lights and signage, oncoming vehicles are warned of pedestrians crossing. The crosswalk is still in need of tactile warnings to indicate an entrance into an active roadway.



**KA 1 |** Front entrance to building along main street in Port Williams



**KA 2 |** Accessible front entrance at the Memorial Library in Port Williams



**KA 3 |** Canning Library with sloped access and inaccessible book return

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Private Business Entrances

With steps in the front and no ramp (KA1), the building and business is entirely inaccessible to those who use wheeled mobility devices.

##### Memorial Library

This site has good access with a level platform at the entrance. The door is accessible and has a automatic opening button on the side wall. The button location could be improved, as it is within the swing of the door and users would likely get hit by the door once pressed. Lighting is good and the entrance provides shelter from inclement weather conditions.

##### Canning Library

This site has tried to increase accessibility of the entrance by adding a ramp to the door. The ramp is steep and does not provide a level landing at the top so that a user can manoeuvre the door. The door is also not equipped with an automatic opener. The after-hours book return is located off the level pathway and is over accessible height. The signage on the building is not colour contrasted and does not have any tactile characters on it. In addition the signage material creates glare making it hard to read from a distance.



KA 4 | Front entrance to arena



KA 5 | Accessible ramp to the south of the front entrance



KA 6 | Power Door Control at Entrance

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Glooscap Arena

This building has some good accessibility features. The front entrance is level and wheelchair accessible. Automatic door openers are provided and are located out of the swing of the doors.

The ramp on the south side of the entrance is provided for accessible access to parking stalls. The current ramp can present a tripping hazard for some users due to its lack of colour contrast. The lack of railing reduces way finding for those with reduction in visibility. In addition a railing would ensure that no vehicle could encroach on the accessible pathway when parking in the adjacent stall.



**KA 7 |** Front entrance to the Canning Fire Hall



**KA 8 |** Pathway leading to the Canning Fire Hall



**KA 9 |** Stairs leading into the front entrance of the Sheffield Mills Community Hall

## 1.3 ACCESS TO KEY FACILITIES

### OBSERVATIONS

#### Canning Fire Hall

The newly constructed fire hall in Canning has a firm, level pathway leading up to the front entrance. The entrance has push button access located at the face of the doorway. Using the button would require the user to be within the door swing. Some other accessible features of the entrance include the vertical signage, the shelter from elements, and the outdoor lighting.

A wide pathway leads to the front entrance of the fire hall. The sidewalk is wide enough to permit passing of two wheeled mobility devices. This front pathway is a good example of what the County of Kings should strive for to achieve universal design.

#### Sheffield Mills Community Hall (Canning)

The Sheffield Mills community hall has accessibility limitations both physically and visually. The front entrance to the building requires a user to climb steps. The hall does have an accessible entrance, but it is located at the less desirable side of the building. In addition, the front door uses a knob door handle that requires full dexterity.





**KA 10** | Accessible entrance to Sheffield Mills Community Hall



**KA 11** | Front entrance to the New Minas Village Office



**KA 12** | Exterior ramp to access interior rooms within the village office

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Sheffield Mills Community Hall (Canning)

The Sheffield Mills Community Hall has a side entrance that doubles as the accessible entrance. The visual appearance of the side door is less welcoming than the front. The landing before the door is not a solid, level surface and the door has a knob on it. The entrance does not contain signage promoting the use of the door as an accessible access point and there is no accessible path leading to the doorway.

##### Village Office (New Minas)

The village office in New Minas was another good example of public buildings with good access. The level entrance was one solid surface with enough space to maneuver to use the door. The push access was located on the front wall which might put the user in the way of the door swing. The entrance was covered and had good lighting and signage.

##### Louis Millett Community Complex (New Minas)

The community complex is two levels and doesn't have an interior elevator. An exterior ramp is provided but is not inclusive. The provided railing does not contain a lower rail which could cause harm to those in a wheelchair.



**KA 13** | Typical inaccessible playground found throughout county

## 1.3 ACCESS TO KEY FACILITIES

### OBSERVATIONS

#### Playground Access

This playground in New Minas shows the current state of many of the playgrounds in Kings County. With a wooden curb and pea gravel, the playground is not accessible. There is also no accessible playground equipment.



**KA 14** | Entrance path to accessible playground in Centreville

#### Accessible Playground

One of the County of Kings Accessible playgrounds is located in Centreville. This example of universal design is a good step forward toward a more inclusive playground. The pathway to the playground is level and offers a route for anyone using a wheeled mobility device. In addition, access to the play structure is also inclusive. A ramp is provided for anyone who wishes to go up onto the structure. The ramp offers an upper and lower railing and is colour contrasting for those with limited vision.



**KA 15** | Ramp leading onto an accessible playground structure

The accessible playground is a great addition to the county, but could still be improved. The wood chips that line the ground can get caught in wheelchair spokes. With heavy rain or snow, pooling might occur if a hole was dug by a child in the wood chips.



KA 16 | Kingston Regional Library



KA 18 | Front door to the Kingston Village Office



KA 19 | Ramp leading away from entrance

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

#### Kingston Regional Library

The library in Kingston has a firm and level entrance landing. The entrance is covered, has signage, and there is outdoor lighting. The book return is placed so that it blocks manoeuvring space at the door and provides a reduction in entrance visibility. The entrance is also on a podium raised above the parking lot. The change in grade at the sides should be highlighted with colour contrasting stripping to warn users of a drop.

#### Kingston Village Office

The village office in Kingston has accessible access. The entrance is covered, has good vertical signage and has a narrow ramp to the doorway. The automatic door button is located in a spot on the wall that is within the door swing. In addition the ramp leading to the entrance follows a unusual path where a 90 degree turn is located with a slope change. Current ramp designs have a level platform for users to change direction. With a slope and pathway change users might lose control.



**KA 20** | Kingston Recreation Centre entrance.



**KA 21** | Front door to the Kingston Village Office



**KA 22** | Accessible entrance at the Wee Folk Centre in Greenwood

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

#### Kingston Recreation Centre

The recreation centre entrance in the village of Kingston is in need of an accessibility upgrade. The existing door handles on the front entrance are not access friendly as they require full dexterity to pull. The entrance also does not have push access. The entrance is also on a slightly sloped podium that could cause unknowing users to stumble. Some elements are good on the entrance such as the outdoor lighting and the protection from elements.

#### Wee Folk Centre

The Wee Folk Centre in Greenwood does not have an accessible front door. The main entrance is located on a platform with a single step up. This step up has no visual indication and could pose a tripping hazard to those with reduced visual ability.

There is a secondary entrance on the building that is accessible. The accessible entrance has a push button that is located outside of the door swing. In addition, a low slope brings users to the door. Attention could be given to the ramp as the surface is beginning to show signs of disrepair.



KA 23 | Kingston Recreation Centre entrance



KA 24 | Front door to the Kingston Village Office



KA 25 | Accessible entrance at the We Folk Centre in Greenwood

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Lockhart Ryan Memorial Park

Lockhart Ryan Memorial Park is located within the Village of New Minas. The spray park is accessible as the surface it is on is firm and level and it is made of a solid material. The spray park is accessible, but there is no defined pathway leading to it from parking. Users must cross a long grass area to get to the spray park. With the addition of a hard packed pathway, users would have reliable access to the spray park.



**PA 1** | Accessible parking at Centreville Recreation park



**PA 2** | Credit Union Recreation Complex accessible parking



**PA 3** | Parking at Canning Library

## 1.4 PARKING OBSERVATIONS

### Centreville Recreation Park

The accessible parking at Centreville Recreation Park is present but is in need of upgrades. Larger accessible stall signage along with a dedicated access aisle would create a better parking experience.

### Credit Union Recreation Complex

The accessible parking at this recreation centre has good and bad elements. The stall would benefit from new surface paint to clearly indicate an accessible parking stall. The signage is also using the outdated and derogatory term "handicap" instead of "accessible". Each parking stall requires an adjacent access aisle that can accommodate side loading of vehicle.

### Canning Library

The parking at the Canning Library does not have an accessible parking stall. The reserved signage is not clear as to who the stall is reserved for. Misinterpretation can easily occur and further direction is needed. The parking lot does not contain marked parking or signage and no clear access aisle is present.



PA 4 | Accessible parking at Glooscap Arena



PA 5 | Accessible parking signage at Glooscap Arena



PA 6 | Parking at Canning fire hall

## 1.4 PARKING OBSERVATIONS

### Glooscap Arena

The accessible parking at the Glooscap Arena is present and for the most part is well designed. The issues found with the overall design include the slope of the stall itself. When an accessible parking stall is sloped it can effect whether the personal vehicle lift will operate. In addition, the signage on the wall is contradictory as it states "No parking" while also being the accessible parking stall. Finally the separated path to the entrance is elevated slightly with a lip. The original design probably did not intend on the lip being present but it is currently a tripping hazard.

### Canning Library

The parking at the Canning Fire hall is a very good example of accessible parking. Well defined accessible stalls are immediately visible and adjacent to the building entrance. All accessible stalls have a dedicated access aisle and curb cut. The pathway to the front is clear and wide enough for passing of wheeled mobility devices.



**PA 7 |** Accessible parking at the back of the Kentville Village office



**PA 8 |** Sloped path to parking lot leading away from Hospital



**PA 9 |** Parking at Valley Regional Hospital (not part of audit)

## 1.4 PARKING OBSERVATIONS

### Kentville Village Office

The accessible parking at Kentville Village office is located at the back of the building. The signage is present and provides no clear indication of a path to enter the building. The door sign is an accessibility image, but access requires manoeuvring a step. There is no pedestrian access isle as the sidewalk is raised forcing accessible access to the roadway.

### Valley Regional Hospital

The site does have accessible parking located in the drop off zone, which remains an active space. The parking lot with additional accessible parking is located in a lower area and has a sloped pathway leading to it. The pathway slope appears to be too steep and some users would struggle to maintain control.

Once at the top of the slope users will find that the pathway has no curb cuts. Without this, users in wheeled mobility devices would struggle to find the accessible path as there is no signage indicating a recommended direction of travel.





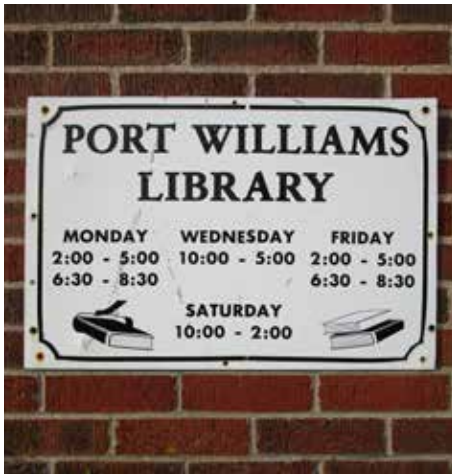
**WS 1 |** Credit Union Recreation Complex front entrance doors

## 1.5 WAYFINDING & SIGNAGE

### OBSERVATIONS

#### Credit Union Recreation Complex

The signage at the Credit Union Recreation Complex is colour contrasting and located at an appropriate height. The signage should be located on a wall instead of a doorway, this is to ensure a clear view even when the door is open. Finally, tactile characters and braille should be provided on the updated signage for those with reduced visibility.



**WS 2 |** Port Williams Library front entrance sign

#### Port Williams Library

The library signage has good colour contrast and provides operating hours. The addition of tactile characters and braille would help to make it more inclusive. Updated signs should provide increased font size to allow for visibility at a further distance.



**WS 3 |** Front entrance sign at the Canning Library

#### Canning Library

The signage at the Canning Library is difficult to read due to wear and reflection/ glare on the surface. The sign also lacks tactile characters and braille. Colour contrast between text and background is also lacking.



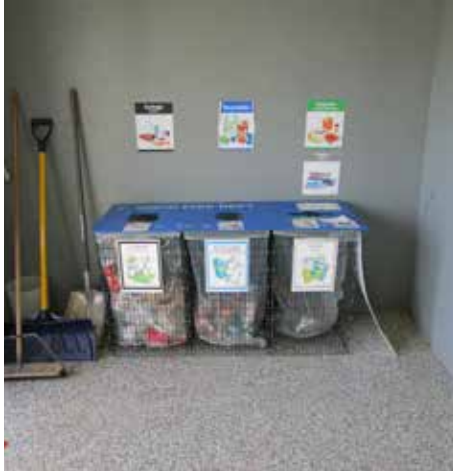
**WS 4 |** Womans washroom door at Glooscap Arena.

## 1.5 WAYFINDING & SIGNAGE

### OBSERVATIONS

#### Interior Bathroom Signage

Washroom signage is an important information source for anyone wishing to use the facilities. If signage is on a door users might not see it if the door is propped open. In addition, there is no indication on the signage on whether or not the washroom is accessible.



**WS 5 |** Recycling at Glooscap Arena

#### Refuse Signage and Organization

Continuing at the Glooscap Arena, the area where recycling is needs further defining. Having colour coded bins is one method to differentiate the three types of refuse bins. The images of items that go in each bin are a good addition but tactile characters and braille would also be a welcome addition.

#### Kings Transit Signage

The sign in image WS6 was found on the interior of a bus shelter, above eye level. Visibility of the sign is sometimes difficult due to the reflection and glare coming off of the glass. The colour contrast between the font and background is good and with repositioning the sign would be more accessible. Braille should be added to the signage as well.



**WS 6 |** Bus stop signage



WS 7 | Kingston Village office entrance sign

## 1.5 WAYFINDING & SIGNAGE

### OBSERVATIONS

#### Kingston Village Office

The directional vehicle signage at the Kingston village office helps to increase accessibility and wayfinding. The sign is colour contrasted and uses a font that is readable at a distance. The directional indication helps users know where to go when visiting the village office and community hall.



WS 8 | Kingston Library entrance sign

#### Kingston Library

The library exterior signage is good for colour contrast but lacks in a few elements. The sign has no lighting facing it and it is hard to see at a distance and in dark conditions.

#### Outdoor Park Signage



WS 9 | Lonnie Milne Park outdoor signage

The sign seen in image WS9 shows a typical outdoor sign for parks in Kings County. The colour contrast on the sign is good for those driving or walking. A helpful addition to the sign would be a map of destinations within the park along with tactile characters.

# 3.0 **RECOMMENDATIONS**

## 3.1 TRANSIT

### RECOMMENDATIONS

#### Bus

Although there are accessible buses with low floors, kneeling capabilities and ramps - they are sometimes difficult to manoeuvre when exterior conditions worsen. Ensure floor and ramp surfaces are kept dry, free of ice and slip-resistant.

#### Bus Stops

Increase the size of bus stop signs so they can be read from a further distance and place consistently in all locations. Ensure that all signage is placed to avoid shadows and glare. Accessibility can be increased by providing the routes travel direction (ie. east) as well as a stop number. The stop number should correspond with website route information. It is also recommended that additional signage be provided that includes tactile characters and braille.

#### Shelter

Covered bus shelters are provided sporadically. Ensure all covered stops are adjacent to an accessible path of travel and contain a level pad that is large enough to accommodate the turning radius of a wheeled mobility device. Provide bus shelters at all locations if feasible.

## 3.2 PATHWAYS & SIDEWALKS

### RECOMMENDATIONS

#### Surface

Pathway surfaces should be firm, level and slip-resistant. Worn pavement presents tripping hazards for some users. Pathways should be regularly maintained and kept clear of snow and ice.

#### Width

Ensure all pathways are wide enough (1700mm recommended) to allow for passing of people using mobility aids.

#### Bridge Crossings

Bridge crossings are currently inaccessible. Paved pathways end prior to bridge crossings and people are forced to traverse the roadway and gravel to get to the bridge sidewalk. The bridge sidewalks are too narrow for even a single wheelchair to use and a steep, asphalt ramp is provided to access them. The Port Williams bridge was covered in road gravel at the time of our visit, making it very slippery. LPF recommends widening the sidewalk and providing a color contrasted warning strip along the curb edge to warn of a drop into the roadway. A guardrail on the road side of the sidewalk can be used in future construction to increase safety.

#### Grade Changes

A colour-contrasted, textured strip at least 50mm in width should be placed at locations where grade changes occur in the pathway. Curb cuts with tactile walking surface indicators should be provided at all cross walks. Visual and audible signals should be provided at crossings to help direct both pedestrians and vehicles of the crosswalk. Many of the crossings we visited also had painted pavement and vertical signage for the crossing and it is recommended that the same is done for more of the intersections.

## 3.3 ACCESS TO KEY FACILITIES

### RECOMMENDATIONS

#### Entrances

All public building entrances should have a level landing at the door that can accommodate the turning radius of a wheelchair. Automatic door operators should be placed out of, but adjacent to, the door swing and no more than 1500mm from it. Where there are two doors, such as in a vestibule, ensure both open in unison once the automatic door control is activated. It is recommended that all accessible entrance doors, as well as accessible washroom doors, are equipped with automatic openers.

Where automatic door openers are not provided, ensure all door hardware can be operated using a closed-fist position. Lever style handles are preferred. It is also important that the force to push or pull a door does not exceed 38N for exterior swing doors and 22N for interior swinging or sliding doors.

The threshold at the entrance door should not exceed 13mm and should be beveled at a slope not steeper than a ratio of 1:2.

#### Lighting

Illumination along pedestrian routes and in parking lots should be continuous and not create any dark or shadow areas. Components such as stairs, ramps and rest areas should be illuminated to at least 50lx at ground level.

#### Washrooms

At least one accessible (universal is preferred) washroom should be provided on each floor of public buildings. They should be easy to locate from the entrance of the building.

## 3.3 ACCESS TO KEY FACILITIES

### RECOMMENDATIONS

#### Parks & Playgrounds

Playgrounds should have a level entrance and be free of curbs that limit access. The ground surface of playgrounds should be level and firm to promote interactive play between children of all abilities. Accessible equipment should also be provided at locations throughout the park (not only in one location). LPF recommends that the County websites highlight which playgrounds are currently accessible until upgrades can be done to the remaining sites.



## 3.4 PARKING

### RECOMMENDATIONS

#### Accessible Spaces

Provide accessible parking spaces for expected use adjacent to accessible building entrances. Spaces should be 2600mm wide, with a 2000mm painted access aisle. All spaces should be provided on a firm, level surface with signage painted on the pavement and displayed vertically, on a post at the head of the stall. It is also important that these stalls are not misused by those who don't require them. A permit system is recommended.

#### Curb Cuts

Curb cuts at intersections should be improved to prevent difficult navigation and to avoid accidentally entering into vehicle traffic. Tactile walking surface indicators should also be provided at curb cuts placed at street crossings to warn those with limited or no vision, of a possible danger ahead. Ensure they are kept clear of ice and snow.

#### Limited Mobility Spaces

In addition to accessible parking spaces, LPF recommends adding limited mobility stalls within close proximity of accessible entrances. Limited mobility stalls are the same width as standard parking stalls but are dedicated with vertical signage to those with limited mobility.

#### Surface Condition

Parking lots should be firm, level and slip resistant. Ensure they are maintained and kept free of ice and snow.

#### Signage

Provide signage at parking lot entry to locate accessible spaces.

## 3.5 SIGNAGE & WAYFINDING

### RECOMMENDATIONS

#### Road Signage

Explore the possibility of increasing the size of street signage when mounted on lights at busier intersections. This can help drivers safely navigate roads and prepare their lane choice if they need to turn in advance.

#### Transit Signage

Signage should include specific route and contact information to check timing for the next bus arrival. It is also recommended that tactile and braille signage be provided at 1200mm height.

#### Tactile Characters & Braille

Tactile braille should supplement the text of regulatory, warning, and identification signage. All public buildings with outdoor signage at pedestrian level should have braille describing the building accessibility conditions and constraints.

#### Websites

Accessibility online is an important addition to accessible physical space. Websites need to be accessible to provide local, up to date information for residents. Users with visual, cognitive or hearing disabilities should be able to use websites with ease. In addition, the Kings Transit website needs to ensure that accessibility is at the forefront of design to provide users with a positive transit planning experience.

#### Functional & Cognitive Barriers

These barriers can be avoided by providing architectural space that is logical and intuitive. Ensure excessive noise is not present and provide quiet space for users as required. Provide information that is not conflicting or difficult to read and understand.

# 4.0

## CONCLUDING THOUGHTS

# CONCLUDING THOUGHTS

## OVERVIEW



The Municipality of the County of Kings has some positive, accessible components as well as areas where improvements would be beneficial for everyone in the community regardless of age, ability, mobility or circumstance. With physical, audible and visual accessibility enhancements and a meaningful accessibility strategy, The Municipality of the County of Kings can become a leader in accessibility.

Overall accessibility can be created through improved access, ease of use of transit, pathways and sidewalks, access to key facilities and enhanced signage and wayfinding. The County of Kings has some positive components of accessibility and a good foundation to become a leader in accessibility across the Annapolis Valley. With a strong action plan, they can provide safe, inclusive communities for all of their residents.





**Level Playing Field Inc. (LPF)**

Darby Lee Young, Principal

T: 403.612.7970 | M: [access@levelplayingfield.ca](mailto:access@levelplayingfield.ca)