

# MEASURING UP KITIMAT

## STRATEGIC PLAN

February 2009



*Working towards a disability-friendly and age-friendly community.*



BC Healthy Communities  
People. Place. Potential.





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## EXECUTIVE SUMMARY

The focus and the purpose of this Strategic Plan are to provide a starting point for improving accessibility and inclusion in the community. With the financial support from 2010 LegaciesNow and assistance and direction from Measuring Up the North, the Measuring Up Kitimat Committee has developed this Strategic Plan from the input received from the community. This document is meant to complement the Official Community Plan.

*Accessibility: recognizing, reducing and removing any physical or structural barriers that prevent individuals with disabilities from actually being present in the community.*

*Inclusion: the degree to which the contributions of all citizens are welcomed and enabled.*

The mission statement of the Measuring Up Kitimat Committee is:

**“Kitimat: Working towards a disability-friendly and age-friendly community”.**

Many comments were made in appreciation of what the community has already done to support accessibility and inclusion. The suggestions within this report will only build upon the strengths of the community.

In BC, 15% of British Columbians have a disability and there are 1 in 7 British Columbians over the age of 65 (1 in 9 in Kitimat<sup>1</sup>); expecting to double by 2031. The reality is that everyone benefits when a community becomes accessible and inclusive – from parents pushing baby carriages or anyone trying to manage a heavy load, to a small child that has difficulty reaching things high up or people using other languages or experiencing depression or a bad back or broken limb.

This strategic plan encourages every citizen to look at things through the “disability lens”. The Kitimat Advisory Recreation Commission will identify the priorities, consult appropriate community members in developing action, and offer guidance and support as needed. Action plans will be *relevant, viable, effective and financially affordable*.

The Measuring Up Kitimat Committee would like to make the following recommendations to the Kitimat Advisory Recreation Commission.

### **Recommendation #1**

**The District of Kitimat will revise its vision and mission statements to include statements on accessibility, inclusion and developing an age-friendly and disability-friendly community.**

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<sup>1</sup> Source – Stats Canada



## **Recommendation #2**

**The Strategic Plan developed by the Measuring Up Kitimat Committee be included in the Official Community Plan of Kitimat and that the strategies and goals contained herein are implemented to ensure that Kitimat will continue to remain a Northern leader in accessibility and inclusion.**

In supporting these recommendations, the District of Kitimat will demonstrate support for the goals and leadership to the community in accessibility and inclusion issues by making a commitment to see through the “disability lens” in future decisions and planning.

Based on the input received during community consultations<sup>2</sup>, the following major sections were developed.

- |                  |   |
|------------------|---|
| <b>Section 1</b> | <b>Living in the Community:</b> <ul style="list-style-type: none"><li>- Housing</li><li>- Business</li></ul>                                  |
| <b>Section 2</b> | <b>Getting Around in the Community</b> <ul style="list-style-type: none"><li>- Transportation</li><li>- Parking</li><li>- Sidewalks</li></ul> |
| <b>Section 3</b> | <b>Working in the Community</b> <ul style="list-style-type: none"><li>- Education</li><li>- Employment</li></ul>                              |
| <b>Section 4</b> | <b>Playing in the Community</b> <ul style="list-style-type: none"><li>- Sports &amp; Recreation</li></ul>                                     |
| <b>Section 5</b> | <b>Visiting the Community</b> <ul style="list-style-type: none"><li>- Tourism</li></ul>   |

Meeting these goals will move the city closer to the disability-friendly and age-friendly community envisioned for the future. It is the belief of the Measuring Up Kitimat Committee that, in working on the strategies, different sectors of the community may take the lead. However, it will take the effort and support of the whole community to fulfill the vision.

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<sup>2</sup> Community Survey – see Appendix A



## INTRODUCTION

Kitimat has proven to be a community which has shown innovation and promise in being one of British Columbia's leading and progressive community's. Its progression and perseverance in world commodity markets has developed a competitive and self-sustaining economy. Accompanying this is Kitimat's unrivalled natural wonder, seasonal sporting opportunities, the arts and cultural activities, and support services already in place which will serve to guide Kitimat as we move into challenging times. Juxtaposing<sup>3</sup> this is our growing concern of accessibility and inclusiveness within an aging community. While Kitimat may be economically and systemically prosperous, there is a need for what could be considered internal social improvement.

## MEASURING UP KITIMAT

Since the successful bid for the 2010 Olympic and Paralympic Winter Games in 2000, many initiatives were launched which will leave lasting and sustainable legacies for all British Columbians. 2010 LegaciesNow is a non-profit society committed to building stronger communities where people can easily live, work, play and visit.

Measuring Up the North (MUTN) is a partnership between 2010 LegaciesNow, BC Paraplegic Association, North Central Municipal Association and Healthy Communities providing leadership, vision and support to improve accessibility and inclusion. By supporting and funding projects that improve the quality of life for seniors and those living with a disability, British Columbia has the potential to become the most disability-friendly and age-friendly province in Canada.

Through MUTN, all Northern communities have the opportunity to develop local initiatives, creating best practices for supporting people of all ages with disabilities, for seniors and for all community residents.

Kitimat received funding from 2010 LegaciesNow and has become one of the communities in Northern BC committed to improving accessibility and inclusion. The Measuring Up Kitimat Committee chose to use part of the funding received to survey the community in order to develop a Strategic Plan to complement the Official Community Plan. The results of which create this "living document" which will guide the community towards the vision of being age-friendly and disability-friendly.

Thank you to the Measuring Up Kitimat Committee: Mary Monteiro, Community Liaison, Lucy Borges, Delta King Place, Millie Carsons, Kiwanis Village, Linda Campbell, Ruth Brady, Special Olympics, Dorothy Cheyne, Seniors' Centre, Denise O'Neill, Kitimat Community Skills Centre and our summer student, Adrian Gee. In addition to the Measuring Up Kitimat Committee, recognition goes to those community members who provided support and guidance to the Measuring Up Kitimat Project Coordinator, Laura da Costa, in facilitating this project and report. Shaun O'Neill, Recreation Programmer, Joe Iannarelli, Director of Recreation and Margaret Warcup, Executive Director Kitimat Child Development Centre Association. Laurie Ringear, Project Director for Measuring Up the North, provided guidance and her expertise on the built environment and much encouragement throughout the project.

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<sup>3</sup> To place side by side, especially for comparison or contrast.



## WHERE TO BEGIN?

From the information received from community survey's<sup>4</sup> and a community open house<sup>5</sup>, the Measuring Up Kitimat committee has developed a series of goals as they relate to Kitimat becoming a more age-friendly and disability-friendly community. Strategies have also been identified to guide this work. Some of the strategies are simple solutions, which can be easily implemented. Some will take time and planning to reach resolution. Others will be long-term strategies, which will be worked on one step at a time, over a number of years.

The continued responsibility for work on planning and creating the strategies will be with Kitimat Advisory Recreation Commission whose mandate is to plan for, develop partnerships with, and make recommendations to City Council on implementations of strategies which will improve accessibility and inclusion of all residents. This process will provide opportunity for residents of the community to provide ongoing input through the District of Kitimat web site thereby allowing the goals and strategies to remain relevant to the current and changing needs of the community.

The most important first step is for the whole community to embrace the vision of an inclusive and accessible place to live and work. The vision will not be reached next month or even next year. However, it can be reached over time, thereby improving the quality of life for all residents in Kitimat.

With the commitment made by District Council to the Measuring Up Kitimat initiative, the leadership of the community has taken the first step towards this vision. By embracing this vision of an age-friendly and disability-friendly community, District Council will add to the fabric of the community by providing strong ongoing leadership on accessibility and inclusion matters. The primary goal of this initiative is to improve accessibility and inclusion for all residents of Kitimat. The vision is to make Kitimat "the most age-friendly and disability-friendly community in the North". It will provide a new direction for future decisions and planning, which, over time, will lead the community towards the goal of being disability and age friendly.

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<sup>4</sup> Community survey; see Appendix A

<sup>5</sup> Community open house summary; see Appendix B





## **SECTION I – LIVING IN THE COMMUNITY**







Our survey identified that Kitimat is a good place to live with many assets. The community has assets which would attract seniors and people living with a disability. Housing continues to be more affordable. There are many activities for all ages and abilities, year round. Kitimat has many organizations providing support socially, physically and emotionally when needed. The volunteer sector is strong and active in the community. The business community works hard to improve Kitimat and provide local access to all that residents need. People feel safe and secure in their own homes and around the community.

## HOUSING

*"I'd like to move back to Kitimat, but I'm in a wheelchair. Is there housing or apartment complex that would meet my needs?"*

The ability to live in the community and enjoy all it has to offer is dependent on adequate housing. This is the biggest challenge facing people living with a disability and the older adult, as accessibility may become more of an issue.

Private home building plans should include the concept of "visitable housing". Homes which have a ground level no step entrance, a wider door, and a wheelchair accessible washroom on that floor are just some examples for anyone who has difficulty with stairs. An aging population will increase the demand for visitable homes and thus increase the market value of houses built to be accessible. Anyone who has faced changed abilities from health issues, injury or aging knows the challenges in retrofitting a home to make it accessible. A much wiser choice is to build it to be accessible in the first place.

In considering the need for more accessible housing in the community, the District is in a position to influence future developments to meet the increasing demands for accessible housing in the years to come. This is an ideal opportunity to review policies, bylaws, plans for future development and requirements for development permits.

### GOAL:

*Increase the accessible housing inventory in private family dwellings, multi-family units, and rental units in the community.*

### STRATEGIES:

1. Review current guidelines for development permits to include accessibility requirement for new multi-family developments.
2. Recommend the development of standards that require 10% of units, or at least one unit per complex, be built wheelchair friendly and accessible.
3. Consider the inclusion of a requirement for wheelchair access in upgrade permits to existing buildings.



4. Include the City Planner and Municipal Engineer as a liaison with the Kitimat Advisory Recreation Commission.
5. Explore feasibility of making all senior housing complexes elevator wheelchair accessible. Kiwanis Village is not accessible for persons living and/or visiting 2<sup>nd</sup> floor occupants.

*"I have a mom that lives at the Kiwanis Village. She has lived there for 13 years. Now it is getting to the point where she needs help to get around. The problem is she lived on the top floor, there is no wheel chair ramps at all in this building only stairs. They have been after a wheel chair accessible area ever since the big renovations were done 3 years ago. If you have any kind of a disability you can not live at the Kiwanis. There is nothing to help the seniors there whatsoever. Keep in mind this is a seniors' building, with no ramps or alternate access to help these people. My mom was told she could move down stairs once a apartment comes empty. The only way that is going to help her is if she can exit through her balcony door with a wheelchair. Why does she have to move down stairs if this is a seniors' building."*

*"I have a severely mentally handicapped teenaged son, and I am considering housing options for him for when he reaches adulthood. Unfortunately, none of the options available at this time allow us to remain in Kitimat. There are no residential full support housing options in our community for the seriously mentally handicapped. Parents either must relocate their entire families or just their adult "kid" out of Kitimat and into a group home elsewhere in the Province.*

*I have lived and raised both of my children in Kitimat for 17 years, and have secure employment and affordable housing here. I have worked to build stability in all respects for my family. I have also built up a significant support network here for my son. He is now almost 16 years old and the reality of having to leave Kitimat simply because there is no group home here for him in adulthood is starting to sink in. While parents like me are burnt out and cannot continue to provide full care and support indefinitely, we also wish to remain in close contact with our adult children, be able to visit often and take our kids home for a day or weekend regularly, as well as be able to perform our watchdog function to ensure quality of care.*

*I know of several long time Kitimat families who moved away in the last few years as their mentally disabled children reached adulthood. A group home in Kitimat would give families choices, and the option to remain in Kitimat instead of being forced out of their home community. Sadly, the lack of full support residential housing for severely mentally handicapped adults in our community essentially dictates there is no place for them here. "*



## BUSINESS

There is a strong case for improving access to business in the community. The aging baby boomers represent an increasing proportion of the population, along with the seniors already in the system, they represent a big group with spending power. If Kitimat can advertise the community as being disability-friendly and age-friendly, local business will have the opportunity to benefit from that spending power.

### GOAL:

*To support local business expand on their opportunities by improving accessibility and by understanding the needs of people with disabilities and senior customers or clients.*

### STRATEGIES:

1. Explore funding opportunities to improve business accessibility.
2. Explore financial incentives for businesses to improve accessibility through the permit process for building upgrade.
3. Develop an ongoing dialogue between the Mayor & Council, Chamber of Commerce, Kitimat Advisory Recreation Commission, and other business groups, to improve business accessibility in the community.
4. Encourage businesses to keep floors and aisles clear.
5. Explore opportunity to recognize a local age-friendly and disability-friendly business with an annual award handed out at the annual Chamber of Commerce AGM.
6. Conduct an assessment of the location of the button for automatic door openers in all buildings and businesses.



## **SECTION 2 – GETTING AROUND IN THE COMMUNITY**





In any community the ease with which residents get around is a major determinant in quality of life. It affects the ability of residents to get to employment, to do volunteer work, to access educational opportunities, to participate in recreational and cultural activities, and every other aspect of life in the community.

Northern winters present additional barriers to getting around, especially for seniors and people living with disabilities. Whether driving, walking or using public transportation, snow and ice can be a huge barrier to getting around and thus maintaining a quality of life and sense of independence.

*"Very modest improvements to our municipality make dramatic differences to visually and physically impaired people. So, the rewards for input are great"*

The survey<sup>6</sup> identified that currently the majority of local residents have access to a vehicle for transportation. However, for many people their only choice is public transit, walking, biking, private cab or the help of friends and family or Handi-dart will pick you up at your door, however the request has been to extend operating hours past 7:00pm to allow those who live with a disability to attend community functions. Improving accessibility and inclusion for those who do not have their own means of transportation will have a positive impact not only on ones quality of life, but the community as a whole.

## TRANSPORTATION

Some areas are not currently accessible by sidewalks. By adding sidewalks such as City Centre to Radley Park in Service Centre and Kitimat Hospital to Bill Rich Soccer Fields as well as Kiwanis Village to City Centre Mall and Mountainview Square to community medical services such as the Kitimat Hospital, will not only increase accessibility, but add safety for those who currently walk on a trodden grass path (or directly on the road during winter months when snow piles are high) daily to reach work, places of business and recreation opportunities.

In a recent analysis<sup>7</sup> released by Infrastructure Canada, it was noted that cities would have to prepare to accommodate a growing segment of the population with specialized needs for transportation and commuting.

"Public transport systems, especially fixed-route bus service, face important challenge in meeting the needs of the elderly for responsive, convenient transport, especially as they represent a growing proportion of the population," said the report. "There may be a growing need for community buses, which are smaller, more accessible, and which offer flexible services in areas without sufficient demand for main line bus routes."

It also highlighted the need for better road signs and wider sidewalks to make the roads and streets safer for older drivers and pedestrians. This could include dedicated pathways for electric wheelchairs, improved access points to public transit and commercial areas, along with special ramps or expanded parking spots for the aging population.

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<sup>6</sup> Community Survey; see Appendix A

<sup>7</sup> <http://www.infc.gc.ca/altformats/pdf/rs-rr-2008-02-eng.pdf>



## PARKING

There are many local residents who have the right to access parking spaces allocated for use by people with a disability. It may be either the driver or a passenger who has a disability. In all public and business parking lots there are spaces reserved for those entitled to use them.

The criteria determining if a person is entitled to a Disabled Parking permit is not widely distributed. There appears to be a lack of knowledge about eligibility, renewal and how to apply for a permit. Pamphlets should be distributed to medical services, public library, as well as inserted into the Recreation Guide and made accessible from the Recreation & District of Kitimat websites.

Standards are available for spaces assigned to disable parking. Currently the district has no policies in place to meet the minimum standards in size and design. To meet future demand for parking for people with disabilities on city streets and parking lots, policies need to be developed to support this growing portion of our community.

*"I would like to go to the Council Chambers (meeting) and I think they have an elevator once inside but I don't know what the approach into the building is like is an example of some of the things. Also another example is at the hospital where they do have the wheelchair/walker access cutouts but they are now in such bad repair (especially the one between MLC and the cafeteria outside) that they become dangerous. I can't walk much so don't know what others are like -- except possibly in from of the RBC. I know that this community does try it's best to accommodate all and most of the business are accessible. One that is not is the Chalet -- in the summer it is possible to sneak in the back door but there isn't access to the front which is a shame. I do appreciate all that is done for people who have a hard time getting around though! Housing for seniors and options for independent living -- not enough. Wrote this before seeing more questions below but -- I'm leaving it anyway."*

With the onset of snow and winter conditions, it becomes more difficult for the general public to know the location of spaces reserved for the disabled, if ground painted signage is covered with snow and dirt. Adequate vertical signage would solve this issue.

Parking is one of the first things a visitor to the community notices. If that visitor is looking for a disable parking place, it could be the one thing that leaves a lasting impression of Kitimat.

### GOAL:

*To increase the number of disabled parking spaces meeting at least the minimum standards in size, location and access.*

### STRATEGIES:

1. Develop policy to meet at least minimum standards, as set by Canadian Standards Association, in size and design for disabled parking in parking lots. In particular, the Kitimat Hospital, Kitimat Library, upper and lower levels of Tamitik Sports Complex and Mount Elizabeth Theatre.
2. That the municipal engineer should seek input in the location of parking stalls from the Advisory Recreation Commission who in turn should seek guidance from those with disabilities.



3. Develop a community awareness campaign on appropriate use of designated disabled parking spaces.

## **SIDEWALKS**

It is a great challenge of any northern community to ensure that sidewalks are kept free of snow and ice. Kitimat residents did comment that the District does good work in keeping the roads and sidewalks clear of snow. It is an annual challenge faced by the District's public works department and they should be recognized for the good work they do.

### **GOAL:**

*That all sidewalks will meet basic standards required by residents living with a disability. The policy of Council should be adjusted in winter months to have sidewalks given the same priority as roadways clearing and sanding.*

### **STRATEGIES:**

1. Develop a steering committee with members from the Kitimat Advisory Recreation Commission, District of Kitimat Public Works and Recreation Department along with residents who use a manual and a power wheelchair, to conduct an annual sidewalk inspection.
2. Review and recommend the development of District policy on meeting minimum standards for all sidewalks, including curb cut location, identification for the sight impaired and maintenance in the winter.
3. Explore sidewalk safety due to the fact that our community experiences a lot of darkness and times of poor visibility with a TSC<sup>8</sup> In-Roadway Warning Light System.

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<sup>8</sup> Traffic Safety Corp. Suggested method of improving crosswalk safety. See Appendix C.





## **SECTION 3 - WORKING IN THE COMMUNITY**





## EDUCATION

The survey identified that currently limited education opportunities exist for students living with disabilities in Kitimat. Kitimat and indeed the whole Coast Mountain School District has a higher than average ratio of students with disabilities. However, the Province currently provides funding for students with a disability based on the average across the whole province, thus, putting our children at a disadvantage and posing a real challenge for our local schools to meet the needs of their students. Kitimat has one accessible Elementary School for children unable to use stairs to access between floors. The High School has a lift system to access part of the school only. Other schools with multiple floors are not accessible and thus challenging and/or demeaning for students. In fact two Elementary school's second floor is not accessible to students in wheelchairs.

*"There are excellent educational programs in the Hazeltons that are Elder(friendly). I've spoken with someone from that area about this. I believe they are sponsored through Northwest Community College but cannot say for sure. From a seniors viewpoint, and having senior friends in the lower mainland, I appreciate the opportunities that are available to take courses at little or no costs through UBC etc. Might something similar be made available to those of us in the north. I am of the opinion that an active mind (as well as an active body) keeps those of us over 60 alert and energized in our day to day living."*

### GOAL:

*To improve the accessibility to a quality education for those living with a disability from Kindergarten to Post Secondary.*

### STRATEGIES:

1. Lobby the Provincial Government to evaluate the funding structure for special needs students in areas where the percentage is above the provincial average.
2. Work with the Coast Mountain School District to improve accessibility of public schools
3. Open a dialogue with North West Community College to improve access and opportunities for learning by students living with a disability.



## EMPLOYMENT

There is extremely limited access for those in wheelchairs looking for work. Few jobs are available for those living with a disability as well as with mobility issues. Not having gainful employment does not add to one's quality of life or to the livability of a community. If there are not opportunities to use one's skills in a meaningful way and make a contribution to their community, the sense of belonging decreases and sense of being an "outcast" increases.

*People with disabilities and mental illnesses need workplaces that allow them to work in non-traditional formats-reduced hours, shifts that start later in the day, job-sharing, etc.*

### GOAL:

*To increase and support the current opportunities for gainful employment in Kitimat for those living with a disability.*

### STRATEGIES:

1. Work with the Chamber of Commerce and its members to open dialogue on how to improve opportunities for persons living with a disability including resources on employment accommodation agreements.
2. Develop and foster a partnership with the Kitimat Community Services Society as lead representative of Public Services Commission of Canada's job service and business community to identify opportunities for job creation and volunteer opportunities
3. Foster a supported employment program in our community.
4. Explore incentives for business who are able to employ a person living with a disability.



## **SECTION 4 – PLAYING IN THE COMMUNITY**





Kitimat has a wide range of activities and facilities available in the community for sports and recreation, arts and culture and enjoying the outdoors.

In the building of any new facilities it is important to ensure that the Kitimat Advisory Recreation Commission is involved in the planning process. In addition to meeting minimum standards as required by the Federal and Provincial building codes, it is recommended that the District of Kitimat building inspectors encourage developers and contractors to follow the Building Access Handbook 2007 and the Accessible Construction for the Built Environment (B651-04) developed by the Canadian Standards Council, to improve the livability for all residents of the community.

## **SPORTS AND RECREATION**

The Riverlodge Recreation Centre and Tamitik Jubilee Sports Complex are the jewels of our community. Both seniors and people with disabilities use the facilities regularly and with ease. They feel welcomed, and happy to be there.

The concern most people with disabilities have is the lack of specialized programming while existing programs could be better promoted/highlighted.

### **GOAL:**

*To ensure that all sports, recreation, arts and culture facilities and programs are easily accessible and are inclusive of seniors and people with disabilities.*

### **STRATEGIES:**

1. Develop a committee of stakeholders that would be responsible for auditing and making recommendations to the Advisory Recreation Commission to increase the accessibility of recreation and leisure programs in Kitimat
2. Include in the Recreation Department's Master Plan the recommendations from the above mentioned group
3. Include the minimum building code standards for Accessible Construction for the Built Environment as developed by the Canadian Standards Council in the District of Kitimat's building and development permits.

*"I am a paraplegic living in Kitimat and I gave a "poor" (rating) for bridges because the Haisla Bridge can not be crossed with a wheelchair and the handicap fishing spot is on the other side of the river."*



## **SECTION 5 - VISITING THE COMMUNITY**





All visitors to Kitimat are important to the health of the local economy and it is hoped that all will leave with positive memories, a desire to return and perhaps even relocate to Kitimat.

In striving to become the most age-friendly and disability-friendly community in the north, it is important to do everything possible to attract a wide range of visitors year round to our community.

In any effort to improve this sector of the community, local businesses must be included in any discussion on improving accessibility and inclusion for visitors. The Chamber of Commerce may take the lead in developing action plans in this section.

#### GOAL:

*To attract seniors and people living with disabilities to the community by promoting Kitimat as the most disability-friendly and age-friendly community in the north.*

## TOURISM

Kitimat has many attractions for tourists in the town and surrounding areas. Accessible tourism is a business opportunity with great potential still to be developed. With the considerable spending power of seniors and people living with a disability, this could be an area of important future economic development for this community.

#### STRATEGIES:

1. Develop dialogue with local businesses through the Chamber of Commerce to explore accessible tourism opportunities
2. Develop information sessions for tourism industry personnel to increase knowledge of disabilities and the needs of people with disabilities.
3. Develop plans to distribute information on the accessibility of the community and surrounding area.
4. Distribute and publicize information on local businesses which are accessible and disability-friendly.
5. Work with the District of Kitimat and Chamber of Commerce to explore and develop plans for accessible tourism opportunities.





## ADDITIONAL COMMENTS<sup>9</sup>

### CHILDCARE

*"For families and their children access to the Child Development Centre for child and family services is important. Currently the Centre is located in our "old school board building" and the Centre is renovated up to current access standards with the exception of a lift or elevator between the main and lower floor. The Centre is actively fund raising to have this installed and thus become a fully accessible building.*

*Other areas in the community where young children and families find access a challenge is the parking at our day care at Cormorant School and parents report the parking access at Roy Wilcox is challenging."*  
- Margaret Warcup, Executive Director, Kitimat Child Development Centre Association

### MUSEUM

*"The Museum has requested from District of Kitimat Council an elevator or lift to the second floor twice over the years, with no success. Our second floor continues to be inaccessible to those who have difficulty negotiating stairs. As temporary exhibitions, programs, and events all take place on the second floor, we cannot accommodate all who would attend. We do have access to a battery-powered stair climber that once was used at the old Kitimat Hospital. It is very seldom accessed as the disabled do not trust the independence of it, and staff have had an incident where we moved approximately eight people from extended care upstairs to see an exhibition. When we were taking the people down, all got down except one man, as the battery ran out of power. The Fire Department had to be called in to carry the man and his wheelchair downstairs. As the District funds Museum Services it is a great concern that not all Kitimat citizens have full access to these services."*

*- Respectfully submitted by Louise Avery, Curator*

### GREEN SPACES

*"Lots of sidewalks need repair. No signage at the end of the sidewalks in the green space so you actually have to walk to the top of the block to know where you have ended up. Big cement barricades where sidewalks meet the street, I think used to prevent bikes/cars from using sidewalks but it also prevents people with wheelchairs or scooters from getting through as it is too narrow. Most schools have limited access for those in wheelchairs."*

*- Anonymous*

*"Although I don't have a disability, I do have problems with my leg. In December I broke my ankle and had to have a plate and pins put in. Because I relied on the other leg for about three months I developed a pain which can only be alleviated by sitting down and stretching the leg. The problem is that there are hardly any benches around town. In Kildala there is not one bench between where I live and the City Centre, consequently I cannot walk there any more. By the way, I am seventy seven. I didn't want to complete the survey, because that's the only problem I have, but I'm sure there must be many others who would welcome the chance to sit down for a few minutes."*

*- Anonymous*

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<sup>9</sup> See Appendix A – Community Survey



## FUNDING

Opportunities for funding are available to support communities and organizations working to increase employment, accessibility and inclusion for persons living with a disability.

2010 LegaciesNow:

<http://www.2010legaciesnow.com>

Vancouver Foundation:

<http://www.vancouverfoundation.bc.ca>

Human Resources and Social Development Canada:

[http://www.hrsdc.gc.ca/eng/disability\\_issues/funding\\_programs/index.shtml](http://www.hrsdc.gc.ca/eng/disability_issues/funding_programs/index.shtml)

Active Communities:

<http://www.activecommunities.bc.ca/wp/grants/>



## RESOURCES

Measuring Up the North – <http://www.measureupthenorth.com>

Quesnel Measure Up the North – [http://www.city.quesnel.bc.ca/Community/measures\\_up.asp](http://www.city.quesnel.bc.ca/Community/measures_up.asp)

Tumbler Ridge Measure Up the North –  
[http://www.measureupthenorth.com/userfiles/TumblerRidgeStrategic%20Plan%20\(final\)%2001-02-09\(1\).pdf](http://www.measureupthenorth.com/userfiles/TumblerRidgeStrategic%20Plan%20(final)%2001-02-09(1).pdf)

2010 LegaciesNow – <http://www.2010legaciesnow.com>

Spirit of BC Community Committees – <http://www.spiritofbc.com>

North Central Municipal Association – <http://www.ncma.enorthernbc.com>

BC Paraplegic Association – <http://www.bcpara.org>

BC Healthy Communities – <http://www.bchealthycommunities.ca>

Statistics Canada - <http://www12.statcan.ca/census-recensement/index-eng.cfm>

District of Kitimat – <http://city.kitimat.bc.ca>

Age-friendly Communities – <http://www.seniorscommunities.ca/age-friendly>

WorkAble Solutions – <http://www.workablesolutionsbc.ca>

Visitable Housing – <http://www.concretechange.org>

BC Housing – <http://www.bchousing.org>

Removing Barriers to Work – <http://www.policyalternatives.ca>

CanWest News – <http://www.theprovince.com>

Canadian Co-housing Network (Home Adaptation for Seniors Independence)  
<http://www.cohousing.ca>

Minister's Council on Employment for Persons with Disabilities (Residential Rehabilitation Assistance Program) – <http://www.eia.gov.bc.ca/epwd>



## DEFINITIONS

**Accessible** – free of barriers, open to all; removing barriers to ensure people with disabilities and seniors can be present in communities.

**Adaptable housing** – homes designed to adapt to the needs of inhabitants through all the stages of life. Such homes can easily be modified to accommodate people with a range of needs.

**Built environment** – all buildings, roads, walls, plazas, and other spaces or structures created by people.

**Inclusiveness** – welcoming and enabling participation from everyone; the degree to which people with disabilities, seniors and people who are mentally ill are welcomed, engaged and contributing to community life.

**Inclusive skills training** – training that is normally available to all members of the public and teaches a marketable skill.

**Multiple formats** – providing information in a variety of communication forms (large print, Braille, American Sign Language) to make it accessible to people with diverse needs.

**Personal supports** – any supports needed by an individual. Includes the services of attendants or caregivers, equipment such as wheelchairs and assistive devices such as lifts.

**Plain language** – an approach to designing and creating communications that are understandable by the people who will use them.

**Universal design** – an approach to designing anything (e.g. buildings, products, websites) that ensures it is useful for anyone.

**Visitable housing** – the concept of designing and building homes with a basic level of accessibility. Visitable homes provide independent access for everyone, including people with limited mobility or those with disabilities.

# **Appendix A:**

# **Community Surveys**

Measuring Up Kitimat

1. Do the supports in Kitimat ensure that persons with disabilities or access issues can function like others in the community? Please assign a grade of 1 to 5 for ACCESSIBILITY (free of barriers, open to all; removing barriers to ensure people with disabilities and seniors can be present in communities)for each of the following:								
	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Personal supports (human and mechanical supports that assist people in their day-to-day lives)	0.0% (0)	2.9% (1)	23.5% (8)	44.1% (15)	17.6% (6)	11.8% (4)	3.87	34
The built in environment (all human made structures, including stores, bridges, schools)	0.0% (0)	2.9% (1)	17.1% (6)	37.1% (13)	34.3% (12)	8.6% (3)	4.13	35
Transportation (public and private, such as buses, taxis, airports, gas stations, bus depot)	0.0% (0)	28.6% (10)	25.7% (9)	40.0% (14)	2.9% (1)	2.9% (1)	3.18	35
Housing (options for independent living, adaptable housing, visitable housing)	0.0% (0)	11.8% (4)	20.6% (7)	26.5% (9)	32.4% (11)	8.8% (3)	3.87	34
Safety(prevention through thoughtful design, retrofitting to remove hazards, clear procedures, training, communication)	0.0% (0)	5.7% (2)	17.1% (6)	25.7% (9)	28.6% (10)	22.9% (8)	4.00	35
Emergency preparedness (disaster planning that takes special needs of people with disabilities into account)	2.9% (1)	8.8% (3)	11.8% (4)	17.6% (6)	14.7% (5)	44.1% (15)	3.58	34
Education (physical access to buildings, but also an inclusive environment, individualized planning, adequate resources, other)	0.0% (0)	0.0% (0)	20.0% (7)	34.3% (12)	34.3% (12)	11.4% (4)	4.16	35

	Comment	13
	<i>answered question</i>	35
	<i>skipped question</i>	0

2. Do the supports in Kitimat ensure that persons with disabilities or access issues can function like others in the community? Please assign a grade of 1 to 5 for INCLUSIVENESS (welcoming and enabling participation from everyone; the degree to which people with disabilities, seniors, and people who are mentally ill are welcomed, engaged and contributing to community life)for each of the following:								
	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Personal Supports (human and mechanical supports that assist people in their day-to-day lives)	3.2% (1)	3.2% (1)	22.6% (7)	<b>38.7% (12)</b>	19.4% (6)	12.9% (4)	3.78	31
The built in environment (all human made structures, including stores, bridges, schools)	0.0% (0)	6.5% (2)	16.1% (5)	<b>32.3% (10)</b>	<b>32.3% (10)</b>	12.9% (4)	4.04	31
Transportation (public and private, such as buses, taxis, airports, gas stations, bus depot)	6.9% (2)	17.2% (5)	20.7% (6)	<b>27.6% (8)</b>	10.3% (3)	17.2% (5)	3.21	29
Housing (options for independent living, adaptable housing, visitable housing)	0.0% (0)	9.7% (3)	19.4% (6)	<b>35.5% (11)</b>	22.6% (7)	12.9% (4)	3.81	31
Safety (prevention through thoughtful design, retrofitting to remove hazards, clear procedures, training, communication)	0.0% (0)	6.5% (2)	22.6% (7)	<b>29.0% (9)</b>	25.8% (8)	16.1% (5)	3.88	31
Emergency preparedness (disaster planning that takes special needs of people with disabilities into account)	3.3% (1)	10.0% (3)	16.7% (5)	6.7% (2)	16.7% (5)	<b>46.7% (14)</b>	3.44	30
Education (physical access to								



buildings, but also an inclusive environment, individualized planning, adequate resources)	0.0% (0)	6.5% (2)	19.4% (6)	25.8% (8)	<b>29.0% (9)</b>	19.4% (6)	3.96	31
Comment								7
	<i>answered question</i>							<b>31</b>
	<i>skipped question</i>							<b>4</b>

3. Do existing signs and communications work for persons with disabilities or access issues? What specific needs do they have? Please assign a grade of 1 to 5 for ACCESSIBILITY (free of barriers, open to all; removing barriers to ensure people with disabilities and seniors can be present in communities) for each of the following:								
	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Universal signage and way-finding (indoors and outdoors)	0.0% (0)	3.2% (1)	22.6% (7)	<b>51.6% (16)</b>	6.5% (2)	16.1% (5)	3.73	31
Plain language (make it understandable to those who need it)	0.0% (0)	9.7% (3)	<b>29.0% (9)</b>	<b>29.0% (9)</b>	9.7% (3)	22.6% (7)	3.50	31
Multiple formats (large print, Braille, sign language, technology)	0.0% (0)	0.0% (0)	0.0% (0)	36.7% (11)	<b>40.0% (12)</b>	23.3% (7)	4.52	30
Accurate portrayals (avoiding stereotypes of persons with disabilities)	0.0% (0)	3.3% (1)	6.7% (2)	33.3% (10)	16.7% (5)	<b>40.0% (12)</b>	4.06	30
Comment								2
	<i>answered question</i>							<b>31</b>
	<i>skipped question</i>							<b>4</b>

4. Do existing signs and communications work for persons with disabilities or access issues? What specific needs do they have? Please assign a grade of 1 to 5 for **INCLUSIVENESS** (welcoming and enabling participation from everyone; the degree to which people with disabilities, seniors, and people who are mentally ill are welcomed, engaged and contributing to community life) for each of the following:

	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Universal signage and way-finding (indoors and outdoors)	0.0% (0)	7.1% (2)	7.1% (2)	<b>50.0% (14)</b>	14.3% (4)	21.4% (6)	3.91	28
Plain language (make it understandable to those who need it)	0.0% (0)	3.7% (1)	22.2% (6)	<b>37.0% (10)</b>	18.5% (5)	18.5% (5)	3.86	27
Multiple formats (large print, Braille, sign language, technology)	0.0% (0)	0.0% (0)	0.0% (0)	<b>39.3% (11)</b>	32.1% (9)	28.6% (8)	4.45	28
Accurate portrayals (avoiding stereotypes of persons with disabilities)	0.0% (0)	3.6% (1)	10.7% (3)	28.6% (8)	14.3% (4)	<b>42.9% (12)</b>	3.94	28
Comment								3
	<b>answered question</b>							<b>28</b>
	<b>skipped question</b>							<b>7</b>

**5. Are persons with disabilities and access issues able to achieve social and economic independence in Kitimat? Please assign a grade of 1 to 5 for ACCESSIBILITY (free of barriers, open to all; removing barriers to ensure people with disabilities and seniors can be present in communities) for each of the following:**

	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Employment (maintaining, creating and enhancing opportunities)	0.0% (0)	0.0% (0)	9.7% (3)	22.6% (7)	<b>45.2% (14)</b>	22.6% (7)	4.46	31
Skills development (available to everyone, accessible, teaches skills that are in demand)	0.0% (0)	6.5% (2)	6.5% (2)	<b>35.5% (11)</b>	29.0% (9)	22.6% (7)	4.13	31
Business development (entrepreneurial opportunities, resources, mentorship)	0.0% (0)	0.0% (0)	3.2% (1)	29.0% (9)	<b>38.7% (12)</b>	29.0% (9)	4.50	31
Marketing of products and services (are specialized products or services available here?)	0.0% (0)	0.0% (0)	3.2% (1)	22.6% (7)	<b>45.2% (14)</b>	29.0% (9)	4.59	31
Comment								4
	<b>answered question</b>							<b>31</b>
	<b>skipped question</b>							<b>4</b>

**6. Are persons with disabilities and access issues able to achieve social and economic independence in Kitimat? Please assign a grade of 1 to 5 for INCLUSIVENESS (welcoming and enabling participation from everyone; the degree to which people with disabilities, seniors, and people who are mentally ill are welcomed, engaged and contributing to community life) for each of the following:**

	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Employment (maintaining, creating and enhancing opportunities)	0.0% (0)	0.0% (0)	3.7% (1)	25.9% (7)	<b>44.4% (12)</b>	25.9% (7)	4.55	27
Skills development (available to everyone, accessible, teaches skills that are in demand)	0.0% (0)	0.0% (0)	8.0% (2)	32.0% (8)	<b>44.0% (11)</b>	16.0% (4)	4.43	25
Business development (entrepreneurial opportunities, resources, mentorship)	0.0% (0)	0.0% (0)	4.0% (1)	28.0% (7)	<b>44.0% (11)</b>	24.0% (6)	4.53	25
Marketing of products and services (are specialized products or services available?)	0.0% (0)	0.0% (0)	0.0% (0)	28.0% (7)	<b>52.0% (13)</b>	20.0% (5)	4.65	25
Comment								0
	<b>answered question</b>							<b>27</b>
	<b>skipped question</b>							<b>8</b>

**7. To what extent can persons with disabilities or access issues fully contribute to their community? Please assign a grade of 1 to 5 for ACCESSIBILITY (free of barriers, open to all; removing barriers to ensure people with disabilities and seniors can be present in communities) for each of the following:**

	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Social contribution (involvement in community service, religious, political, advocacy groups)	0.0% (0)	24.1% (7)	<b>27.6% (8)</b>	<b>27.6% (8)</b>	13.8% (4)	6.9% (2)	3.33	29
Cultural contribution (participation and contribution to the arts)	0.0% (0)	20.7% (6)	<b>27.6% (8)</b>	17.2% (5)	24.1% (7)	10.3% (3)	3.50	29
Recreation/sport contribution (participation and spectating)	0.0% (0)	17.2% (5)	<b>31.0% (9)</b>	24.1% (7)	20.7% (6)	6.9% (2)	3.52	29
Environmental contribution (experiencing nature, access to recycling)	0.0% (0)	6.9% (2)	20.7% (6)	27.6% (8)	<b>31.0% (9)</b>	13.8% (4)	3.96	29
Comments								2
	<b><i>answered question</i></b>							<b>29</b>
	<b><i>skipped question</i></b>							<b>6</b>

8. To what extent can persons with disabilities or access issues fully contribute to their community? Please assign a grade of 1 to 5 for INCLUSIVENESS (welcoming and enabling participation from everyone; the degree to which people with disabilities, seniors, and people who are mentally ill are welcomed, engaged and contributing to community life) for each of the following:

	1 - BEST	2 - BETTER	3 - GOOD	4 - SOME/LIMITED SERVICES	5 - POOR	UNSURE	Rating Average	Response Count
Social contribution (involvement in community service, religious, political, advocacy groups)	0.0% (0)	19.2% (5)	23.1% (6)	19.2% (5)	<b>26.9% (7)</b>	11.5% (3)	3.61	26
Cultural contribution (participation and contribution to the arts)	0.0% (0)	15.4% (4)	26.9% (7)	15.4% (4)	<b>30.8% (8)</b>	11.5% (3)	3.70	26
Recreation/sport contribution (participation and spectating)	0.0% (0)	15.4% (4)	<b>30.8% (8)</b>	11.5% (3)	23.1% (6)	19.2% (5)	3.52	26
Environmental contribution (experiencing nature, access to recycling)	0.0% (0)	7.7% (2)	23.1% (6)	15.4% (4)	<b>26.9% (7)</b>	<b>26.9% (7)</b>	3.84	26
Comment								0
	<b>answered question</b>							<b>26</b>
	<b>skipped question</b>							<b>9</b>

9. Thank you! Surveys will be accepted until May 15, 2008 If you wish to contact the committee facilitator for further input, please feel free to contact Heather at hzanardodok@hotmail.com If you would like to be kept informed of our progress, please provide your contact information below.

		Response Percent	Response Count
Name:	<div></div>	66.7%	4
Address:	<div></div>	66.7%	4
	<div></div>	66.7%	4
Postal Code:	<div></div>	66.7%	4
Email Address:	<div></div>	100.0%	6
Phone Number:	<div></div>	66.7%	4
	answered question		6
	skipped question		29



## **Measuring Up Surveys – June to August 2008**

Percentages have been rounded up or down to 1 decimal place so there may be a  $\pm 0.6\%$  error in each specification. They are only displayed in percentage since we have such a small sample of the community respond despite having mailed it out to everyone and subsequently, I would recommend keeping it in such a format when presenting it to city council when the project is nearing completion. A score of 0 was denoted in the event where a line was left blank but if an entire section was left blank, I discluded it from those series of questions (up to  $\approx 7\%$  precision change per set). [It should be noted that I left before the final survey deadline so the results may be skewed slightly]. There was a high correlation of '3' – Moderate improvement needed although there was some polarized results in some of the categories.

1. a) Do existing signs and communications utilize multiple formats for the general public? (ie – Braille, Large Print, Active Interface – Technology [etc.] )

**0 – 7.2%                  1 – 15.6%                  2 – 18.4%                  3 – 26.8%                  4 – 15.6%                  5 – 16.5%**

b) Do existing signs and communications use universal, easy to understand language which denotes accurate portrayals? (non detrimental / demeaning to those with accessibility issues)

**0 – 3.1%                  1 – 9.6%                  2 – 16.9%                  3 – 24.2%                  4 – 25.0%                  5 – 21.2%**

2. Are there sufficient 'audible' traffic signals / pedestrian notifications at intersections where you feel to be moderate volume? In addition, are the crosswalks easily visible to both traffic and pedestrians?

**0 – 11.2%                  1 – 11.6%                  2 – 21.1%                  3 – 22.3%                  4 – 27.1%                  5 – 6.7%**

3. Are the existing sidewalks and curb cuts conveniently located, well maintained and transverse all of Kitimat's commercial and residential infrastructure?

**0 – 8.5%                  1 – 18.7%                  2 – 26.3%                  3 – 24.6%                  4 – 15.4%                  5 – 6.5%**

4. a) Does the public transportation system (Buses, Taxis) and it's related network (gas stations, bus depot, airport) successfully facilitate those with access issues?

**0 – 15.6%                  1 – 7.2%                  2 – 11.2%                  3 – 20.1%                  4 – 25.8%                  5 – 19.1%**

b) Does the private transportation sector (Handy Dart) provide timely and convenient transportation such that the patron is easily able to be integrated into community activity(s) spontaneously / at any time etc.?

**0 – 21.3%                  1 – 13.3%                  2 – 20.4%                  3 – 18.6%                  4 – 15.2%                  5 – 11.2%**

5. Do you feel that public handicapped parking is adequate with respect to quantity (number of spaces), quality (displacement from building / size) and overall availability within the community?

**0 – 17.2%                  1 – 28.7%                  2 – 22.6%                  3 – 12.5%                  4 – 11.8%                  5 – 6.2%**

6. a) With regards to park infrastructure and design, do you feel that the washroom facilities, waste / recycle disposal areas and sitting locales (both covered gazebos and benches are convenient, well designated and accessible?

**0 – 6.2%                  1 – 13.3%                  2 – 21.3%                  3 – 20.1%                  4 – 16.6%                  5 – 21.9%**

b) Are existing parks and trails fully inclusive to the needs of those with accessibility issues regarding pathway stability, consistency and safety?

**0 – 3.1%                  1 – 6.2%                  2 – 12.5%                  3 – 18.4%                  4 – 34.5%                  5 – 25.0%**

7. Are there suitable amounts of viable (ease of access / affordable) housing; both rental and buyable for those with accessibility issues? Additionally, do existing developments meet standards of quality of living and provide the amenities / aesthetic requirements of a typical suburban household?

**0 – 1.3%                  1 – 19.4%                  2 – 25.0%                  3 – 34.7%                  4 – 7.2%                  5 – 12.4%**

8. a) In general, are public buildings (government regulate and / or private businesses) easily accessible to enter and exit? \*\*Please evaluate this based on ease of access through electronically controlled doors, even ground without abrupt changes in elevation (ie- curbs) as well as through safety issues such as ramps, railing, flooring uniformity and maintenance?\*\*

0 – 3.9%                  1 – 12.4%                  2 – 23.6%                  3 – 29.2%                  4 – 16.6%                  5 – 14.2%

b) In general, do public buildings have easily navigatable routes of travel once inside, with respect to hallway width, elevator access, consumer obstructions in paths of circulation etc.?? \*\*Please evaluate this with respect to maneuverability and safety\*\*

0 – 6.9%                  1 – 12.8%                  2 – 18.0%                  3 – 33.3%                  4 – 20.8%                  5 – 8.8%

c) Within municipal buildings, is there restricted (limited accessibility) access to essential amenities such as, but not limited to public telephones, drinking fountains or washrooms?

0 – 8.3%                  1 – 24.2%                  2 – 29.5%                  3 – 20.6%                  4 – 10.3%                  5 – 7.1%

9. Do you feel that Kitimat public infrastructure has adequate safety and emergency procedures in place? \*\*Please evaluate this based on building design and accessibility communication methods (ie – intercoms), emergency awareness bulletins such as publicly displayed fire code(s) and emergency services response time\*\*

0 – 14.2%                  1 – 28.7%                  2 – 22.2%                  3 – 24.2%                  4 – 6.9%                  5 – 3.8%

10. a) Do you feel that there are adequate recreational programs for those with special needs as well as ones specifically tailored to meet one's personal needs while maintaining uniformity / inclusiveness with the general public?

0 – 3.9%                  1 – 9.7%                  2 – 12.5%                  3 – 20.8%                  4 – 29.1%                  5 – 24.0%

b) Do you feel there are adequate training and educational opportunities (including children) for those with disabilities; whether it be short or long term?

0 – 15.2%                  1 – 11.6%                  2 – 24.2%                  3 – 21.3%                  4 – 14.2%                  5 – 13.5%

11. a) In general, do you believe that Kitimat is an accessible and inclusive community in all aspects (Accommodation, Employment, Education, Recreation, Safety, Community Mobility and awareness) ?

0 – 6.9%                  1 – 29.2%                  2 – 19.4%                  3 – 19.4%                  4 – 28.8%                  5 – 16.7%

b) Are you aware of such programs / facilitative groups as Measuring Up the North, Legacys 2010, The 10 by 10 initiative as well as the impact that you can have on Kitimat's future direction?

0 – 0%                  1 – 6.9%                  2 – 22.2%                  3 – 26.3%                  4 – 29.1%                  5 – 15.5%

# **Appendix B: Community Open House Forum Overview**

## Measuring Up Kitimat Open Forum

Compiled by Adrian Gee

Below are the charted results of the community oriented forum which the MUK committee held on Sunday June 29<sup>th</sup> from 6 – 8pm. They were written<sup>1</sup> by community members and are vindictive of issues within all<sup>2</sup> aspects of Kitimat's public infrastructure. It has been divided into 5 unique sections; Transportation, Recreation, Buildings, Community Accessibility, Employment & Education

<sup>1</sup> This is meant to highlight some issues but should be noted that it may not be completely accurate at the present time and are solely opinions to provide insight on future development(s)

<sup>2</sup> Some areas may have been overlooked or not evaluated at all; It should be noted that this is just a rough look at areas which need improvement and is not necessarily the cumulative community

<b><u>Transportation</u></b>	<b><u>Recreation</u></b>
<ul style="list-style-type: none"><li>•Some areas are not accessible by sidewalks (ie- service centre, Rosarios)</li><li>•More buses / handydarts are needed on a more flexible schedule (24 hour / 7 day service)</li><li>•Low ride bus should have daily scheduled trips to senior buildings and to areas with above normal populace of those with disabilities</li><li>•Bus Shelters are inadequate for wheelchairs and scooters</li><li>•City buses are not capable of tying down larger wheelchairs and electronic scooters</li></ul>	<ul style="list-style-type: none"><li>•More programming for those with mobility issues; Could partner with the hospital and provide more community oriented physiotherapy</li><li>•Greater quantities of wheelchair / personalized seating in the MESS theatre and Tamitik Arena</li><li>•Heated area(s) for seniors / people with disabilities in Tamatik</li><li>•Covered Bleachers outside Riverlodge</li><li>•Better promotion of existing recreation service(s)</li><li>•Closer disability parking in Tamatik</li></ul>

<b><u>Community Accessibility</u></b>
<ul style="list-style-type: none"><li>•Kitimat's sidewalk system needs to be better maintained (Cracks in sidewalk / Missing Pavement)</li><li>•More Curb Cuts and Ramps <math>\leq</math> 2ft. are needed throughout the community</li><li>•Bike Barriers get in the way of scooters / wheelchairs due to their close proximity</li><li>•Some curbs are still not accessible and damage scooter / wheelchair wheels &amp; hydraulics</li><li>•There are currently little to no accessible hiking trails limiting naturalistic exploration</li><li>•Picnic sites / Adventure parks have limited access (washrooms, waste depositories etc.)</li><li>•Sidewalk maintenance in the winter should be improved – Increased Gravel usage</li></ul>

<b><u>Buildings</u></b>	<b><u>Employment &amp; Education</u></b>
<ul style="list-style-type: none"> <li>•Handicapped Parking in many public areas are not properly accessible to local building(s) and/or points of interest</li> <li>•Sound systems (ie – radios / intercoms) for hearing impaired / sight impaired are not acceptable in many locations</li> <li>•Access to 2<sup>nd</sup> floor museum is extremely limited for those who have difficulty traversing stairs</li> <li>•The Chamber Office, The Firehall and The Public Safety Building use ‘stair trackers’ but many people don’t trust its independence and may feel degraded for utilizing it</li> <li>•Limitation in many public restrooms for those with mobility / flexibility issues</li> <li>•Bank machines are not accessible to scooters / larger wheelchairs</li> <li>•Grocery store aisles are overcrowded for wheelchairs (floor-based merchandise)</li> <li>•Accessible Hotels / Motels are needed along with viable, low cost housing</li> </ul>	<ul style="list-style-type: none"> <li>•Buildings such as the child development centre and Trigos are in need of public elevator(s)</li> <li>•Extremely limited access for those in wheelchairs looking for work (Few jobs available for those with mobility issues)</li> <li>•Limited education opportunities in Kitimat for those with disabilities</li> <li>•Low funding structure for supporting kids with disabilities</li> <li>•Schools with multiple floors are challenging and/or demeaning for students</li> </ul>

\*All data included in this analysis is copyright of the ‘Measuring Up the North’ Program and its affiliates and is sponsored by Legacies 2010 and the District of Kitimat (2008) – [www.measureupthenorth.com](http://www.measureupthenorth.com)

# **Appendix C:**

# **Traffic Safety Corporation**



**TRAFFIC SAFETY CORP.**  
**1-888-446-9255**

## Typical Installation

When two children were injured while crossing Mayfield Avenue at Red Barn Way in Howard County, Maryland, Ed Walter (retired) decided it was time to do something different.

As Chief of the Traffic Engineering Division of Howard County, Walter knew that pedestrian injuries are approaching epidemic proportions - nearly 6,000 deaths and 110,000 injuries in the U.S. each year. He also realized that this particular school crossing had the potential for a recurrence. Mayfield Avenue's wide, straight approach to Red Barn Way was an invitation to thoughtless driving.

At a time when some jurisdictions are removing crosswalks to avoid litigation, Walter chose to take a pro-active approach. Unfortunately, the \$80,000 cost of a traffic signal was prohibitive, and installation at this location did not meet national warrants. Walter thought that in-pavement lights could alert motorists when pedestrians were in the crosswalk and might be a lot cheaper.



*A push button at either end of the crosswalk activates six high intensity yellow lights that flash once per second for 30 seconds. The staggered placement of TS230 fixtures maximizes visibility.*



*The TS230 is only 8" in diameter and will withstand a dynamic load of eleven tons. The fixture slopes from 0 - .39" above the roadway, so that bicycles and snow plow blades ride over it without hindrance. The caution-yellow light flashes in both directions.*

But what kind of light can survive the pounding of heavy traffic? He knew that in-pavement fixtures had to be tough enough to withstand repeated impacts by large vehicles, so he placed a call to Traffic Safety Corp. (TSC), in Sacramento, California.

Traffic Safety Corp. manufactures and distributes an extensive line of traffic safety equipment. In-pavement lights are frequently used in Europe at crosswalks, roundabouts and high volume docks such as Felixstowe in England. Because these fixtures have a proven track record, TSC recently began offering them for crosswalks and lane control in the U.S.

Traffic Safety Corp. suggested that Walter select a ZA200 Series high intensity, bidirectional light. The TS230 is installed around the world - from London and Hong Kong to Washington

D.C. and San Francisco. Its projection above grade is only 0.39", which allows snow plow blades to pass harmlessly over the fixture and does not hinder bicyclists. The fixture is 8" in diameter and is set in an underground canister of galvanized steel. It is designed to withstand a dynamic load of 11 tons.

Walter chose 45 watt lamps and yellow lenses to project bright beams in both directions (30 watt lamps and clear and red lenses were also considered). The lights are activated by pedestrian push buttons at the curbs and flash once per second for 30 seconds.

Before the lights were installed, Walter had the parking lanes choked off at the approach to the crosswalk. This had the effect of reducing the speed of approaching vehicles, cutting the number of fixtures required and limiting the time pedestrians were in the crosswalk.

According to Walter, installation was a quick, straightforward process, except that conduit and cable had to be run 300 feet from the crosswalk to a power source.

Six 10" holes were core drilled in the street, 4" deep, three on each side of the crosswalk, and saw cuts were made in the pavement to accommodate electrical lines between the fixtures. Base cans were then installed using flat metal leveling bars bolted through temporary plywood covers on the cans. These cans feature a bottom rim to prevent uplift and anti-rotation fins to avoid lateral shifting over time.

The cans are held in place by Traffic Loop Sealant (epoxy) which cures in about four hours or Quick Dry Cement (HD50) which dries in 20 minutes, after which the jigs and the protective plywood covers were removed and the TS230 fixtures bolted in place with vandal-proof hardware.

Walter has received positive responses from both motorists and pedestrians and is currently gathering traffic speed data on the installation. As for cost, Walter said, "materials and labor brought the total cost to approximately 10% of what a traffic signal would have cost, and we think it will prove to be more effective - especially since we could afford to do the job immediately, before another child got hurt."

California's Traffic Control Device Committee recently endorsed in-pavement lights for crosswalks. Readers having questions should call Traffic Safety Corp., at 1-888-446-9255.

Howard Co. Bureau of Engineering  
3450 Courthouse Drive  
Ellicott City, MD 21043  
Phone: (410) 313-2430  
Fax: (410) 313-3435