



# Rural Municipality of Lac du Bonnet Accessibility Audit Project: Report of Findings

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# Introduction

Between January and August 2025, LTRT worked with the RM of Lac du Bonnet on a project to assess the accessibility of its public spaces, programs and services, and online platforms. The goal of these assessments was to identify, remove, and prevent barriers to accessibility and inclusion for people with disabilities, whether they live, work, or play in the RM.

Our work on this project involved a variety of activities that helped us learn about the RM's many spaces and public offerings. The project culminated in several activities that directly engaged with community members and stakeholders, with the goal of learning more about how they access spaces, programs, and services in the RM. Our goal with these consultations was to collect accurate and insightful data for the RM, by creating meaningful opportunities for people to share their perspectives and ideas.

We have structured this report to include as much potentially relevant information as possible, while also highlighting what we consider to be the most important takeaways for each area we studied. Our report does not list every possible barrier, however minor, at every site we visited. Rather, we have focused our recommendations on the most pressing and impactful themes that arose through our project activities.

The report begins with an outline of the activities we undertook during this project followed by a summary of the key findings that emerged from each activity. This highlight section, titled "Key Themes and Recommendations," can be isolated and shared with staff who will not have time to read the entire report. We will also provide this section in a separate document for ease of distribution. For readers with more time and interest in the details of our assessment, the "Detailed Recommendations" section that follows expands on our observations with more specific references and suggestions.

At the end of the report, we have included multiple appendices containing detailed notes from each of our activities and additional resources on topics related to accessibility.

## Methodologies and Activities

We undertook several activities and strategies to inform our barrier review and recommendations for this report, namely:

- A review of a selection of the RM's internal documents, including policies and plans related to accessibility.
- A virtual interview with RM staff about the ways accessibility relates to their work and barriers to accessibility they have encountered.
- A technical review of the RM's website for accessibility and usability.

- A review of the RM's social media pages on Facebook and X.
- An anonymous online survey, hosted by LTRT on Microsoft Forms and shared with community members via the RM's website and social media pages.
- A pop-up consultation at the Lac du Bonnet Farmer's Market on June 28, 2025.
- In-person visits to a list of sites across the RM. These took place between June 26 and 28, 2025.
  - Transfer station #520
  - Administrative office
  - Public works office
  - Cape Coppermine Road walking trail
  - Osprey site: boat launch, park & public washroom
  - Wood Duck Bend site: boat launch & public washroom
  - Fernwood site: boat launch, park & public washroom
  - Anderson site: boat launch, park & public washroom
  - Winnipeg River site: boat launch, park & public washroom
  - LaVerendrye site: boat launch & public washroom (site is maintained through shared responsibility with the Town of Lac du Bonnet)
  - Halliday Drive site: park & public washroom
  - Blueberry Rock site: public washroom & trailhead
  - Lac du Bonnet Trout Ponds site: public washroom
  - Alcide Crescent site: park
  - Lee River site: park & public washroom
  - Lee River Cemetery
  - St. John the Baptist Ukrainian Catholic Cemetery
  - St. Mary's Polish Cemetery
    - Halyk site
    - Sikora site
  - Riverland Cemetery
  - Brightstone St. Anthony Petchersky Ukrainian Catholic Cemetery
  - Red Deer Cemetery



# Key Themes and Recommendations

Throughout our activities on this project, several overarching themes emerged. These themes are briefly described in the following table. Each is then explained in more detail in the next section, including photos and references to specific sites and locations.



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## RM Policies and Practices

- The RM could benefit from more documentation of existing procedures and practices related to accessibility.



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## Website and Communications

- Add information about RM sites and resources to the website, including the location and accessibility information of parks, boat launches, and public washrooms.
- Add alt text to all images and graphics that are posted on the RM's website or sent by email.
- Share resources about alt text, what it is, and best practices for using it with any staff posting on the RM's website or sending email communications.
- Consider ways to make the website easier to navigate, including streamlining headings and page titles.
- Consider addressing specific barriers to accessibility that were identified in LTRT's digital accessibility audit.



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## Social Media

- Add alt text to all images and graphics that are posted on the RM's social media pages or add detailed captions.
- Share resources about alt text, what it is, and best practices for using it with any staff posting on the RM's social media pages.



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## Public Offices and Spaces

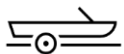
- Ensure that building entrances have automatic door openers within safe reach of the door, and that the entrances are free of obstacles and tripping hazards.
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- Update and maintain the paint in the parking lot, especially for the designated accessible parking spot. Consider adding line striping across the adjacent walkway to prevent people from parking there.
  - Ensure that ramps and walkways are regularly maintained and free of tripping hazards.
  - Ensure that emergency resources, like fire extinguishers and AEDs, are installed in locations and at heights that are accessible to all.
  - Ensure that paths of travel in the building, including foyers and hallways, are clear of all obstacles.
  - Consider adding visual components to emergency alarms in public spaces.
  - When updating washrooms, consider updating hardware and fixtures to more accessible options.
  - Consider using unscented or low-scent products in public spaces wherever possible, including soaps, lotions, and hand sanitizers.
  - Provide additional resources and, if necessary, training for staff to feel confident in providing accessible customer service.
- 



### Transfer Stations

- Add the transfer station(s) to Google Maps.
  - Staff at the transfer station are aware of potential barriers to accessibility and willing to help visitors who need accommodations. Provide additional resources and, if necessary, training for staff to feel confident in providing accessible customer service.
  - Consider adding larger signage so that each area of the transfer stations can be identified from farther away.
  - Consider adding a large sign near the entrance with a map of the areas of the transfer stations.
- 



### Boat Launches

- Provide a clear list and current map of boat launches across the RM on the RM's website, including information about accessibility.
  - Ensure that all boat launches are added to Google Maps.
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- Ensure that boat launches, including docks and ramps, are regularly maintained and clear of debris, vegetation, and tripping hazards.
  - Where there are gaps between boards or blocks on ramps or docks, cover these to prevent tripping hazards. Where there are gaps between the ramps or docks and the ground, add transition ramps.
  - Consider adding railings to walkways and docks where visitors could fall into the water.
  - Consider adding accessible personal watercraft launches to one or more boat launches.
  - Consider adding fishing pole holders at varied heights at one or more docks.
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### Public Washrooms

- Provide a list and map of public washrooms across the RM on the RM's website, including information about accessibility.
- Ensure that all public washrooms are added to Google Maps.
- Clearly label washroom facilities with high-contrast signage so that they can be identified from a distance.
- Consider painting the inside of washroom stalls white so that they reflect light and increase visibility.
- Ensure that all washrooms have appropriate fixtures like grab bars, toilet paper dispensers, and hand sanitizer dispensers, and that these are installed within safe reaching distance.
- Repair ramps, platforms, and paths leading to washrooms to ensure safe access by people using mobility aids and wheelchairs.
- Ensure that public washrooms are regularly maintained and repaired as needed to prevent obstacles arising due to wear and tear.



### Trails

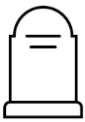
- Provide a list and map of RM-managed trails on the RM's website, including information about accessibility.
  - Ensure that trailheads are added to Google Maps and AllTrails.
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- Add clear and accessible signage to trailheads and trail junctions, as well as intermittently along long trails. Signage should indicate the trailhead and junction locations, length of the trail, trail surface material, and if the trail has elevation changes.
  - Ensure that trails are regularly maintained and clear of tripping hazards and other obstacles.
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## Parks

- Provide a list and map of RM-managed parks on the RM's website, including information about amenities and accessibility.
- Ensure that all parks are added to Google Maps.
- Ensure there are clear, even, and well-packed paths between parking areas, picnic areas, and washrooms. Picnic areas and washrooms should be located on flat, well-packed surfaces.
- Avoid placing barriers, decorations, or other objects close to picnic tables or benches that could create tripping or collision hazards.
- Ensure that picnic tables and benches are maintained and repaired as necessary.
- When replacing or purchasing new picnic tables and benches, consider more accessible alternatives.
- Consider opportunities to provide shade by strategically planting trees or adding gazebo structures.



## Cemeteries

- Ensure safe, designated areas are available for parking.
- Ensure clear paths of travel from parking areas through the main areas of each cemetery.
- Consider adding trees along paths of travel to provide shade.
- Consider adding benches along paths of travel, especially in cemeteries with longer paths from parking areas.



## Recreation and Programming

- Explore options for a new registration portal.
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## Roadways and Sidewalks

- Consider how major roadways in the RM can be made safer for people travelling by foot, bicycle, or wheelchair. Depending on the area, this could include maintaining and repairing road surfaces, developing walking paths or sidewalks alongside roadways, adding crosswalks, or adding or maintaining lighting.



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## Supporting Accessibility in the RM's Communities

- Share helpful tips and resources about accessibility on the RM's website and social media pages.
  - Consider ways to support local businesses to improve accessibility. This could include encouraging businesses to meet accessibility sharing information about resources and grants, providing funding for accessibility initiatives, or collaborating on initiatives.
  - Consider collaborating with neighbouring communities, including the Town of Lac du Bonnet, to share resources about accessibility.
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# Detailed Recommendations



## RM Policies and Practices

- **The RM could benefit from more documentation of existing procedures and practices related to accessibility.**

We understand that many of the RM's practices and procedures are set out by legislation such as *The Municipal Act*, and that the RM mostly chooses to follow this legislation rather than enacting its own individual policies or documents unless necessary. We also understand that the RM is not considered a large employer under Manitoba legislation, so it does not require the same volume and detail of policies as would a larger municipality or region. At the same time, we suggest that putting accessibility practices in writing could increase efficiency and continuity, while highlighting potential barriers before they develop.

One example is policies with respect to accessibility-related inspections and maintenance of public spaces and infrastructure. During our document review, we did not find references to suggested intervals for site inspections to assess factors related to accessibility. As we note below in several of our recommendations related to outdoor sites, regular and effective maintenance is a significant component of achieving and maintaining accessibility for people with disabilities. Sites that are designed to be accessible but that become worn out or overrun with vegetation can quickly become inaccessible or even hazardous. We suggest adding specific references to accessibility-related inspections into any existing procedure documents, or creating such a document if needed, so that accessibility can be established as a key priority in site maintenance.



## Website and Communications

- **Add information about RM sites and resources to the website, including the location and accessibility information of parks, boat launches, and public washrooms.**

As we detail in our recommendations throughout this report, sharing information about the location and nature of sites around the RM is an easy way to improve overall accessibility. Many community members and visitors, including those with disabilities, rely on online sources of information to plan aspects of their visits. In some cases, if needed information is not available online, a person with a disability might choose not to visit a site or resource

because of the uncertain level of accessibility. This may occur even if the site would in fact be accessible to them, due only to the lack of available information. Access to information can therefore be considered the first step in ensuring an accessible visitor experience. The UK's Sensory Trust provides a helpful infographic about this concept, which they call the Access Chain:

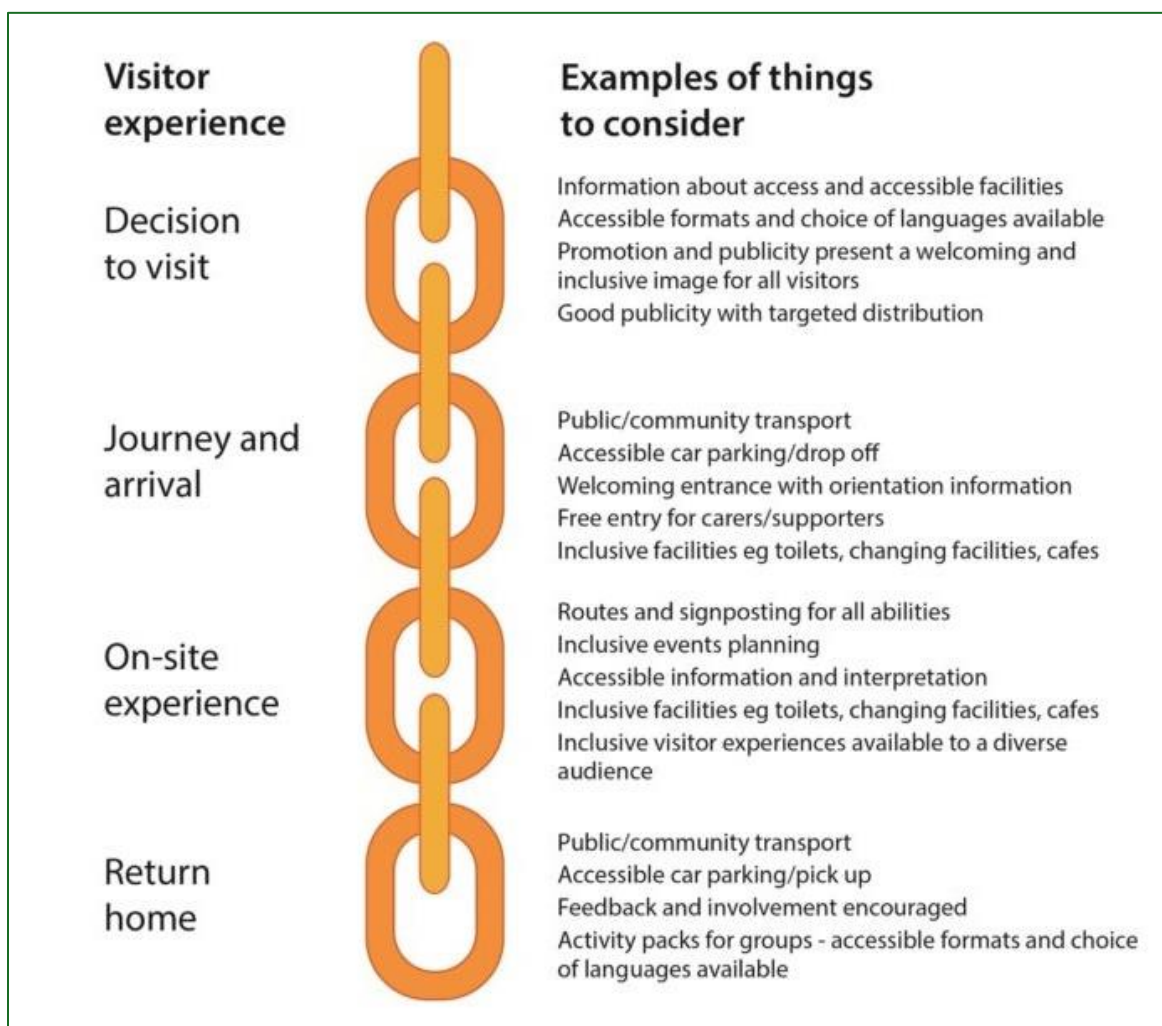


Figure 1 An infographic illustrating the concept of the Access Chain, by the UK's Sensory Trust.

A link to the Sensory Trust's related article is shared in Appendix G to this report.

- **Add alt text to all images and graphics that are posted on the RM's website or sent by email.**
- **Share resources about alt text, what it is, and best practices for using it with any staff posting on the RM's website or sending email communications.**



Adding alt text to images is an important part of making websites accessible to people who use screen reader technology, including people who are blind, some people with learning disabilities, and some people who are neurodivergent. Image files cannot be accurately read by screen readers. If information is contained in an image but is not typed anywhere in the caption or alt text, then a screen reader user will not have access to that information.

During our pop-up event, we heard from community members that a lack of alt text on the RM's website and in the RM's emails has created barriers for them. One person told us about how the lack of alt text on graphics in emergency evacuation updates meant they had to seek help from a friend to interpret the email for them. We consider this to be an urgent and time-sensitive barrier for the RM to address.

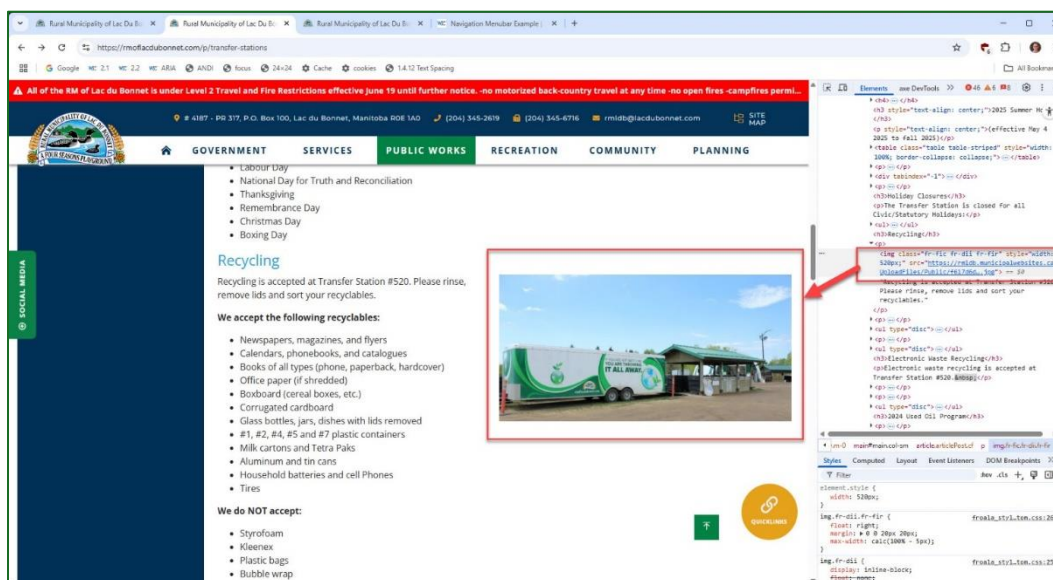


Figure 2 An example of an image on the RM's website that does not have alt text.

Writing effective alt text is an important skill. The amount and type of information conveyed will depend on the nature of the image itself, and the context in which it is being shared. We suggest providing resources about alt text writing to any staff who will be posting images on the RM's social media pages, and planning for team training if necessary. Improving the use of alt text will make the RM's social media pages more accessible for many people with disabilities, and all staff posting on social media should feel confident in writing it. We have provided resources about writing effective alt text in Appendix G to this report.

- **Consider ways to make the website easier to navigate, including streamlining headings and page titles.**
- **Consider addressing specific barriers to accessibility that were identified in LTRT's digital accessibility audit.**

We understand the RM has another project in the works to assess the accessibility of the website in more depth than was possible during this project. We suggest that one goal of this next project should be to find ways to improve the navigation and user experience on the website, in addition to and alongside complying with digital accessibility guidelines.

During our visits to the website, we have noticed that it is very dense and has many pages, headings, and potential pathways. People who have lower levels of literacy or digital literacy, who have cognitive disabilities, or who are neurodivergent are likely to have particular challenges navigating the website. We suggest exploring ways to change the layout of the website that would make it easier for a person to navigate and find desired information.

We also noted that many of the RM's web pages use the same or similar templates, so making changes to the templates rather than to individual pages should allow changes to be made consistently across the website. This is also likely to be more efficient than revising the website page by page.

We have provided more examples of potential barriers to accessibility on the website in our report of the website audit we conducted for this project. To read about our findings, please refer to Appendix F of this report.



## Social Media

- **Add alt text to all images and graphics that are posted on the RM's social media pages or add detailed captions.**
- **Share resources about alt text, what it is, and best practices for using it with any staff posting on the RM's social media pages.**

As described above, alt text is an essential component of digital accessibility. Alt text, or alternate text, gives a description of an image so that people using screen readers can understand it. This is especially important when an image includes text or other important information. Whenever the RM is posting images on social media, these images should be

accompanied by accurate alt text. All major social media platforms have functions to easily add alt text when uploading an image.

For more examples and details of our review of the RM's social media pages, please refer to Appendix E of this report.

As with the RM's website content, we suggest providing resources about alt text writing to any staff who will be posting images on the RM's social media pages, and planning for team training if necessary. Improving the use of alt text will make the RM's social media pages more accessible for many people with disabilities, and all staff posting on social media should feel confident in writing effective alt text.

For more information and resources on writing effective alt text, please visit Appendix G of this report.

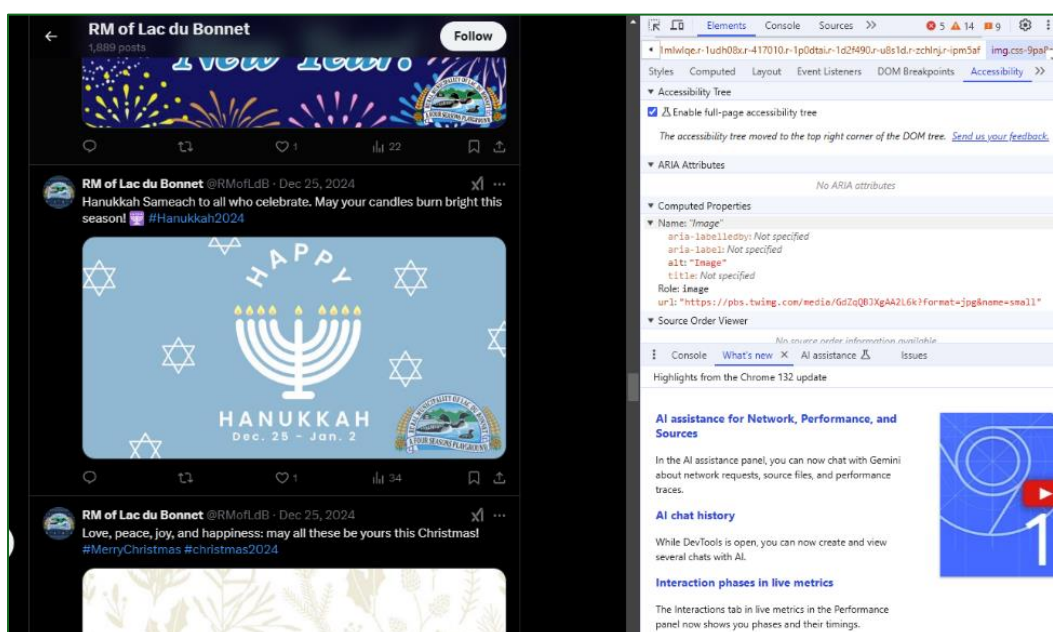


Figure 3 A screen capture of a post on the RM's X profile, which includes a photo without alt text.

## RM Sites



### Public Offices and Spaces

In our online survey, 6 out of the 24 respondents said that they frequently visit the RM's offices when spending time in the RM. None of them mentioned experiencing any barriers to accessibility at the office.

While we are happy to see that our survey respondents are not experiencing barriers to accessibility at the RM's office spaces, we did note some potential barriers to accessibility during our site visit on June 26. Our observations led us to make the following recommendations:

- **Ensure that building entrances have automatic door openers within safe reach of the door, and that the entrances are free of obstacles and tripping hazards.**

We noted that the automatic door opener on the exterior of the RM's municipal office building has a boot scraper placed directly beneath it. This could create a barrier for a person who needs to stretch over the scraper to reach the button. It could also create a tripping hazard. We suggest moving the boot scraper away from the button and ensuring that both the interior and exterior of the building remain clear of obstacles.



Figure 4 The boot scraper is positioned directly beneath the button for the automatic door opener.

When we visited the public works office, we learned that the space is not generally accessed by the public except for in the case of emergencies. Because of the potential that a person with a disability may need to access the space in an urgent situation, we suggest considering it a public-facing space. If renovations or upgrades to the building are undertaken in the future, consider replacing the existing door with one that is compatible with an automatic door opener. In the meantime, we suggest replacing the round door handle with a lever-style handle, which is more accessible to people with disabilities related to dexterity and mobility.

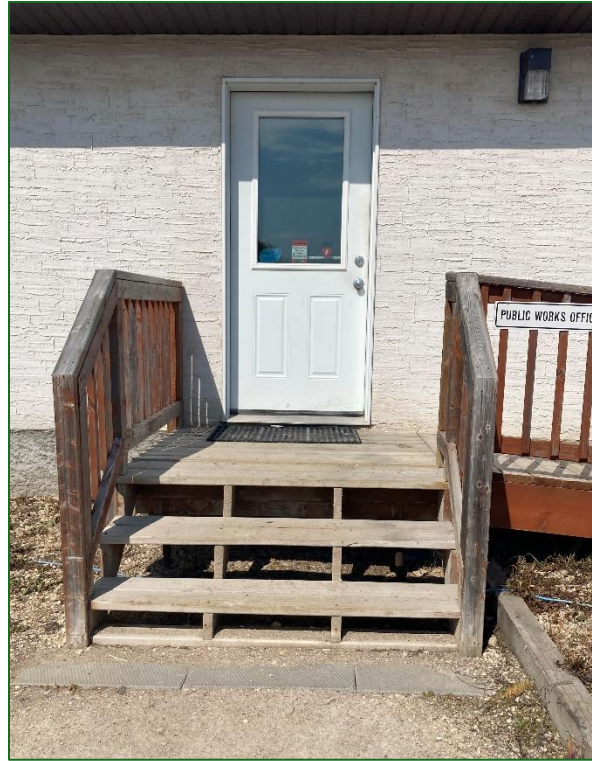


Figure 5 The door to enter the public works office has a round handle, which many people with disabilities find harder to use than lever styles.

- **Update and maintain the paint in the parking lot, especially for the designated accessible parking spot. Consider adding line striping across the adjacent walkway to prevent people from parking there.**

When entering the municipal office, we noticed that the paint in the parking lot pavement has weathered and worn off. The lines marking the spots are still semi-visible, but the icon



denoting the designated accessible parking space has almost disappeared. Even though there is a metal sign directly in front of the spot, we suggest refreshing the paint in order to provide stronger visual cues to visitors that the spot is designated for holders of accessible parking passes.



Figure 6 The painted sign denoting the accessible parking space is very worn. While the sign is still in good condition, refreshing the paint would provide another important visual cue about the space.

We also suggest adding line striping to the section of the parking lot to the left of this spot that leads to the walkway. This section provides necessary extra space for people parking in the accessible spot. It is also an important pathway for all visitors to navigate the parking lot and walkway safely. Adding line striping would add visual cues to the area and help prevent drivers from blocking the walkway.





Figure 7 An example of effective parking lot paint design, with diagonal line striping across the walkway between two accessible spaces. From the UrbanPaint.ca website.

- **Ensure that ramps and walkways are regularly maintained and free of tripping hazards.**

While we understand that the ramp at the public works office is not frequently accessed by people with disabilities, we suggest that the RM should still pursue projects to enhance accessibility at the building. If a person with a disability needed to access the office for any reason, especially in the case of an emergency, they would likely encounter several barriers when trying to get to the door.

The patio stones at the base of the ramp do not sufficiently connect the end of the ramp with the ground. The ground leading up to the patio stones is also covered in uneven gravel, which would make it difficult for a person using a wheelchair or walker to move across it safely. The plants growing between the rocks could also pose a tripping hazard as they mature. We suggest adding a small threshold ramp that would bridge the gap between the end of the ramp and the ground, and either firmly packing the gravel between the ramp and parking lot or paving a path.

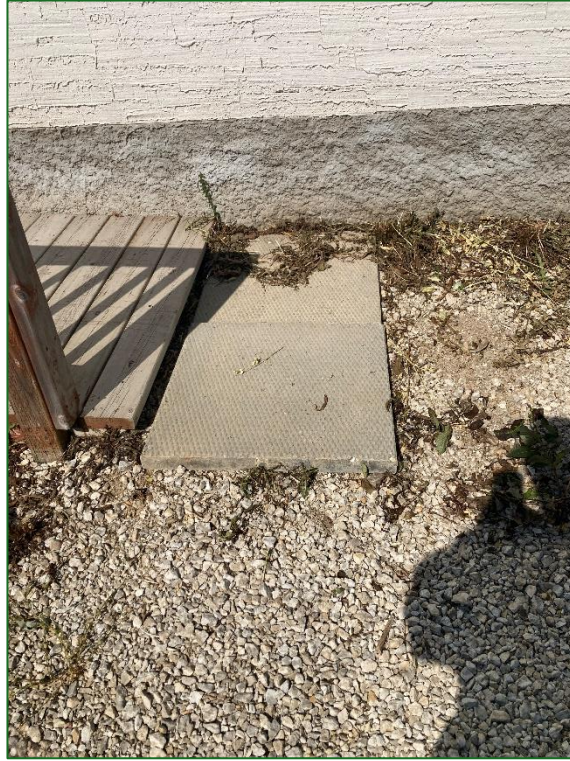


Figure 8 The end of the ramp at the public works office is not fully accessible.

We also noticed that there is a lip on the threshold of the door to the public works office. This could create a tripping hazard or a barrier to people using mobility aids. We suggest adding another threshold ramp here to make access to the building safer for visitors.



Figure 9 The threshold of the door at the public works office could present a tripping hazard.

- **Ensure that emergency resources, like fire extinguishers and AEDs, are installed in locations and at heights that are accessible to all.**

We noticed that the fire extinguisher and automated external defibrillator (AED) are located high on the wall at the municipal office. Their current locations are too high to be reached by people using wheelchairs, people of shorter stature, or people who have limited upper body mobility. We also noticed that a pamphlet holder has been placed directly beneath both devices, which would make it harder for a person to approach the devices in an emergency.

We suggest moving the fire extinguisher and AED to a lower height and ensuring that the area around the devices remains clear of obstacles and other items.

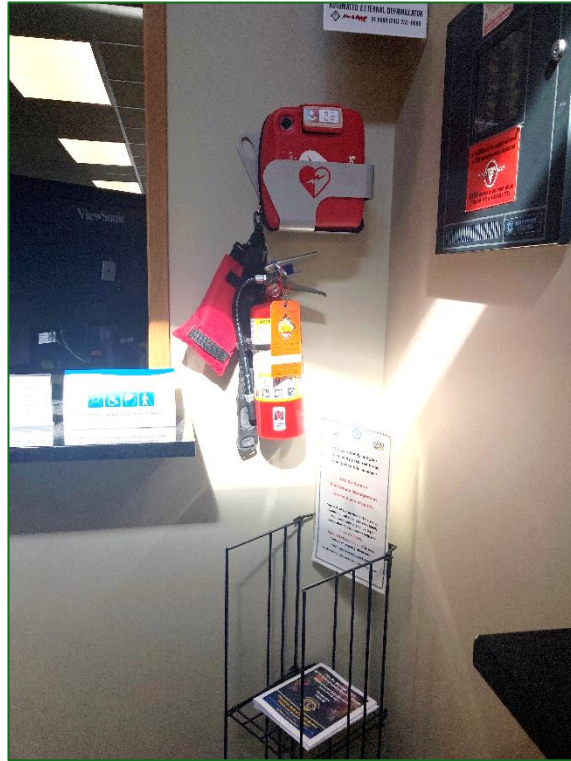


Figure 10 The fire extinguisher and AED should be moved to a more accessible height, and the surrounding area should be kept free of barriers.

- **Ensure that paths of travel in the building, including foyers and hallways, are clear of all obstacles.**

We noticed that while the hallways in the municipal office are wide enough to be accessible, there are some obstacles that might block access for people navigating with a support person or using a wheelchair. For example, the placement of the garbage and recycling cans blocks the corner of the hallway that leads to the washrooms. We suggest finding new places for these bins or replacing them with smaller bins that could fit in the hallway without blocking it. The hallways should then be kept clear of similar kinds of obstacles.





Figure 11 The recycling can is blocking clear access to the hallway leading to the washrooms.

We also noted that the TV screen hanging over the chairs in the hallway could present a head strike hazard, especially for someone who is tall and sitting directly beneath the screen. We suggest either moving the screen away from the seating area or moving the seating area so that it is away from obstacles like the TV.



Figure 12 The TV screen hangs over the seating area in the municipal office hallway.

- **Consider adding visual components to emergency alarms in public spaces.**

We noticed that the fire alarms at the municipal office do not appear to have visual components. Most fire alarm systems rely only on audio warnings, which makes them inaccessible to people who are deaf or hard-of-hearing. Adding or replacing them with units that have strobe light functions in addition to audio alarms would alert people who are deaf or hard-of-hearing in the event of an emergency. We especially suggest adding audio-visual alarms to enclosed spaces, such as washrooms or offices, where people who are deaf may be alone and without hearing individuals to alert them to an emergency.



Figure 13 The fire alarm system at the municipal office does not appear to have visual/light components.



Figure 14 An example of a fire alarm with strobe light components. From the JEM Systems website.



- **When updating washrooms, consider updating hardware and fixtures to more accessible options.**

We expect that the RM does not have plans to update the washrooms in the municipal office in the near future. However, during the next round of updates, we suggest considering small changes to improve the accessibility of the fixtures and of the space overall.

In both washrooms, we noted that the toilet paper holders are free-standing rather than mounted on the wall. They are also placed far from the toilets. A person reaching for the toilet paper could knock over the dispenser or even fall off the toilet. We suggest replacing these dispensers with wall-mounted units within easy reach of the toilet. In the accessible washroom, this may require adjusting the positioning of the grab bars on the wall.

The toilets in both washrooms have flush handles on their left sides, closest to the far wall. This means that a person needs to reach across the toilet if they need to flush while standing. The next time the toilets need to be replaced, we suggest choosing toilets with flush handles on the right side, which would be easier to access in the layout of these washrooms.



Figure 15 The toilet paper holder in the washroom is free-standing, rather than mounted on the wall.

We also noticed that the sink in the accessible washroom allows a person using a wheelchair to pull up safely, but that the pipe under the sink is not insulated. A person can

hit their knees on bare pipes or even burn them if the water coming through is hot. We suggest considering adding insulation to the pipe in order to mitigate both risks.



Figure 16 The pipe under the sink in the accessible washroom is uninsulated.

Finally, the lever handles on the washroom doors are good choices for accessibility. During the next round of renovations, we suggest that the RM consider adding an automatic door opener to the door of the accessible washroom. This would make the washroom even more accessible to people with disabilities related to dexterity and mobility. However, as this would be a significant upgrade, we consider this to be a longer-term suggestion.

- **Consider using unscented or low-scent products in public spaces wherever possible, including soaps, lotions, and hand sanitizers.**

Sensory sensitivities are very common, especially for people who are neurodivergent or who have migraines. Scented products are a common trigger for sensory sensitivities. We noticed that the washrooms in the municipal office were both equipped with scented soaps during our visit. We suggest choosing scent-free soaps, lotions, hand sanitizers, and cleaners wherever possible in order to prevent possible scent-based barriers for people in the building.



Figure 17 Scented products, like this hand soap, are common triggers for people with sensory sensitivities.

- **Provide additional resources and, if necessary, training for staff to feel confident in providing accessible customer service.**

During our interview with RM employees and our site visit to the municipal office, we heard that some office staff members would like to feel more confident and knowledgeable about providing accessible customer service. We suggest consulting with staff about the kinds of resources and trainings that they would find most helpful, and then working to make this support available as needed. Resources about accessible customer service are available from many sources, including the Government of Manitoba website. For more information, please visit Appendix G to this report.



## Transfer Stations

- **Add the transfer station(s) to Google Maps.**

As of the time of writing this report, the transfer station locations are listed on the RM's website but are not tagged on Google Maps. Adding the transfer stations to Google Maps will make it easier for residents to plan their visits and navigate the sites, especially if they are new to the area.

We understand that most residents of the community are likely aware of the location of the closest transfer station. However, new residents, seasonal visitors, or cabin renters might not know how to find the nearest site. People with anxiety disorders or who are neurodivergent might especially appreciate having confirmation of the transfer station addresses when planning their visits.

- **Staff at the transfer station are aware of potential barriers to accessibility and willing to help visitors who need accommodations. Provide additional resources and, if necessary, training for staff to feel confident in providing accessible customer service.**

In our online survey, 6 out of the 24 respondents said that they frequently visit the RM's transfer stations. None of them reported experiencing barriers to accessibility during their visits. However, during our interview with RM staff, our contact from the transfer station reported that staff often provide accommodations or extra assistance for community members with various kinds of disabilities. To us, this suggests that people with disabilities in the RM are using the transfer station regularly, but that staff are providing accessible service that prevents them from experiencing barriers.

When we visited Transfer Station #520, we had more opportunities to speak with staff and community members about the ways that they interact at the transfer station. We were encouraged by the kinds of accessible customer service that we saw during our visit. We encourage the transfer station staff to keep up their committed work in providing equitable experiences to people with and without disabilities.

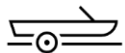
We also encourage the RM to consider opportunities to share resources and potentially provide training to increase confidence among transfer station staff in providing accessible service. We heard during our interview with RM staff that some transfer station employees would like support in knowing how to further minimize barriers to accessibility at the sites. Resources about accessible customer service are available from many sources, including

the Government of Manitoba website. For more information, please visit Appendix G to this report.

- **Consider adding larger signage to identify each area of the transfer stations from farther away.**
- **Consider adding a large sign near the entrance with a map of the areas of the transfer stations.**

Adding more and larger signage around the transfer station sites would help to make wayfinding at the transfer stations easier, especially for newer visitors. The sites are large and can be noisy, and this can be intimidating or overwhelming. This is especially likely for people who have anxiety disorders or who are neurodivergent. Adding clear, large, consistent signage across the sites would help to ease potential confusion or anxiety visitors might experience during their visits.

It would also be helpful to add a map near the entrance of each site showing the different areas and where they are located. While we know that many people visiting the transfer stations have been doing so for many years, and that most people are familiar with the layout of their nearest site, adding more robust signage would help to make it easier for newcomers to find their way around the transfer stations. This is especially helpful for people who are neurodivergent, such as people who are autistic or who have ADHD, and who become overwhelmed in new situations or by high volumes of new information.



### Boat Launches

- **Provide a clear list and current map of boat launches across the RM on the RM's website, including information about accessibility.**
- **Ensure that all boat launches are added to Google Maps.**

We note that the RM's website does have a [page](#) listing the boat launches currently managed by the RM. However, the list does not have precise addresses, there is no accompanying map, and there is no information about accessibility features or potential barriers at each site. Adding this information would take little time and few resources on the part of the RM, but it would significantly improve accessibility for prospective users of the boat launches. This is especially important given the significant differences between each boat launch, with some being more accessible for people with disabilities than others.

Having site-related information in advance of an outing or trip helps people with disabilities to anticipate potential barriers and plan accordingly. As we noted above in our recommendations about the website, some visitors or community members may choose not to visit sites within the RM if they cannot easily find information about accessibility. Even if it is not currently within the RM's budget to undertake extensive renovations or landscaping projects at each boat launch site, making accessibility information about each site more available to the public will make a significant difference in improving the visiting experience of people with disabilities.

Similarly, we noted that while some of the RM's boat launches are saved on Google Maps, not all of them are. Adding all the sites to Google Maps will make them easier to find and will also make it easier to share photos and information related to accessibility.

- **Ensure that boat launches, including docks and ramps, are regularly maintained and clear of debris, vegetation, and tripping hazards.**

Overall, we found the boat launches across the RM to be well-constructed and well-maintained for accessibility. However, we noticed small opportunities for improvement at several sites that would make a significant difference for accessibility.

Some ramps or docks have vegetation growing up through their boards. As the leaves and stems continue to grow, they are likely to pose a tripping hazard. This is especially significant for people who use mobility aids, like walkers, or for people who cannot easily lift their feet when walking. We realize that plants are a core component of waterside spaces, and that controlling them is challenging. We suggest that regular maintenance and trimming of the plants would balance the need for accessibility with the needs of the natural environment.

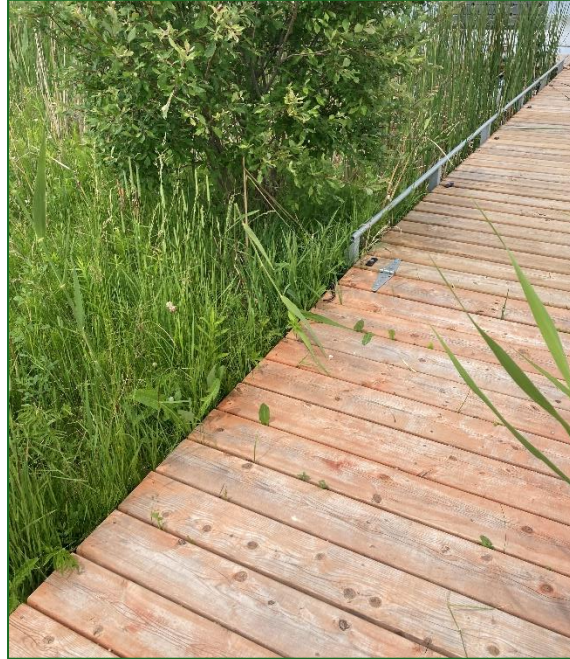


Figure 18 Vegetation is growing through the boards of the dock at the Lac du Bonnet Trout Ponds.

We also noticed spots across the sites where small repairs are needed to prevent tripping hazards. Most frequently, the gravel around the dock or walkway has worn away or become uneven, or an animal has dug a burrow. In other cases, the concrete edges or surfaces have begun to crumble and break down. These issues create tripping hazards for all visitors, but especially for people with disabilities related to vision, mobility, balance, and reaction time. We consider repairs to these features to be urgent and integral to achieving accessibility at the RM's boat launch sites.





Figure 19 At the Osprey Boat Launch, there is a tripping hazard where the gravel has worn away at the dock.



Figure 20 The gravel leading up to the dock at the Wood Duck Boat Launch is uneven at the edge of and leading up to the dock. The concrete edge on the boat launch ramp has also broken and worn away.



Figure 21 The concrete pad leading up to the dock at the Anderson boat launch does not have a safe access point.



Figure 22 The dock at the LaVerendrye boat launch has foliage growing close to the edge. The gravel path leading to the dock is also uneven, and the gap between the dock and the ground is a tripping hazard.



- **Where there are gaps between boards or blocks on ramps or docks, cover these to prevent tripping hazards. Where there are gaps between the ramps or docks and the ground, add transition ramps.**

At several sites, we noticed spots where there are unexpected or significant gaps between the boards of the ramps or docks. We also noticed spots where there are gaps between the docks and the ground. Both issues create tripping hazards and barriers for people using mobility aids. These should be repaired or filled promptly to improve safety and accessibility at the boat launches.

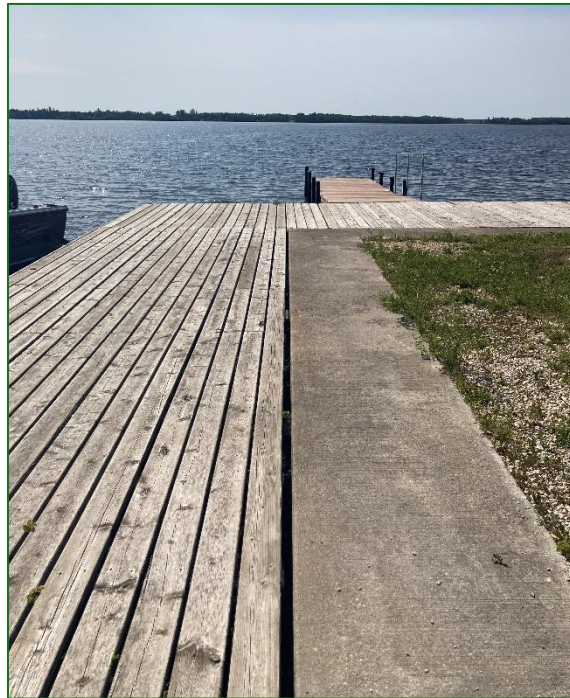


Figure 23 There is a significant gap between the dock and the concrete retaining wall at the LaVerendrye boat launch.



Figure 24 There is a step up between the path and the platform leading to the dock at the Winnipeg River boat launch.



Figure 25 There is a gap in the boards on the dock at the Wood Duck boat launch site.

We realize that some of the gaps between the dock boards likely arise because the docks must be disassembled each fall and reassembled each summer. We noticed that some of the gaps are in places where hardware joins two pieces of dock. In these cases, we suggest either covering or filling the gaps with removable pieces of wood level with the surface of the dock. Similarly, we suggest using removable transition ramps to bridge gaps between the docks or ramps and the ground.

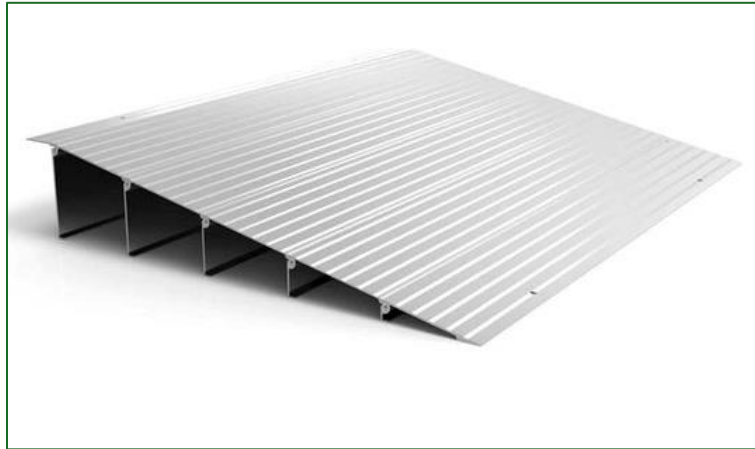


Figure 26 An example of a transition ramp that can be added to a dock or platform. From Re-New Mobility.

- **Consider adding railings to walkways and docks where visitors could fall into the water.**

We noted that most of the docks we visited do not have railings or edge rails. These are important to prevent falls, especially for people with disabilities related to vision, mobility, balance, coordination, and reaction time. These are especially important on floating docks, which can feel shaky when a person moves across them and throw off a person's balance. We consider railings to be an important accessibility upgrade at the boat launch sites.



Figure 27 The railing on the stairs at the Winnipeg River Boat Launch could be continued onto the dock.



Figure 28 The dock at the Lac du Bonnet Trout Ponds would benefit from a railing behind the benches to prevent falls.





Figure 29 The dock at the Fernwood Boat Launch is long and would benefit from a railing. It also has a step up between the dock and the ground that could be addressed with a transition ramp.

We did notice railings at some of the docks we visited, such as at the LaVerendrye site and some of the docks at the Lac du Bonnet Trout Ponds. These railings could be improved in the future by installing cross bars that would prevent a person of shorter stature from slipping under the top rail. We also suggest considering railings with cross bars closer to the ground, which would help people with low vision who use white canes to more easily identify the edges of the docks.



Figure 30 The dock at the LaVerendrye boat launch has a railing, but the railing does not have cross bars.

- **Consider adding accessible personal watercraft launches to one or more boat launches.**

We suggest that as the RM considers updates or upgrades to the boat launches, it would be beneficial to add an accessible watercraft launch to one or more boat launch sites. This would increase accessibility for people with disabilities who want to use kayaks or canoes in the RM's waterways. There are several possible designs that could be tailored to the chosen site. The LaVerendrye, Wood Duck, or Winnipeg River boat launch sites could be good fits for adding an accessible personal watercraft launch.



Figure 31 An example of an accessible kayak launch. From the Recreational Innovations website.



Figure 32 An example of an accessible canoe launch. From the Accessible Sport Connection Manitoba website.

Installing one or more accessible canoe or kayak launches would also create an opportunity to promote them as part of the RM's efforts in increasing inclusion and accessibility in recreation. The [accessible launch on the Seine River in Winnipeg](#) has drawn significant media attention and public interest. The scale of the RM's project could be large or small, depending on the resources available, but any added launch would improve accessibility for watercraft users with disabilities.

- **Consider adding fishing pole holders at varied heights at one or more docks.**

We noticed at some sites that fishing rod holders have been installed into the edges of the docks. These are very helpful for people who cannot hold a fishing rod tightly or for prolonged periods, or who require additional support in order to reel in a catch. However, we noted that all the fishing rod holders are located at the same level as the docks. These could be difficult to access for people with disabilities related to balance, dexterity, or coordination. To further improve accessibility, we suggest adding fishing rod holders that are mounted at a variety of heights. This would allow people who cannot bend over or who cannot reach down to the dock to rest their fishing rods in the holders that best suit their needs.



Figure 33 A fishing rod holder at the dock level is less accessible to people with mobility- or balance-related disabilities.





Figure 34 An example of a raised style of fishing rod holder that would provide another option for people with disabilities who want to fish at the RM's docks. From CanadaDocks.ca.



### Public Washrooms

- **Provide a list and map of public washrooms across the RM on the RM's website, including information about accessibility.**
- **Ensure that all public washrooms are added to Google Maps.**

Having access to information about the locations and accessibility of washroom facilities is important to many visitors, but particularly those with disabilities. Visitors need to be able to easily find out where they can expect to find a washroom on their trip, especially if they have illnesses or disabilities that require dependable access to washrooms. For example, people with chronic conditions like Crohn's disease or interstitial cystitis might be reluctant to plan outings if they do not know if washroom spaces will be available. People who are neurodivergent, especially people who are autistic, also often want to plan their outings in detail, including knowing whether amenities like washrooms will be available and what they can expect.

Even without making other changes, simply sharing information on the RM's website about available washrooms will make a significant difference in improving the accessibility of the RM's sites. For example, if a particular boat launch's washroom is located on an incline, knowing this information might help a person using a wheelchair to choose to visit a different boat launch with a more accessible washroom.

Another important step will be to save this washroom information to Google Maps, whether as a standalone location tag or as a component of the parks or boat launches in which the washrooms are found. This will allow more people to access information about washroom facilities without needing to search for them on the RM's website.

- **Clearly label washroom facilities with high-contrast signage so that they can be identified from a distance.**

Washroom signage was inconsistent across the sites we visited. While many washroom sites had clear signage with standard washroom icons, some of the sites did not. In particular, the washroom at the Lac du Bonnet Trout Ponds has only a small text-based washroom sign instead of a universal washroom sign with icons. Depending on the design, visitors might confuse some public washrooms for sheds or utility buildings if there is no clear signage. Ensuring that all washrooms have clear and high-contrast signage will help prevent possible confusion.



Figure 35 The public washroom at the Lac du Bonnet Trout Ponds could be mistaken for a shed because it lacks clear signage.





Figure 36 In contrast, the washrooms at the Wood Duck Boat Launch have clear signage identifying them as public washrooms.

- **Consider painting the inside of washroom stalls white so that they reflect light and increase visibility.**

We noticed significant differences in the amount of light in the different washroom spaces across the RM. While in some cases this was related to the positioning of the washrooms in shady versus sunny spots, or the availability of small windows at the ceiling level, we found that the biggest factor was the interior colour of the washroom stalls. Washroom stalls that were painted white inside felt airier and easier to navigate compared to washrooms painted brown inside, even if they were the same size and layout, because they reflect whatever light is available. This small change can help make the washroom spaces easier to navigate on cloudy days or closer to dawn and dusk hours.



Figure 37 The interior of the washroom stalls at the LaVerendrye site are painted dark brown.



Figure 38 Even though the washroom stalls at Halliday Park are small, they feel brighter because they are painted white inside.

- **Ensure that all washrooms have appropriate fixtures like grab bars, toilet paper dispensers, and hand sanitizer dispensers, and that these are installed within safe reaching distance.**

We noticed that each washroom across the RM has different fixtures and amenities, and that the installation and maintenance at each site varies similarly. While not all washroom facilities can be made maximally accessible due to geographic and resource constraints, fixtures like grab bars, toilet paper dispensers, and hand sanitizer dispensers should be considered essential components of every site's washroom facility.



Figure 39 There was no hand sanitizer dispenser at the Lac du Bonnet Trout Ponds public washroom facilities when we visited.

At some sites, we noticed what appear to be towel bars installed as grab bars in washroom stalls. While every washroom should have a grab bar, towel bars are not appropriate substitutes because they have a slippery texture and generally do not have the structural integrity to support a person's weight as they lean on the bar. We also noticed that many of the grab bars are installed far from the toilets, out of the reach of a person who would need them. We encourage the RM to source appropriate grab bars and to ensure that they are installed in a safe position in every washroom.



Figure 40 The Osprey Boat Launch washrooms appear to have towel bars installed instead of actual grab bars. The grab bars are also installed far from the toilets, out of the reach of many people.



Figure 41 Towel bars are being used as grab bars at the Halliday Park washrooms. They are installed behind the toilet paper dispensers, so they are out of reach of anyone who needs them.



At other sites, we noticed that the toilet paper dispensers are installed too high or too far away from the toilets. Access to toilet paper is essential in washroom facilities, and we recommend that all toilet paper dispensers be inspected and adjusted to ensure that they are within safe and easy reach of the toilets.



Figure 42 The toilet dispensers in the Winnipeg River Boat Launch washrooms are installed high on the walls, outside of the reach of many people when seated on the toilet.

We also suggest exploring alternatives to bolt barrel or hook-and-loop latches that are used at most of the washrooms across the RM. Latches that have small components or that require fine movements to operate are less accessible to many people with disabilities. Over time, latches are also prone to becoming worn or rusted and this can impact their functionality.

Latch designs that are more accessible include slide bolt latches with larger grips and handles. People who have limited dexterity or fine motor control generally find these easier to use than other options.



Figure 43 An example of a slide bolt latch design that would be more accessible than the latches currently used across the RM's washroom spaces. From PartitionsandStalls.com.

- **Repair ramps, platforms, and paths leading to washrooms to ensure safe access by people using mobility aids and wheelchairs.**
- **Ensure that public washrooms are regularly maintained and repaired as needed to prevent obstacles arising due to wear and tear.**

We noticed during our visits that several washrooms had uneven or damaged platforms, paths, and ramps. These components are essential to ensure that people can safely get to and access the washroom facilities when they need them. Broken platform boards can create tripping hazards or catch the wheels of mobility aids. Uneven gravel and weeds can be difficult to walk or roll over safely, especially in low light. We encourage the RM to prioritize the inspection and repair of each washroom at the beginning of each season, and to plan regular maintenance to ensure that the washrooms remain safe to use.

Several washrooms also have steps or lips between the platforms and the ground. As we noted with respect to the boat launch docks, potential solutions could be refreshing the gravel and landscaping, installing transfer ramps, or redesigning the platforms to connect smoothly with the ground.





Figure 44 The entrance to the public washrooms at the LaVerendrye site. There is a lip between the edge of the platform and the gravel underneath that creates a barrier for people using mobility aids.



Figure 45 The platform at the Winnipeg River Boat Launch public washroom is decaying and poses a tripping hazard.



Figure 46 The path leading to the Lac du Bonnet Trout Ponds washroom is uneven and there is a step up onto the washroom platform.

The Blueberry Rock washroom presents unique challenges due to the nature of the site in which it is located. The trail and surrounding area are rocky and have significant changes in elevation, making the site less accessible overall than many others in the RM. The washroom at the site is also located on the top of an incline, which can pose barriers for some people using wheelchairs or walkers, but this cannot be easily addressed given the nature of the location. However, despite these barriers to accessibility, we still suggest that the RM pursue accessibility-related inspections and upgrades to this washroom site. Even if people with disabilities are unlikely to be using the trail, they may stop in the parking lot to use the washroom. We therefore consider it important to treat the washroom like any other in the RM and to apply the same standards for accessible fixtures and maintenance, even though the path to the washroom has a challenging slope. This will reduce as many barriers as reasonably possible at this particular washroom facility.



Figure 47 The washroom at the Blueberry Rock Trail is located on an incline. The path leading up to the washroom is also uneven and weeds are growing through the gravel. There is also a step up from the gravel to the washroom platform.



## Trails

- **Provide a list and map of RM-managed trails on the RM's website, including information about accessibility.**
- **Ensure that trailheads are added to Google Maps and AllTrails.**

As we noted in our earlier recommendations, providing a clear list and accurate map of RM-managed trails would significantly improve accessibility in the community with little effort required. During our visit, even with a printed map, we had difficulty finding the trailheads for both the Cape Coppermine Road and Blueberry Rock trails. We tried to cross reference our map with what we could see on Google Maps, but it still took us time to confirm we were in the right locations. We expect that visitors to the RM or new residents might experience similar barriers, so we encourage the RM to add more information and maps for trails on the website. This experience also reinforces the value of adding the trails

to platforms like Google Maps and AllTrails that are widely used by hikers and other visitors to the outdoors.

Adding information about the trails to the website and to map platforms will also help the RM to share information related to accessibility, including updates on trail conditions or closures. This information can also help distinguish between trails that are generally more accessible, like the Cape Coppermine Road trail, compared to those that are less accessible, like the Blueberry Rock Trail. Even if the RM is not able to address every accessibility barrier at each site, making visitors aware of resources and potential barriers will help them to make informed decisions and prepare appropriately for their visits.

- **Add clear and accessible signage to trailheads and trail junctions, as well as intermittently along long trails. Signage should indicate the trailhead and junction locations, length of the trail, trail surface material, and if the trail has elevation changes.**

Part of the difficulty we experienced in finding the trails was the lack of signage at the trailheads. While the Cape Coppermine Road trail begins at the Wood Duck Boat Launch, this is not obvious because there is no clear sign indicating there is a trail nearby. While there is excellent signage for the boat launch itself, there is almost nothing suggesting that the site also features a major community trailhead, apart from a repurposed crosswalk sign. We suggest adding a permanent sign that directs visitors to the trailhead and that includes information about the length of the trail, the estimated time to complete it, the surfaces of the trail, and any other information the RM feels is important.





Figure 48 It is not clear that this is the trailhead for the Cape Coppermine Road trail because there is no trail-related signage.

When we started our hike along the Cape Coppermine Road trail, we thought that we might be walking through a vacant lot until we saw a sign across the next street with a small RM icon. We then realized this was a trail marker. We saw these trail markers again throughout our walk as we crossed intersecting roads, but we found ourselves getting confused about how far we had walked because each sign and intersection looked very similar. The next time these signs are being replaced, consider choosing larger signs that clearly note the trail name and, if possible, the intersecting road. Another option would be to choose an easily recognizable symbol or icon for each individual sign to help distinguish the different milestones along the trail. In the event of an emergency, having clear signage to use as a landmark would also help someone calling 911 to accurately communicate their location.



Figure 49 The signs marking the trail along intersecting roads are not legible from a distance.

We also suggest adding wayfinding signs along the trails. At minimum, these could be more of the standard arrow signs indicating that the trail continues in a particular direction. We would also suggest considering signs that communicate the distance to the end of the trail. These wayfinding signs would help visitors to better anticipate their experience and to make decisions accordingly. Wayfinding signs would also help people who are neurodivergent or who have cognitive or memory-related disabilities to orient themselves and feel more confident navigating the RM's trails.

We have included resources on trail design, including the Trans Canada Trail's All Persons Trail guidelines, in Appendix G of this report.

- **Ensure that trails are regularly maintained and clear of tripping hazards and other obstacles.**

During our walk of the Cape Coppermine Road and Lac du Bonnet Trout Pond trails, we noticed instances where minor maintenance was needed to keep the trails as accessible as possible. In some spots, branches had grown too long or broken off and were hanging into the trail space. In others, grass was growing up through the gravel, or the ground had become uneven with the forces of water and weathering. Keeping trails clear of obstacles and hazards is important for all visitors, but especially for people with disabilities. We consider trail maintenance to be an important priority, with the acknowledgement that this kind of maintenance will require an investment of time and resources from RM staff during peak seasons.





Figure 50 Broken branches, like this one on the Cape Coppermine Road trail, can create barriers for people with disabilities accessing the trails.

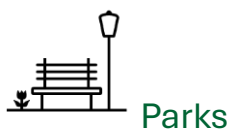


Figure 51 Grass and foliage growing into the surface of part of the Cape Coppermine Road trail makes the space on the trail narrower.



Figure 52 This sign marks the end of the more accessible part of the Lac du Bonnet Trout Ponds trail. The sign does not say that the trail becomes rocky after this point.

We have included resources for designing accessible trails and trail wayfinding systems, including the Trans Canada Trail's All Persons Trail guidelines, in Appendix G to this report.



- **Provide a list and map of RM-managed parks on the RM's website, including information about amenities and accessibility.**
- **Ensure that all parks are added to Google Maps.**

As noted in our earlier recommendations, sharing information about the locations and accessibility features of the parks across the RM would help visitors with and without disabilities to better plan their outings. Information about park locations and features will help people who are visiting for any purpose, whether they are planning a picnic lunch or passing through the community on a road trip. We suggest adding information about the

parks, such as their exact locations, their features, and any potential accessibility barriers, on both the RM's website and platforms like Google Maps.

Because most park sites also feature public washroom facilities, information about both kinds of sites can be combined into a single list or map for ease of reference.

- **Ensure there are clear, even, and well-packed paths between parking areas, picnic areas, and washrooms. Picnic areas and washrooms should be located on flat, well-packed surfaces.**

Across the many sites we visited, we noticed significant differences in the design and maintenance of the park and picnic areas. Some parks have clearly been updated recently, with flat-packed gravel and trimmed vegetation around seating areas. Others show signs of damage or wear and tear, including broken seats and paths that have become uneven over time. Most of these sites will only require seasonal maintenance or minor repairs to become more accessible to visitors with disabilities, but this maintenance needs to be planned and prioritized.

Note the most likely paths that a person would take when visiting each site, focusing on paths between washroom, playground, picnic, and parking areas. Ensure that these areas are connected with even and well-packed gravel paths. Each site should be inspected at the start of the season and maintenance procedures should be scheduled as needed.





Figure 53 This picnic table at the Fernwood Boat Launch park site is positioned on large rocks and very close to the water. It is also very close to a group of shrubby trees, making safe access to the table challenging.



Figure 54 The gravel under the picnic area at Fernwood Park is mostly even, but it appears to have loosened due to weather and foot traffic.



Figure 55 The gravel under this picnic table at the Lac du Bonnet Trout Ponds site is even and well-packed. The site is also clear of potential obstacles.

- **Avoid placing barriers, decorations, or other objects close to picnic tables or benches that could create tripping or collision hazards.**

Some of the picnic tables and benches at sites we visited were located in clear spots away from potential barriers and obstacles. Others were positioned in spots that could impede a person from safely moving around the site and accessing seating areas. For example, at the LaVerendrye site, the concrete picnic table is located off the left side of the walking path. There is a large flower planter positioned at the end of the walking path, which could block safe access for a person using a wheelchair or another mobility aid. This design could also be confusing for a person with low vision, who might expect the picnic area to be situated at the end of the path and collide with the planter.

We suggest reviewing all park and picnic sites to ensure that there are no potential barriers or obstacles to accessing seating areas and clearing any barriers that do exist.





Figure 56 A decorative planter has been placed at the end of the path between the parking lot and the picnic area at the LaVerendrye site.

- **Ensure that picnic tables and benches are maintained and repaired as necessary.**
- **When replacing or purchasing new picnic tables and benches, consider more accessible alternatives.**

The furniture at park and picnic sites across the RM varies greatly in design, age, and maintenance, with some furniture presenting barriers to accessibility. In particular, some sites have picnic tables that have either fallen into disrepair or that are not designed with accessibility in mind.

The picnic tables at the Winnipeg River Boat Launch site are reaching the end of their usable life and their wooden surfaces are wearing away. The seat on at least one picnic table has broken due to heavy use. We encourage the RM to inspect existing picnic tables and to schedule maintenance, repairs, or replacements as they are needed.



Figure 57 The picnic tables at the Winnipeg River Boat Launch site are breaking down due to wear and tear.

The concrete picnic table at the LaVerendrye site does not need maintenance, but its design does not allow people with mobility-related disabilities to easily sit at the table. In particular, it would not be possible for a person using a wheelchair to pull up to the table because there is no room between the seats. If a person using a wheelchair were to attend this picnic area with a group, they would have to sit elsewhere and would be excluded from the experience. We suggest that this picnic table be replaced in the future with one that is more inclusive and accessible for people with disabilities. We have included examples of accessible picnic table designs later in this section.



Figure 58 This picnic table at the LaVerendrye site is not accessible to people using wheelchairs or walkers. It would also pose a barrier for a person who has difficulty lifting their legs to manoeuvre onto the seat.

In contrast, some of the picnic tables and benches at other sites are clearly newer and well-maintained. Several of the picnic tables at the Lac du Bonnet Trout Ponds site have been designed to accommodate people using wheelchairs, so that a wheelchair user could use the table equally alongside their friends or family members. We suggest that the RM consider purchasing more of these picnic tables in the future for installation at other sites.

Other important considerations for future purchases of accessible picnic tables include available knee space and the heights of the seats and table surfaces. Considerations for benches include the angle and availability of back supports, the height and depth of the seats, and the availability of arm rests.





Figure 59 This picnic table near the parking lot of the Lac du Bonnet Trout Ponds has an extended tabletop that is accessible to people using wheelchairs.



Figure 60 Another example of an accessible picnic table design. From the UltraSite website.

- **Consider opportunities to provide shade by strategically planting trees or adding gazebo structures.**

Access to shade can provide major benefits for visitors to parks and picnic sites. People with many kinds of disabilities and health conditions are heavily impacted by the summer heat and direct sun. For example, many kinds of medications increase sensitivity to heat and dehydration, including medications for mental health disabilities. People with thyroid conditions, multiple sclerosis, and other chronic conditions can also be more significantly

impacted by hot weather. Adding features like shade trees, shelters, and gazebos across the RM's parks will provide both aesthetic and accessibility-related benefits for visitors.

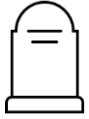


Figure 61 The trees close to this picnic table at the LaVerendrye site provide good shade, but they should be trimmed so that they do not impede access to the picnic table. The picnic table could also be rotated for more space between the table and trees.



Figure 62 The RM has opportunities to add shade trees and shelters as Alcide Park is developed.





## Cemeteries

- **Ensure safe, designated areas are available for parking.**

During our site visits, we noticed that while several cemeteries have dedicated parking lots, others rely on roadside parking. At sites like St. Mary's Polish Cemetery, we noticed that there is little room on the road shoulder for parking, making it challenging to safely exit the passenger side of a vehicle. This is particularly risky for anyone who has balance challenges, who uses a mobility aid, or who requires assistance to get out of a vehicle. Roadside parking is overall less safe than a dedicated parking lot, as visitors need to open their doors into either the road itself or into a ditch. At a cemetery, where visitors may be in an emotional or distracted state, access to safe parking is especially important.

Where the layouts of the sites and surrounding roads allow, we suggest clearing designated parking areas. These parking areas do not need to be large and can be in whatever layout best suits the location. We suggest packing the parking area with gravel, which can be graded and kept flat more easily than grass, and presents fewer tripping hazards and vegetation barriers.

In our opinion, the Riverland and Lee River cemeteries are the best examples of accessible parking areas among the RM's cemeteries. These sites can be used as inspiration for pursuing upgrades to the parking areas in other locations.



Figure 63 The parking lot at the Riverland Cemetery is clear, flat, and spacious.

- **Ensure clear paths of travel from parking areas through the main areas of each cemetery.**

As noted above, it is essential to ensure safe paths of travel at each cemetery. This includes clearing potential obstacles, such as plants or rocks, and creating a flat and even pathway. We suggest using packed gravel for the same reasons as described above with reference to parking areas. Designating clear pathways also helps guide visitors through their visits and keep them from wandering onto lawn or graveside areas.

When creating or expanding pathways, consider the most popular paths of travel that visitors are likely to take during their visit to the cemetery. Ensure that these paths are regularly inspected and that they are maintained and kept free of tripping hazards.



Figure 64 The Brightstone Cemetery has mostly flat ground, but it does not have a cleared or packed path.

- **Consider adding trees along paths of travel to provide shade.**
- **Consider adding benches along paths of travel, especially in cemeteries with longer paths from parking areas.**

Adding elements like shade trees and benches will both provide visual interest at the cemetery and support visits from people with disabilities and chronic health conditions. Benches benefit anyone who needs to rest when walking across the cemetery, whether because of emotion, dizziness, fatigue, or chronic pain. When paired with shade trees, these rest spots also become important refuges from the hot prairie sun. We suggest finding opportunities to add features like these to all cemetery sites where possible, and to schedule regular inspections to ensure they remain in good condition.



Figure 65 A well-positioned bench and tree at the Red Deer cemetery.

In our opinion, the Riverland and Red Deer cemeteries provide great examples of using benches and shade to improve aesthetics and accessibility.



## Recreation and Programming

During our interview with RM staff, we learned about the work that the Recreation team has undertaken to make programming more accessible to people with and without disabilities. We were encouraged to hear that accessibility is an explicit consideration when designing and organizing programming, such as children's sports programs and family events.

We also heard about the challenges of planning events and activities across the large geographic area of the RM, especially while remaining mindful of families' other barriers like childcare, transportation, and financial constraints. We encourage the RM's Recreation staff to continue their good work in thinking broadly and creatively about accessible community programming.

- **Explore options for a new registration portal.**

We also learned about the challenges associated with the current online registration and communication portal used for Recreation programming. We heard that it has barriers to accessibility and that it is overall difficult for many people to use. We understand that some families seek out ways to sign up for programming in person or over the phone in order to avoid using the platform.

While it may be challenging to find a more accessible and usable platform, we consider this a priority for the Recreation department. Streamlining registration and communication about programming will enable more families to interact meaningfully with the RM's programming, and it will also save staff time and effort that is currently spent on resolving technical issues.



## Roadways and Sidewalks

- **Consider how major roadways in the RM can be made safer for people travelling by foot, bicycle, or wheelchair. Depending on the area, this could include maintaining and repairing road surfaces, developing walking paths or sidewalks alongside roadways, adding crosswalks, or adding or maintaining lighting.**

A theme across our virtual and in-person consultations with community members was a desire for safer roads in the RM. Community members shared concerns about broken road surfaces, a lack of sidewalks or safe walking paths, and low visibility in some areas. Some people told us about their fears walking or rolling on roads in their communities where they had no safer or more sheltered options. From our pop-up, we learned that some people feel unsafe or change their plans because of concerns with using roadways in their area.

These kinds of road-related barriers are impactful on people with all kinds and experiences of disabilities. As an example, for people who use mobility aids or walk unsteadily, an uneven walking surface can make it difficult or impossible to move around independently. A lack of clear and even walking paths impacts both individuals and families, especially those with young children, including children with disabilities. Uneven roadways can also make vehicle travel to and from communities more daunting or jeopardize emergency access during natural disasters or health crises.

Addressing some of these barriers, like the maintenance of road surfaces on provincial highways, will be out of the RM's direct control and will require advocacy and collaboration with the Province. Even for roads within the RM's control, infrastructure projects generally require significant investments of time and resources. We therefore consider this to be a longer-term and bigger-picture priority for the RM, but one that will have a major impact on the inclusion of people with disabilities across the community.



## Supporting Accessibility in the RM's Communities

- **Share helpful tips and resources about accessibility on the RM's website and social media pages.**
- **Consider ways to support local businesses to improve accessibility. This could include encouraging businesses to meet accessibility sharing information about resources and grants, providing funding for accessibility initiatives, or collaborating on initiatives.**
- **Consider collaborating with neighbouring communities, including the Town of Lac du Bonnet, to share resources about accessibility.**

These suggestions originated through the responses to our online survey and through our discussions with community members at our pop-up event. Several people commented on the barriers to accessibility that they have experienced either in private businesses within the RM of Lac du Bonnet, or in locations in the Town of Lac du Bonnet. While the RM is not responsible for the accessibility measures at private businesses or at locations within the Town, we believe that the experiences shared by community members suggest an opportunity for collaboration to enhance accessibility across the entire area.

Given that many community members and visitors do not fully understand the jurisdictional distinctions between the RM, the Town, and private businesses, encouraging enhanced accessibility across all three would improve the collective public perception of accessibility in the area. There may also be opportunities for cost savings or discounts when working together to invest in accessibility supports. For example, some providers of accessible beach or park equipment provide discounts on purchases over a given number of units. Whereas the RM might not require enough equipment to qualify for the discount, it may be possible to reach if pooling resources with the Town or local businesses requiring the same equipment.

We note that the RM is already collaborating with the Town of Lac du Bonnet on the LaVerendrye boat launch, park, and public washroom site. This could provide an excellent opportunity to establish shared best practices in accessibility, which could then be expanded to other sites and projects in the community.



## Conclusion

Through our public survey, our interviews with staff, our site visits, and our pop-up consultation, we collected a great deal of information about accessibility in the RM of Lac du Bonnet. We noted that the staff we met across the different departments of the RM are all enthusiastic about and committed to increasing accessibility for people with disabilities in the community. This is a strength that the RM should rely on and feel proud of moving forward. We also heard a lot from many respondents to our survey and visitors to our pop-up that the RM's efforts to increase accessibility are very much appreciated, and that community members are hopeful about future projects and developments. Several people noted that simply being asked to participate in these consultations and to share their feedback meant a lot to them, and they encouraged the RM to continue with these kinds of consultations in the future.

We also note that many of the accessibility barriers we identified through the course of this project are common across many municipalities, especially in rural areas, and are not specific to the RM of Lac du Bonnet alone. While municipalities around the province and around the country have created unique initiatives to improve accessibility, the topic of accessibility in public spaces is ongoing and multifaceted.

We hope the RM can use the information found in this report to help inform future plans and projects to advance accessibility. We have very much enjoyed working together on this project, and we look forward to visiting the RM again in the future.

# Appendix A: Subject Matter Expert Interview Notes

## **Attending:**

- Bianca
- Stefany
- Karina
- Shauna

## • **How does accessibility factor into your role?**

- Transfer station: communication, extra information, etc. Don't have garbage pickup, so have to come and drop off yourself.
- Public Works: want all members of the public to be able to access but know there are barriers at the sites right now. Always a cost associated, e.g. have one boat launch with an outhouse on a hill that isn't wheelchair accessible. How to balance those things? Also need staff to feel accommodated and have accessibility in their work, in their equipment.
- Reception: communication is a big thing, as well as making the office accessible so that people can come in and ask questions/get information. Finding information on the website so that it's not too confusing.
- Planning: mostly the computer stuff. All permitting is online, so a lot of people have trouble without scanners, being able to download documents, being able to access properly.
- Recreation: very loose term in recreation. Can be physical accessibility, time, money, childcare. Have to look at all those pieces.
- Project Management: not public facing, typically behind the scenes. If working on larger project, need to ensure that aligns with accessibility standards. Varies by project.

## • **Any recent experiences with accessibility in your work?**

- Reception: mostly how to find things on the website. So much for every department, so finding different bylaws, forms, etc.
- PM: know website isn't in full compliance for accessibility, not sure whether it will require small changes or change to new provider for larger changes. Most

RMs have the same problem of so much information and want to make as user-friendly as possible, but still providing all necessary information. Especially elderly residents, using technology can be challenging.

- Transfer station: person came in, said felt uncomfortable driving closer to the bins so asked for assistance, was nervous to throw in heavier items into the bins. Also had experience with payment, driver has to get out of vehicle to get to the window, but person was having difficulty. When can take debit machine outside to the car? Hundreds of people on a busy day in the summer, everyone is expected to do physical tasks e.g. unload garbage, so it's a big accessibility point.
- Public Works: things like windrows in driveways after snow clearing, hard to address.
- Recreation: portal used for booking is probably the most hated thing in LDB. Not easy to use, hate it. Not accessible, have to work on that. The least user-friendly system ever seen. Went to Blueberry Rock, bathrooms there are up on a slope, so if using a wheelchair, you're not getting up there. Definitely a physical accessibility issue. Money is always a huge barrier. Childcare is also a big barrier – how to create a program that will help parents and children, and help them get there?
- **Any other feedback?**
  - Transfer station: on sunny days, some people have a hard time seeing the debit machine with the glare, so take it inside and punch in the information in a shadier area
- **Recent updates or developments related to accessibility?**
  - Planning: working on the planning section of the website, removing some of the forms and breaking it down to make it easier to access.
  - PM: very much focused on the website and bringing it into compliance. At the forefront, working toward finalizing budget. Looking for the audit to show the areas of priority and areas that need change.
  - Public Works: hoping that this report will give leverage to influence decisions to improve accessibility. A lot of things can be costly.
- **Current barriers to accessibility?**
  - Website and portals

- Boat launches – no consistency between the launches. Some are narrower, some need docking replaced, all depends. Need to use each one differently. Sometimes that can't really be changed.
- Some outhouses are less accessible or are on hills, etc.
- Transfer station – lifting, debit machine
- Communication for recreation - not everyone is computer-savvy, some people want to sign up in person. Need to make sure that communication is accessible at all stages. Money – taxes? Individual registration fees? Major priority for recreation is the money aspect. Childcare, transportation, if those can be fit in then that would be helpful.
- Location within the RM for recreation – have to negotiate with the Town for some locations, have to consider the accessibility of those locations, e.g. outdoor movie. Need to make sure that parking is accessible, foot traffic and wheelchair accessible. No community centre in the RM, it's only in the Town, but expected to do most things outside the Town. Need to ensure that porta potties are available, etc. Try to do events across the RM, each one in a different part of the community. Community centre, church, school, distributing the revenue across the community. Accessibility is brought up more for seniors than for kids, understanding is that most kids are able to physically access spaces with fewer barriers.
- **Anything you want us to know before our site visits?**
  - Not really, maybe closer to the dates when things are opening. Traffic will increase, can address as we see.
  - Want us to look at it with fresh eyes.
- **Anything you want us to focus on more?**
  - Feedback on the website
  - Otherwise just looking for feedback from LTRT
- **Any other important information or context for the pop-up?**
  - There is one boat launch that has been constructed but not yet opened to the public – not able to provide updates yet as there are ongoing legal proceedings.
  - Might hear about speed limits in certain areas, might also talk about waterway regulations when on the topic of boat launches. Might also hear about windrows, culverts, etc.

- Have a very elderly population, many people have come to the community to retire. Physical limitations. If speaking about topics like accessibility and disability, people tend to be pretty tight-lipped and won't always want to come forward or talk about it. Still a lot of stigma.
- If can promise participants that information is being kept private, more likely to get honest information. Small town, so everyone knows everyone and lots of talking.
- **Final ideas for accessibility**
  - Will send procurement and tendering policy. Majority of policies and procedures have to follow under the Municipal Act. Will also send a few other policies for the document review.



# Appendix B: Summary of Site Visit Notes

## Transfer station #520

- Lots of information is needed for someone's first visit – is it possible to have a simple map near the entrance of the transfer station to tell you about the layout?
- Staff do the sorting of hazardous waste for you, and are able to help with other sorting if needed as well
- Take all kinds of waste and recycling
- Wall around recycling bins is quite high
- Yellow stickers on bumpers when backing up to dump metal from vehicles
- More, bigger signs would be helpful overall
- Good signage at the road, but not on Google Maps – consider adding to Google Maps for people who aren't familiar with the location
- Assuming someone is coming in a vehicle
- People are supposed to come on the scale first and then go through
- If coming in a wheelchair-accessible van, can exit on the weigh scale platform if needed
- Offer washroom to anyone who needs it, even though it's not technically a public washroom – know there is no grab bar, probably not big enough for access using a wheelchair, but sometimes used by the public in emergencies
- Members of the public unload their own trucks, but staff can help if needed
- Have a handheld POS system, can be extended to come into a person's vehicle if needed
- Staff are very willing to help overall, have been called upon to find adaptations and accommodations for many kinds of needs
- Have 2 groups who come who use ASL, worked out ways to help to make the experience accessible

## Administrative Office

- Outside:
  - Accessible parking spot at the front, in a suitable location but paint is fading

- It would be good to mark the walkway to the accessible spot with crosshatch paint so that people know not to park there
- Move the shoe brush away from the door opener to make it more accessible
- Rocks at the side of the sidewalk provide a good visual and texture indicator
- Inside:
  - Emergency exit has new sign with lights
  - Good to have seats available at the front, but move the left chair further away from the door opener button to make both of them more accessible
  - See accessibility materials are prominently displayed on the counter and on the wall
  - Prompt staff attention
  - Counters are a bit high and have a ledge that someone who is blind might run into without knowing it's there
  - Emergency resources, like AEDs and fire extinguishers, should be lowered to make them more accessible for someone using a wheelchair or of shorter stature
  - Make sure the hallway is clear of garbage bins, etc.
  - Suggest increasing the variety of chairs available – some without arms, some with arms, etc.
  - Good to have water available to members of the public
  - Consider the angle of the TV when rising from the seats near the washrooms – might need to move the TV higher or adjust the way it pulls out to ensure that people don't hit their heads
  - Looks like the emergency alarms are just audio – suggest adding light/visual component
  - 2 washrooms, both all-gender. 1 designated accessible
    - Regular washroom is long but has a counter to hold onto, no bar at the toilet.
    - Suggest using scent-free products
    - Good to have braille signage, but needs to be on the side on the door where someone would know to look for it

- Accessible washroom has a lever handle but no automatic door opener, lots of space, grab bars and can pull under the sink using a wheelchair
- Suggest adding insulation to the pipes under the sink to prevent accidental burns
- Suggest adding visual alarm components to the washrooms because they are enclosed spaces
- If want to be truly universal washroom, can consider adding an adult change station because it is large enough – but likely not top priority
- Light switch is automatic; plug is available if needed
- No coat hook/shelf in the accessible washroom
- TP holder in the accessible washroom is not fixed/permanent and have to lean to reach it – consider mounting a permanent solution
- Toilet is flushed on the wall side, which is less accessible than a flusher on the open side
- Paper towel is within good distance of sink, lever handle

## Public Works Office

- Note: not really a public space, but sometimes members of the public come in by accident or during emergencies
- No public parking is designated, small sign can be hidden by cars
- Small gravel road, wayfinding is confusing
- Ramp is on gravel and concrete pad – looks like it hasn't been updated or maintained recently
  - Not a smooth egress
  - Access is likely to be blocked by parking in the front
  - There is a step/threshold after the ramp to get into the building – 3 lips total
  - Top step slopes down toward the parking lot
  - Stairs have open risers and gaps in the wood
  - Handrails are a bit big and rough to grab, and only on one side – consider replacing or supplementing with a more accessible rail on the inside of the ramp in the future

- Not much contrast at the start of the stairs and ramp – suggest adding visual contrast cues
- Doorknob is harder to open because it is round, no automatic door opener option
- Tight entryway, hard to see in and tell where to go because of the desk/cabinet immediately to the right
- Floor mats could be a tripping hazard
- Fire extinguisher is at a good height
- ARD is at a good height and visible from the door, which is important in emergencies
- Little space on the side of the door – latch side clearance space. Consider moving the desk back a few inches to add more space

## Cape Coppermine trail + Wood Duck Bend boat launch + Osprey boat launch – trail, boat launches, and public washrooms

- Wayfinding on the trail is a challenge, especially at the beginning and end because of a lack of signage
- The trail is not clearly marked on the overall site signage – consider adding this or a separate sign to show this is the trailhead
- The parking lots at each end are large and flat-packed gravel
- Signs at boat launches are large with high contrast, but lots of information – consider breaking up into multiple signs?
- Path to garbage cans is not obvious or physically clear – more contrast on the chains would help to make them more visually apparent
- Same chain issue in front of the washrooms
- At the entrance to the trails, posts could use more visibility/contrast to make them more obvious
- Picnic area is not visible from lot/road, with no extended space on the table and side legs that make it harder for a person using a wheelchair to pull up to the side. However, the ground is pretty flat even though it's grass not gravel. One tree is located quite close to the table, and another could be trimmed to make more space
- Nice to have shade options in the park and picnic areas

- No railing on the dock, and vegetation makes the space smaller
- Less lip on the dock than some others visited, but still creates an obstacle for a person using a walker or wheelchair
- No visual indication at the end of the dock for a person with low vision – consider high visibility colour strip
- Would be nice to raise the fishing rod holders in the future
- Larger gaps between the boards on the dock and ramp – either fill in or machine new hardware to join the pieces more closely
- Trail itself is quite flat and clear – a bit of maintenance would make it even more accessible, e.g. clearing obstacles like rocks and holes, trimming trees
- Washrooms have clear signage, and design makes it obvious they are washrooms
- The washrooms are too small to be accessible to people using wheelchairs and have no grab bars or hooks to hang bags or other items. The lock and handle are not accessible to people with limited dexterity. Toilet paper dispenser is lower than some other sites – ensure toilet paper dispensers are located within easy reach of a person using the toilet
- Consider back support or stronger toilet lids in accessible washrooms
- No lip into the washrooms – flat path from the parking lot is good
- No hand sanitizer on the site
- Where washrooms are large enough to be accessible to people using wheelchairs, suggest adding more signage and ensuring full interior/exterior access

## Fernwood boat launch, park, and public washroom

- Gravel hill and path down to the boat launch is steep
- Restricted parking, and not close to the dock. Nowhere flat to park or stop close to the dock, even temporarily, to let someone out who has limited mobility or who uses a mobility device
- 1 picnic table at the boat launch is close to the edge of the water – no extensions on the table etc.
- Both picnic tables are located on large rocks rather than gravel, so harder to access, and trees are close by that might impede access
- No railings on the dock and significant steps up/down on to the dock, onto the rocks, and these present tripping and falling hazards



- Low fishing pole holders on the dock and not highlighted to make them more obvious to people with lower vision
- Shade options on the site are nice
- Steep walk up the hill to the washrooms, picnic area
- Small washroom stalls. Sliding locks, small lip into stalls, do have coat hooks and hand sanitizer
- Garbage and recycling are currently located far from the picnic shelter – could they be moved closer?
- 2 picnic table options in the shelter area but neither is accessible. Ground under the picnic tables is fully flat, but with some tripping hazards
- Would help to have clear paths to the washroom, picnic shelter, garbage, etc.

### Anderson boat launch, park, and public washroom

- Doesn't appear to be on Google Maps?
- Parking lot is pretty flat
- Washroom has blue signs indicating accessibility, but not accurate. Large step in and small washroom stalls, no grab bars or hooks etc., less accessible slide locks
- Washrooms are close to the lot but have no ramp or clear path leading to them
- Chains outlining the edge of the parking lot are not visually obvious – consider adding high visibility markers
- No benches or picnic tables at this site
- Garbage is in a spot that is hard to access
- Dock is hidden from view from the lot
- No safe walk down to the dock
- Large step up onto the deck and no rails. No brightly visible markers signalling the edge of the dock
- Concrete is settling at the edge of the dock/ramp, so it creates an unsafe angle and tripping hazard

### Winnipeg River boat launch, park, and washroom

- Signage is reasonably visible coming over the bridge, quite visible coming up to the bridge

- Not clear where it's safe/even to walk when coming from the lot to the path
- The path to the boat launch is sloped and gravel and goes straight into the rocks and water. There is a step up and to the right required to get onto the dock/ramp. The step is high and creates a tripping hazard, and the top and bottom levels are not level.
- The same lack of railing as at some of the other sites, need an extension at the top and bottom levels to create enough space to access
- Stairs are open and could create a tripping hazard, but not urgent
- The posts on the dock are pretty visible. Would be ideal to increase the visibility even more, but it's not urgent
- Washrooms need maintenance and are not as visible from a distance because they are brown and shaded by trees
- Slide locks on washroom doors are located lower than some other washrooms, which is good. TP dispenser is too high on the wall, as well as grab bars.
- Washroom floors are uneven and there are holes in some places that could create tripping hazards, especially if they get bigger
- The ramp up to the washrooms is tight to enter on the men's washroom side
- The picnic tables have no clear path from the lot that a person with limited mobility could follow safely, and the ground is not evened. Some are located close to the trees
- Picnic tables are based on centre pillar versus legs, so they are easier to pull up to using a wheelchair or walker, but they need maintenance
- The site itself is close to the highway. Even with the reduced speed limit around the park, it would be good to flag this on the website for families with neurodivergent children, etc.

### LaVerendrye boat launch and public washroom – shared responsibility with the Town of Lac du Bonnet

- There are gaps between the dock and the cement/grass adjoining it that create tripping hazards. The ground is also not level. There is a gap in the dock going in the same direction of travel, which makes it more likely for a person to trip or get stuck
- It would be helpful to mark or flag the hooks/loops that are in the grass to make them more visible
- It's nice to have the piles for the dock – it's not shaky because it's not floating

- The tie-offs are somewhat visually contrasted
- Suggest resolving the docks before addressing the concrete ramps
- Path is uneven – would be good to have it flagged or adding high vis at the end
- If budget is limited, suggest doing one side of the launch and designating it accessible with signs, before tackling the other side
- Railing is quite open and could get caught in or past the end
- Uneven path to the dock – would be best to have it flagged with something high vis
- Gravel lot with large hill to the washroom – down a small hill from the road
- Sign at the road sneaks up on a driver – easy to miss while driving. Suggest bigger/more visible signage
- Path from lot to picnic area is uneven and incomplete – picnic spot is not really accessible, path is not direct
- Gravel is not pressed into a firm surface; there is little space around with the planter in its current spot
- It would be better to have a picnic spot/seat available to sit with someone using a wheelchair
- The same path to the washrooms is used by vehicles – could present a safety hazard
- Should maintain the tree branches to ensure clear visual on path to washroom – the washroom is not obvious from the perspective of the dock, where people may be stopping to find a washroom
- The washroom has a lip from the ground to the platform
- Sliding lock mechanism on doors is hard to use for a person with limited dexterity, compared to a lever or similar function
- Grab bar in these washrooms
- Very dark in the washrooms – possible to increase light by pruning foliage, or painting interiors white to reflect the light?
- Toilet is high and tapered out, which can be challenging for some people
- No coat hook in washrooms
- Second picnic area is accessible on the one side if the grass is cleared, but close to the tree and slope leading to the water – a person would have to turn tightly to access it safely using a wheelchair

## Halliday Drive park and public washroom

- Not on Google maps – only the museum
- Ramp up to washrooms is steep, but has handle
- Good size for washrooms
- Sliding lock is less accessible than some alternatives
- 2 TP holders on the walls, grab bar is in a bad position and is too small – possibly designed as a towel rack and mis-ordered? Suggest replacing and relocating to a better location for a person to use if they need it
- A big lighter in these washrooms than others because lighter paint was used
- Washroom building is visible from a distance because of the orange paint
- Park path is uneven – more like a vehicle path, suggest adding and maintaining walking paths if want people to access without vehicles
- When replacing museum signage, consider using larger signs with more colour contrast, balanced/less text and/or QR codes to access information in alternative ways
- Concrete benches are OK, nice to have them on a path if possible
- Ramp into the museum building is wide and without a lip, and has inner rail for easier grasping – good
- Benches on deck are OK, no other options with an arm rest or deeper seat. Ideally, would be good to have a place for someone using a mobility device to pull up – might also be helpful if a person has a stroller, etc.
- Door into the museum does have a small lip
- Brown bench has more space around it and is flatter but still has no path, compared to the concrete bench which is hard but has rounded edges

## Blueberry Rock public washroom, parking, and trail

- Lack of clear signage until you get right to the trailhead – even then, have to get close to tell you're in the right place
- Washrooms could use clearer signage
- Small threshold/lip to get into the washrooms – similar to others, towel bar being used as grab bar, TP is located close, tapered toilet design. White paint inside creates a brighter space

- Parking lot is reasonably flat, but signage is not clear
- Wayfinding signage from parking lot and along trail could be improved – which of the 2 trails is the start? Is it both?
- Garbage cans have uneven path, no trail and small hill. Bear-safe cans are important but less accessible overall
- Overall, the trail itself is not very accessible and couldn't readily be made accessible, so signage and information about the nature of the trail would be helpful to prevent people from getting surprised and/or stuck

## Lac du Bonnet Trout Ponds public washroom, parking, and trail

- Some of the interpretive signs are hard to read because of weathering, text size, etc.
- Trail varies in width, level, etc. – uneven and narrow in spots, wide and flat in others. Mostly grass and gravel. Consistency would help, but also notice at the start of the trail
- Multiple docks. Last dock (south?) is steep
- North dock has a lip, angled, without a railing. Feels stable overall. A short border would be good if staying on the deck – could create a tripping hazard if people are getting into boats from the dock, but if not, this would be helpful
- Picnic table is on flat ground, has clear access, extended side – good example to use at other sites. Adding a bit more clearance for a wheelchair or scooter would be even better
- Middle dock has no lip to access the ramp; short railing is helpful. Only space for a wheelchair user is on the outside position. Minor change would help, to move the benches to the outside of the dock and leave the inside space for wheelchair users. Also suggest extending the railing to the back of the dock – would prevent falling, minimum continuing the same height, ideally a bit higher. Minimize horizontal bars to prevent climbing – consider diagonal bars
- No clear sign for the washroom – text only is less immediately understood by many
- Step up to the washroom – no ramp. Washroom is not very bright, low contrast between the floor and walls – suggest updating to white paint to increase visibility and contrast with floor. Other aspects of washroom are similar to other washrooms – sliding lock, lots of space. Diagonal grab bar is well placed. TP is mounted at an OK height and hand sanitizer is available.
- Wayfinding signs would be good – docks, end of trail, etc.



- Signage – same as for the museum park, if considering changing in the future, consider path, font, colour contrast, etc.

## Alcide Crescent park

- No shade really yet – some trees have been planted
- In the future, considering developing the park by adding a bench or two, creating a clear path for navigation and clearing it in the winter – the large boulders at the residential side could create barriers in the winter
- Little ditch along much of the perimeter – would help to flag where a person is supposed to enter
- Park is not on Maps – would be good to add it and flag that it currently has no amenities (update as it changes)
- Poor signage on the sign because it is dated
- On the far side, there is less of a dip compared to the others, but the rocks could present a tripping or mobility barrier
- Good natural contrast between the road and grass

## Lee River Roadside Park and washrooms

- Washrooms have clear signs. They are small, with no grab bars, but they do have a coat hook. There is a small entryway with a lip up to the platform and rough gravel. No hand sanitizer.
- Picnic table icon on the sign, but where? Is there meant to be a rest stop? Couldn't find a table, or at least it is not obvious
- Barricades were toppled at the path and drive to the water – if access is meant to be restricted, consider concrete barriers or something more stable/permanent
- Replace the picnic sign with a washroom sign to make it clear that there are washrooms, but nowhere to stop at the moment

## Lee River Cemetery

- Parking is nice and close to the front of the cemetery
- Bench is also close to the front – would be ideal to have another further in
- Ideal to clean up the entry path
- Overall good

## St. John the Baptist Ukrainian Catholic Cemetery

- Quieter road than other cemeteries, parking is OK on the road but not as accessible as a lot
- Gate lock is hard to open – took 3 hands. Also look like entry is not allowed – consider finding a way to maintain security while providing access as permitted
- Seating at the cemetery would be helpful, such as a bench. Also consider adding shade
- Paths are mostly mowed grass but flat overall

## St. Mary's Polish Cemetery

### Halyk site

- Mowed path – no stone/gravel/paving
- Tripping hazards but looks like the cemetery is small, not used often
- A bench would be helpful at the site, especially after a long walk from the road
- Would be helpful to have clearer access to park and how far you can go
- More shade at this site is nice

### Sikora site

- No real signage to identify that this is a cemetery apart from the cairn at the front
- No clear parking
- Would be helpful to have sign re: private property to the left, cemetery straight ahead
- Would be ideal to have a bench, but this site looks like it is not used or visited often

## Riverland Cemetery

- Quite accessible overall – a good example for other cemetery sites
- Parking lot is flat and accessible
- Several benches across the property
- Clear and accessible path from the parking lot and across the site

## Brightstone St. Anthony Petchersky Ukrainian Catholic Cemetery

- Parking is ok, but all grass – no paved/gravel path

- There's a bench at the front – adding a second bench would help
- No shade – consider adding if possible

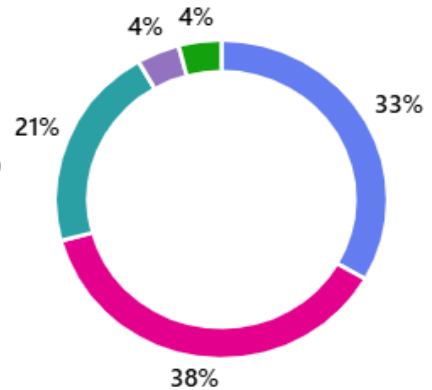
## Red Deer Cemetery

- Entry is reasonably flat, gravel then grass
- Adjustments will be limited by the positions of the graves
- A clear path would be ideal
- 2<sup>nd</sup> sitting area closer to the road with a path leading to it
- Assuming the entrance and path are cleared in the winter to ensure they remain accessible

## Appendix C: Survey Response Data

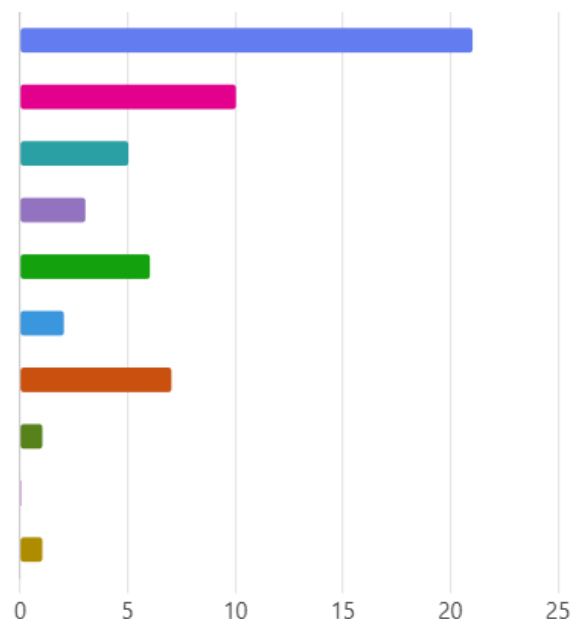
### 1. Are you a person with a disability?

- Yes (8)
- No, but someone I am close to has a disability and I have thoughts about accessibility (9)
- No, but I have thoughts on accessibility (5)
- Yes, and someone I am close to has a disability (1)
- Prefer not to answer (1)



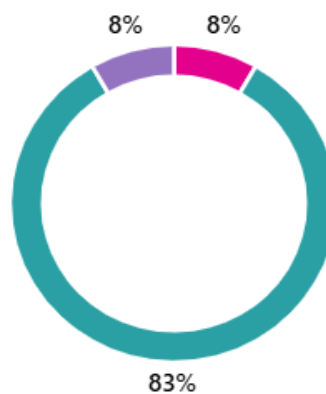
### 2. Which types of disabilities impact you and/or people you are close to? Check all that apply.

- Physical (21)
- Hearing (10)
- Vision (5)
- Intellectual/Cognitive (3)
- Mental Health (6)
- Neurodivergence (2)
- Chronic Pain (7)
- I do not have a disability, and I am not close to anyone with a disability (1)
- Prefer not to answer (0)
- Other (1)



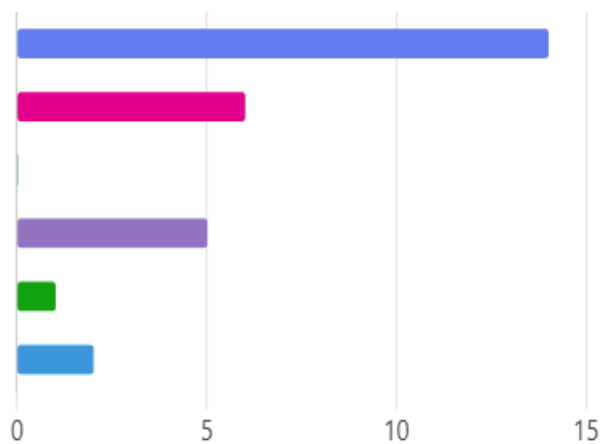
### 3.How old are you?

- Under 30 (0)
- 31-55 (2)
- 55+ (20)
- Prefer not to answer (2)



### 4.What is your relationship to the RM of Lac du Bonnet? Check all that apply.

- I live in the RM year-round. (14)
- I live in the RM seasonally, e.g. I have a cabin in the area. (6)
- I visit the RM for work. (0)
- I visit the RM for leisure or vacations. (5)
- Prefer not to answer (1)
- Other (2)





**5. Which of the RM's spaces and services do you use most often? Would you say they are accessible to you?**

Themes:

- Boat launches: 8
- RM offices: 6
- Transfer station: 6
- Parks: 5
- Roads and sidewalks: 5
- Cemeteries: 1
- Website/online platforms: 1
- Recreation: 1

N/A as I don't live there.

Rm Office, Boat Launches, Parks

Town Garbage dump parks community building

Everything with RM so far is online.

Fernwood Launch

Transfer station, boat launches, restaurants. Yes, they are accessible to me.

Not happy to pay school taxes without being allowed to vote for school trustees

garbage dump

Municipal office and yes it is very accessible

post office, grocery store, liquor store, doctor, legion, golf course yes, they are assessible

cottage development for walking. Not accessible, have to walk on gravel roads where oils is added and car traffic too frequent, There are no public pathways suitable

Boat launches, transfer station, roads

RM office yes

Most are. The only problem I've seen is not enough ramps to get up onto the sidewalk. I use a walker now and that can be a problem. If the curb is only a few inches high I can manoeuvre the walker and get onto the sidewalk but if it's a high curb I have to go to the ramp..wherever that is. I see people in wheelchairs moving around the streets / sidewalks so that's a positive. I'm not around much in the winter so I can't comment on that except to say clearing sidewalks and ramps of snow and ice is so important for accessibility. I think Lac du Bonnet does a good job on the whole.

Community Centre

Sidewalks, beach

Office, boat Launches

Groceries, beach, dock, mail, rm office, boat launch

The public roadways, transfer stations, cemeteries, the emergency fire services, Animal issues and concerns, the park facilities and equipment, the recreational equipments, Lac du bonnet connect were we connect to each other and the community! Yes, they're accessible to me

Public Reserves, boat launches

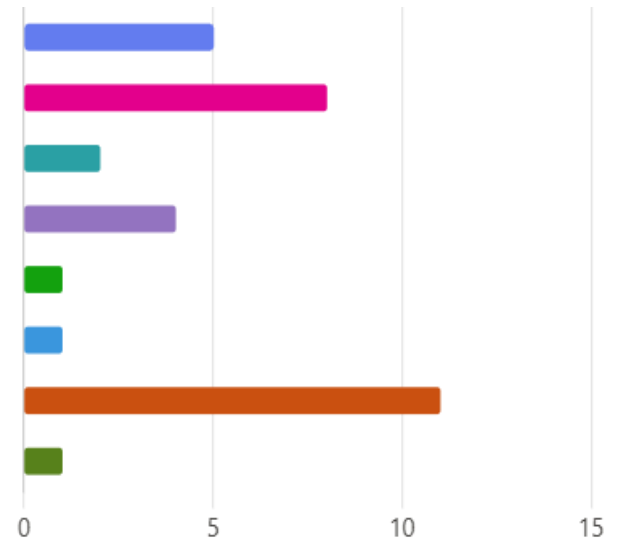
Boat launches, river, outdoor spaces

Grocery stores, liquor store, church and they are all accessible to me

RM office, RM transfer station. Yes they are accessible

**6. Have you faced barriers to accessibility in the RM in any of the following areas? Check all that apply.**

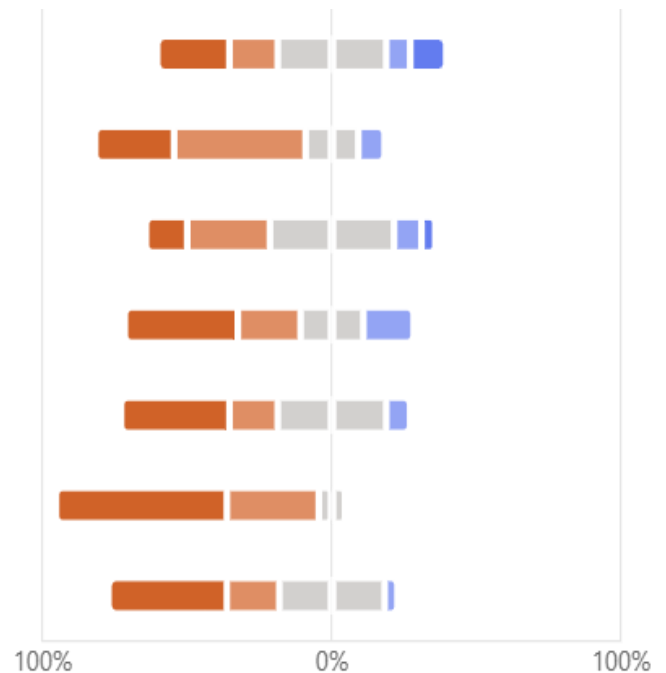
- Buildings and infrastructure, including roads, sidewalks, and community facilities like the transfer station. (5)
- Outdoor spaces, including public parks, boat launches, and trails. (8)
- Recreation programming, including borrowing sports or activity equipment. (2)
- Transportation, including parking and active transport options like cycling and walking. (4)
- Municipal services, including utilities, waste management, cemeteries, emergency services, and municipal elections. (1)
- Communications, including communicating with municipal staff, the RM's website, the RM's social media, and council or committee meetings. (1)
- None of the above. (11)
- Other. (1)



## 7. When you encounter barriers to accessibility, how do they impact you?

● Never ● Rarely ● Sometimes ● Often ● Always

- A) I feel my needs are ignored.
- B) I feel unsafe.
- C) I face higher costs (more time spent travelling, higher transportation fees, higher service fees, etc.).
- D) I have to cancel or not participate in an activity or event.
- E) I return home without completing my activity or event.
- F) I am or have been injured.
- G) I access the service and/or complete the activity, but with difficulty.



## 8. Are there spaces you avoid or things you don't do in the RM due to accessibility barriers? What are they?

### Themes:

- No or none: 9
- Sidewalks and/or walking paths: 2
- Transportation and mobility: 2
- Parks: 1
- Public washrooms: 1 (Note: this response may be referring to the town beach)
- Supporting and encouraging businesses to follow accessibility/anti-discrimination laws: 1

None.

None

Pretty well everything that requires attendance at a function.

No

No

none

daily exercise such as walking

n/a

Going to town for groceries and mail is difficult for elderly who can no longer drive. handy transit is available but is limited in its availability. Too bad we don't have some young uber drivers.

Sidewalks, parks

Restaurants that are nonreceptive to service animals

Public restrooms at-beach could have better stalls

No

Public reserves without access to the water

Not really

No



## 9. What do you think the RM should do to improve accessibility in the community?

### Themes:

- No suggestions: 4
- Improve roadways and/or walkways: 3
- Work to meet barrier-free and universal accessibility standards: 3
- Support transportation in the RM, especially for seniors and people with disabilities: 2
- Continue to regularly work and solicit public feedback on accessibility: 2
- Increase accessible parking spaces: 1
- Provide barrier-free / accessible access to waterways and parks: 1
- Collaborate with the Town of Lac du Bonnet on accessibility projects: 1
- Ensure accessible customer service at the RM's offices and services: 1
- Advocate to improve cellphone coverage in the RM, especially on the east side: 1

No suggestions.

Nothing

I assume it would be handy if I was in difficulty to have a representative of the RM actually visit at my residence.

Follow the barrier free guidelines and laws

Get the province to permanently fix/asphalt PTH 433--it is dangerous

Have more or better food services around the beach area

Keep up the good work

have a taxi service

help in anyway to establish safe walkway in all possible cottage developments

n/a

Read the results of the survey and implement the suggestions.

Provide or find ways to provide more readily-available and reasonably-priced transportation for the elderly and handicapped and elderly. I like the idea of uber drivers. Wonder how old you have to be to drive ubers.

Ensure sidewalks, parks and beach are accessible as well as trails

Develop an accessibility committee with Town

Use the Canadian accessibility standards

Providing accessible customer service training for staffs to ensure they can effectively support individuals with disabilities. Implementing modifications to ensure accessibility, such as ramps, accessible washrooms, and clear signage. Providing information in alternative formats, such as Large print, upon request.

Improve access to public reserves and complete Lee Side Boat Launch

Wheelchair accessible parking and accessible access to outdoor recreation areas, accessible water access

Improve cell phone coverage throughout the RM. Have an alternative evacuation road going from Wendigo Road to Cape Coppermine.

Keep asking for feedback. Incorporate the feedback and it will encourage comfort to provide this feedback. My friends with accessibility issues often feel embarrassed to be honest with their accessibility challenges. If I see a barrier I will provide feedback.

# Appendix D: Summary of Pop-Up Consultation Notes

## Visitor Tally

- 80 people
- At least 14 people with visible disabilities. Children, adults, and seniors. Mobility disabilities

\* = this suggestion was referenced or supported by another person

## What are current barriers to accessibility in the RM?

- Snow removal
- Broken and under-maintained sidewalks
- Lack of crosswalks with audio signals – especially important for people with low vision
- Lack of accessible washrooms for public use with lifts, etc.
- Beaches are not accessible to people using wheelchairs
- Barriers on the emergency information site, particularly during the wildfires
- Buildings sometimes lack door openers and some that exist are located in inaccessible spots/at inaccessible heights
- Lack of alt text and accessible PDFs on the RM's website, social media

## What is the RM doing well for accessibility?

- Ramp at Lakeview site
- Email updates for emergency notices and evacuations
- Providing sports and recreation activities accessible to all\*\*\*

## What should the RM do to improve accessibility?

- Add a staircase and deeper/angled ladders at the pier
- Accessible paddle boats
- Accessible kayak and canoe launches
- Water chairs

- Adding accessible mats and/or ramps for swimming and wading at beaches – e.g. mobi-mats\*\*
- Accessible boat launches
- Accessible playgrounds, including maintenance and preventing shifting\*
- If the RM needs to purchase vehicles for public use, purchasing low-floor vans
- Providing support (or connecting residents to provide mutual support) for services like snow clearing, basic maintenance, etc. to support aging in place
- Larger welcome signs on the highway entrances to the RM to alert visitors that they are entering the RM
- Clearer information for wayfinding and knowing where to go – on the website and around the community
- More push buttons on building doors\*\*
- Clearer information and signage for boat launches, including accessibility features
- Ensuring that the doors to public washrooms are accessible – e.g. not too heavy
- Larger stalls in public washrooms to allow access for wheelchair users\*
- Water and/or refreshments on RM-owned beaches and sites, where possible

## Event Photos



Figure 66 We were grateful to have the tent for shade on our sunny pop-up day. We set up our station to provide a space for community members to come rest and cool off while interacting with us.



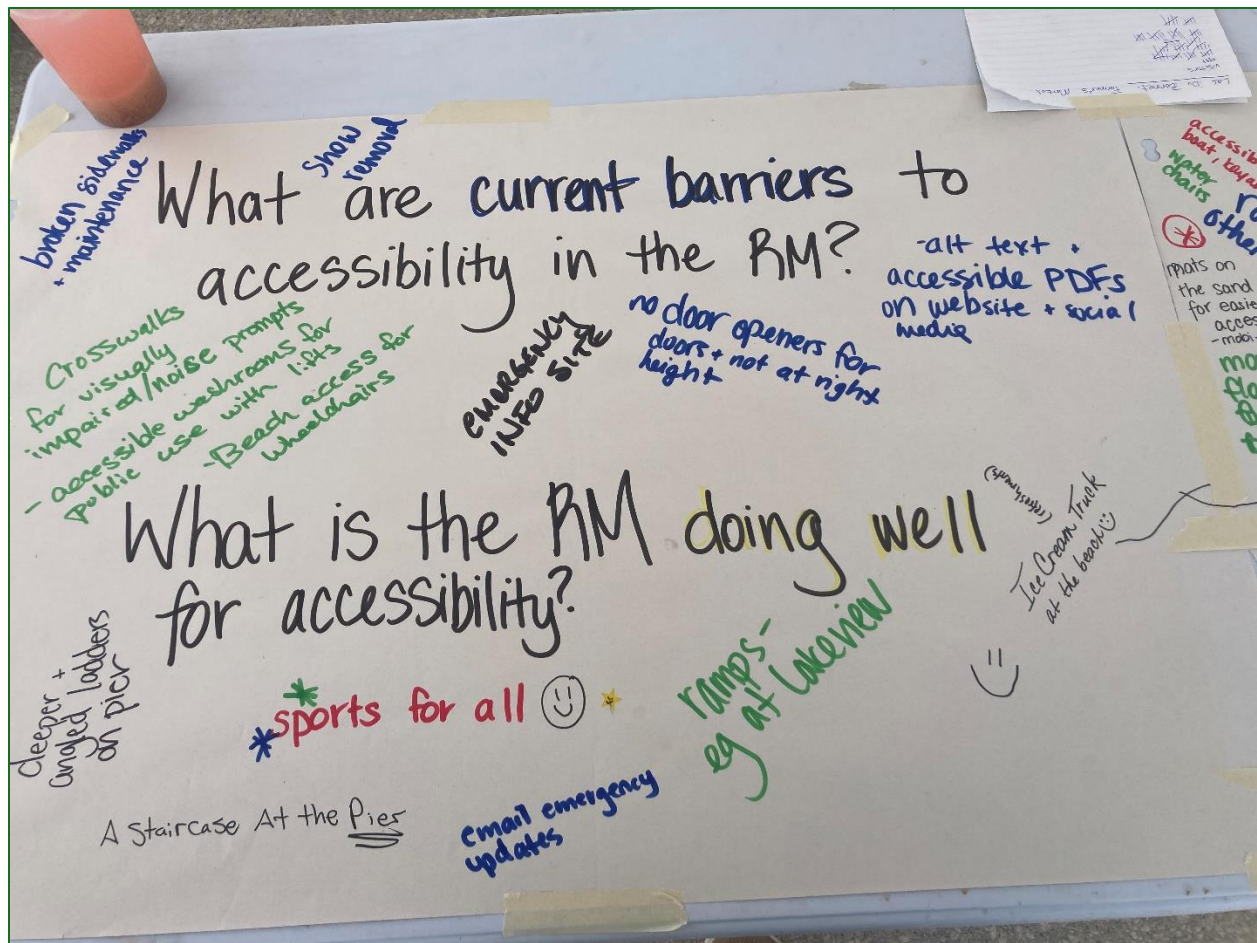


Figure 67 A photo of the left side of our collaborative poster at the end of the pop-up. Many people stopped by to share their feedback about accessibility in the RM.

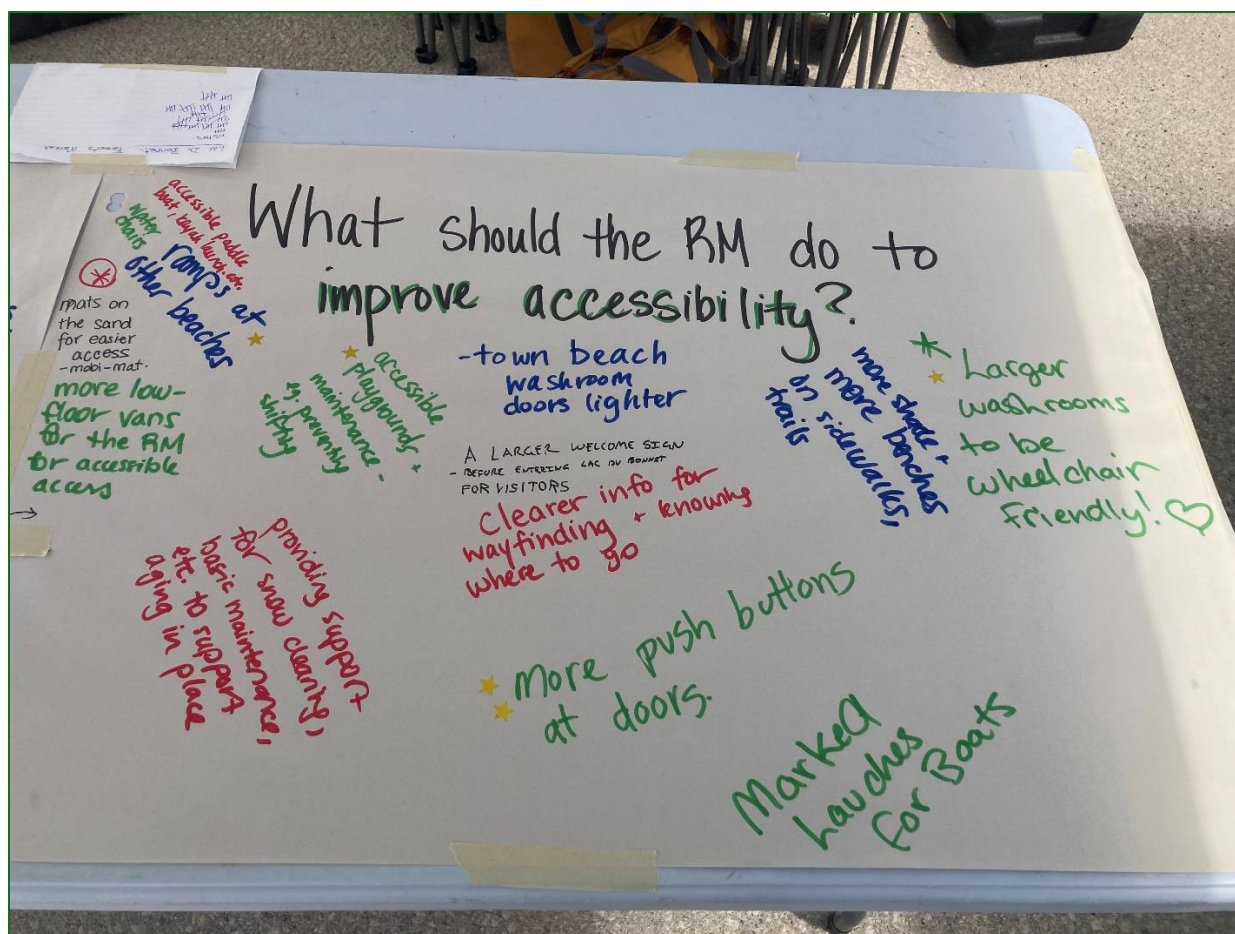
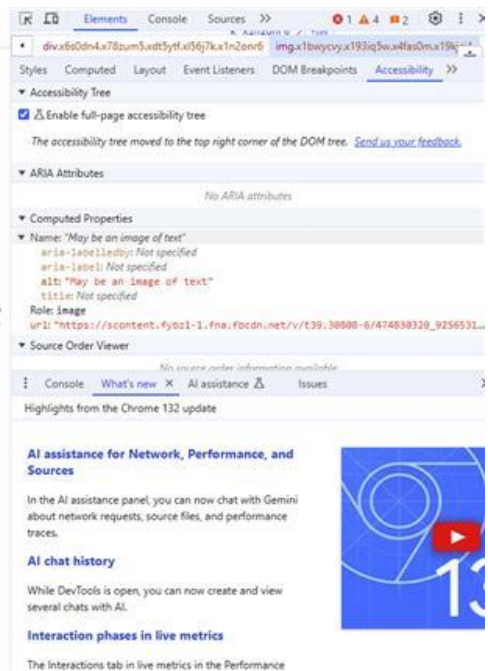
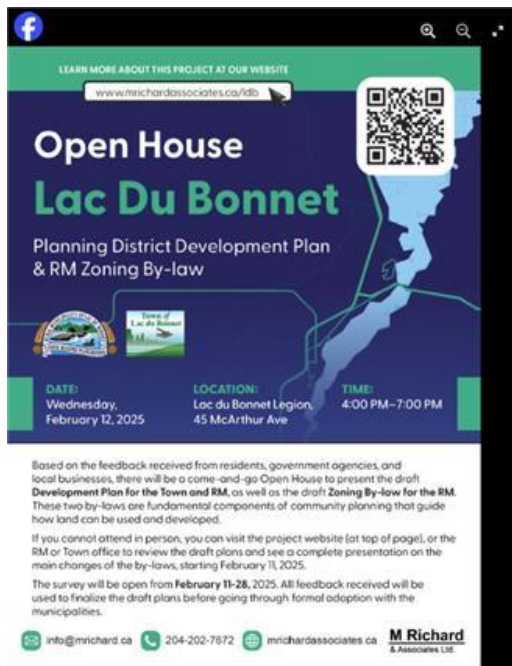


Figure 68 A photo of the right side of our collaborative poster at the end of the pop-up. Community members shared many ideas for improving accessibility in the RM.

# Appendix E: Social Media Review Notes

## Facebook

Posts use a lot of images where all the important content is in the image, but there is no alt-text. Images should have appropriate alt-text enabled. This allows the image to be understood by a person using a screen reader. Information about writing good alt-text can be found in Appendix G.



**Watercolors with Colter**

**Saturday,**  
 April 12, 2025  
 1:00 - 3:00pm

St. John's Anglican Church  
 88 McArthur Ave, Lac du Bonnet

Cohta Art Co.  
 Ltd. RN

**\$55/Person**  
 Includes a 2 hour class and all supplies  
 necessary that are yours to take home.  
 (\$25/person if you bring your own supplies)  
 Pre-registration and payment is required.

recreation@lacdubonnet.com  
 204.345.2619 ext. 108  
 lacdubonnet.perfectmind.com

**RM of Lac du Bonnet Recreation**  
 29 January at 17:15 · 48

Cohta Art Co. - Colter Zirk is back!!!!!! You know him, you love him, now lets paint with him again. We have missed our Colter guided art classes and are very excited to have him join us again.

This class is open to all, but children under the age of 12 will need to be with an adult. You do not need to have any prior skill, or knowledge to enjoy the class. Colter has made these classes comfortable for all, with one on one guidance in smaller class setting.

Limited spots... See more

Comment as Cara Wilkie

Elements Console Sources

div.x60dn4x78um3xdt5yftal567kx1n2onr6

Styles Computed Layout Event Listeners DOM Breakpoints Accessibility

Accessibility Tree

☒ Enable full-page accessibility tree:

The accessibility tree moved to the top right corner of the DOM tree. [Send us your feedback.](#)

ARIA Attributes

No ARIA attributes

Computed Properties

Name: "May be an image of text"  
 aria-labelledby: Not specified  
 aria-label: Not specified  
 alt: "May be an image of text"  
 title: Not specified  
 Role: image  
 url: "https://scontent.fy021-1.fna.fbcdn.net/v/t39.38886-6/475665665\_1153818

Source Order Viewer

No source order information available

Console What's new AI assistance Issues

Highlights from the Chrome 132 update

**AI assistance for Network, Performance, and Sources**

In the AI assistance panel, you can now chat with Gemini about network requests, source files, and performance traces.

**AI chat history**

While DevTools is open, you can now create and view several chats with AI.

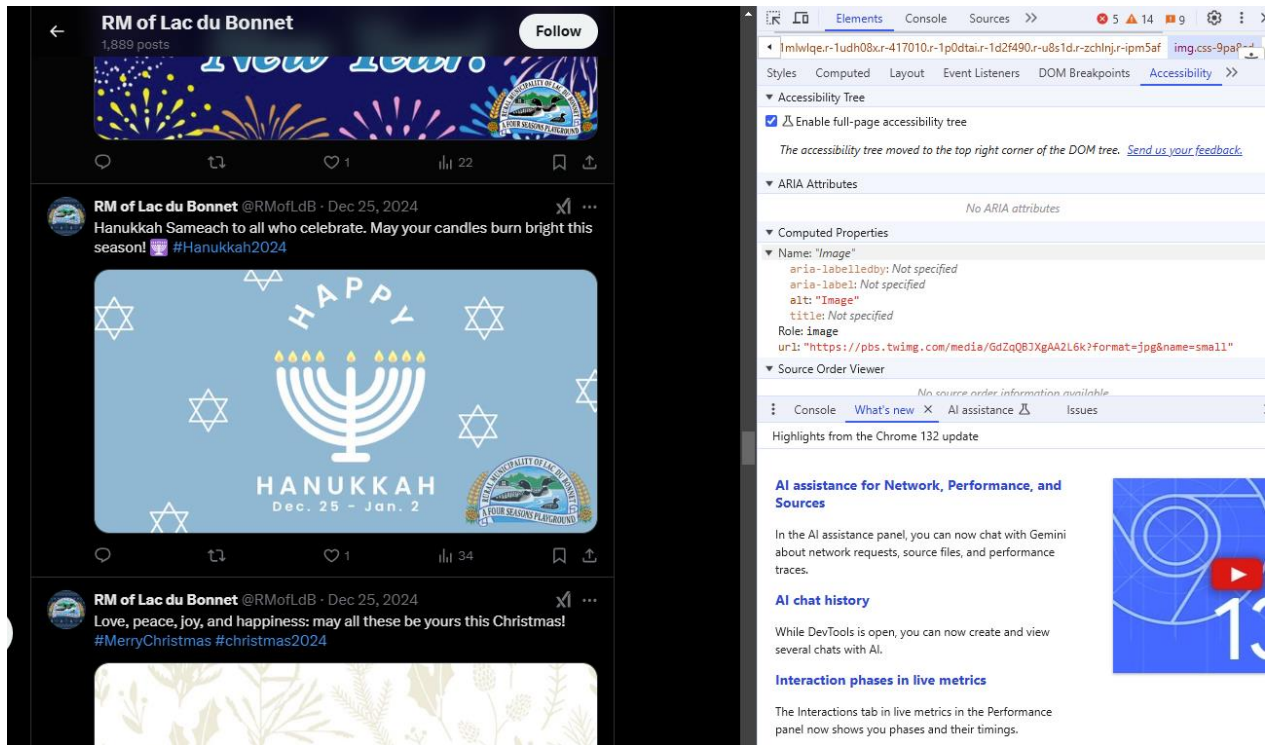
**Interaction phases in live metrics**

The Interactions tab in live metrics in the Performance panel now shows you phases and their timings.



X

Images in these posts also don't have alt-text, but many are “eye candy” in that they don't contain key information that is not already in the text of the post. These images should be marked as decorative instead of having alt-text.





# Appendix F: Website Review Notes

Prepared by John McNabb, Digital Accessibility Specialist and LTRT Affiliate

## Introduction

This document is a summary of test results. It is representative, not comprehensive.

This round of testing was done for WCAG 2.1 Level AA.

## Testing Methods

Testing methods for this audit included:

- Keyboard testing
- Colour Contrast Analyser: <https://www.tpgi.com/color-contrast-checker/>
- Deque axe DevTools (Chrome extension): <https://www.deque.com/axe/>
- NVDA Screen Reader: <https://www.nvaccess.org/download/>

## Useful References

- WCAG 2.1 Quick Reference  
<https://www.w3.org/WAI/WCAG22/quickref/?versions=2.1>  
This is a good reference for looking up Web Content Accessibility Guidelines (WCAG) success criteria.
- WebAIM accessible form controls  
<https://webaim.org/techniques/forms/controls>  
This is a good reference for coding proper form controls.
- ARIA Authoring Practices Guide (APG)  
<https://www.w3.org/WAI/ARIA/apg/patterns/>  
This is a good reference for creating accessible components that don't exist natively in HTML, like accordions, carousels, modal dialogs, etc.

## Pages Tested

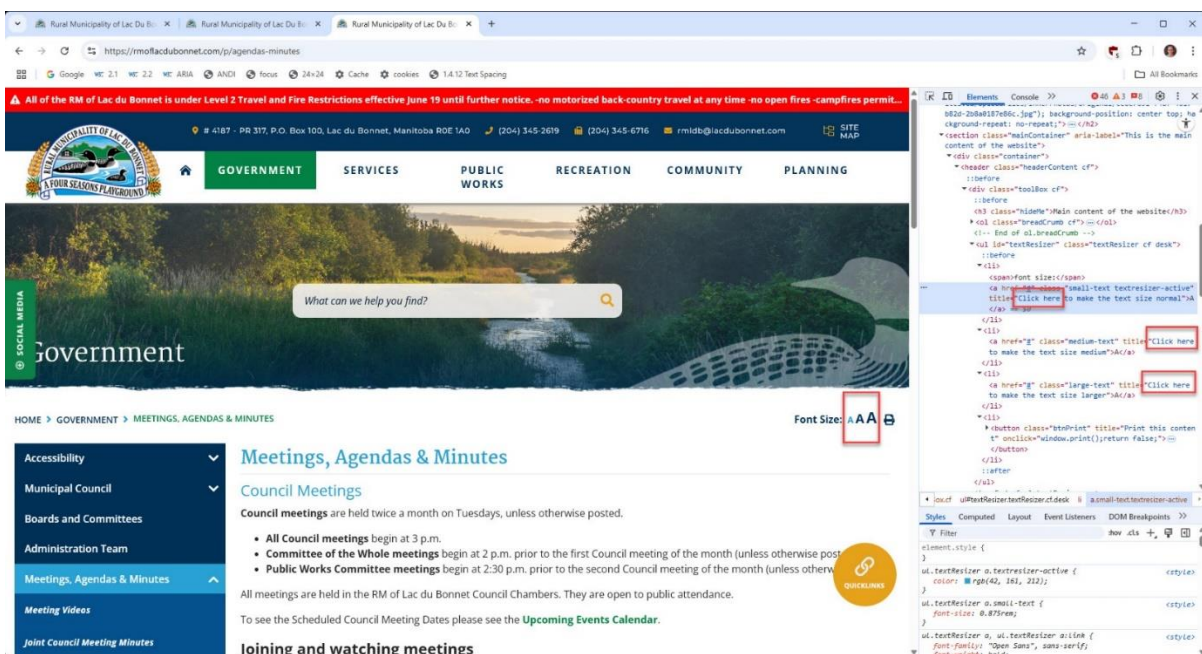
The following pages were tested:

Page #	Page Name	URL
1	Home Page	<a href="https://rmoflacdubonnet.com/">https://rmoflacdubonnet.com/</a>
2	Transfer Stations	<a href="https://rmoflacdubonnet.com/p/transfer-stations">https://rmoflacdubonnet.com/p/transfer-stations</a>
3	Meetings, Agendas, & Minutes	<a href="https://rmoflacdubonnet.com/p/agendas-minutes">https://rmoflacdubonnet.com/p/agendas-minutes</a>

## Global

1. The site contains several title attributes that begin with "Click here to..."

Recommendation: Remove the “Click here to” text to improve usability. For example, change: title=“Click here to make the text size normal” to: title=“Make the text size normal”.



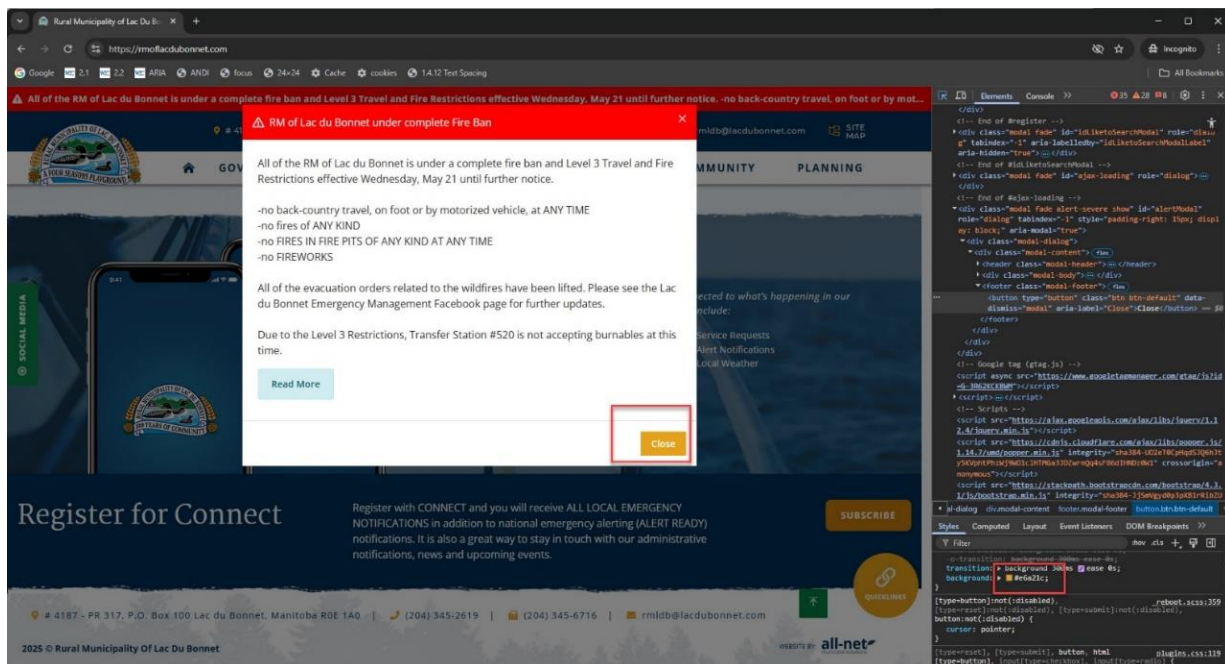
## Home Page

<https://rmoflacdubonnet.com/>

1. In the “Fire Ban” modal dialog, the “Close” button text is low contrast (2.19:1). It should be 4.5:1 (for regular text), or 3:1 (for large text).

Recommendation: Large text only needs a contrast of 3:1. So you can change the orange background colour to #CA8600 (for a contrast of 3:1), if you also increase the font-size to 1.2rem, and increase the font-weight to 700. (Large text is considered any of: large text is 1.5em / 18pt / 24px / 1.2em bold / 14pt bold / 19px bold.)

Or you could darken the orange to #AA6600 (for a contrast of 4.6:1), but then it would look more brown than orange.



- The carousel has role="listbox", which is not valid, because it's not a dropdown, and there are no <option /> elements or role="option".

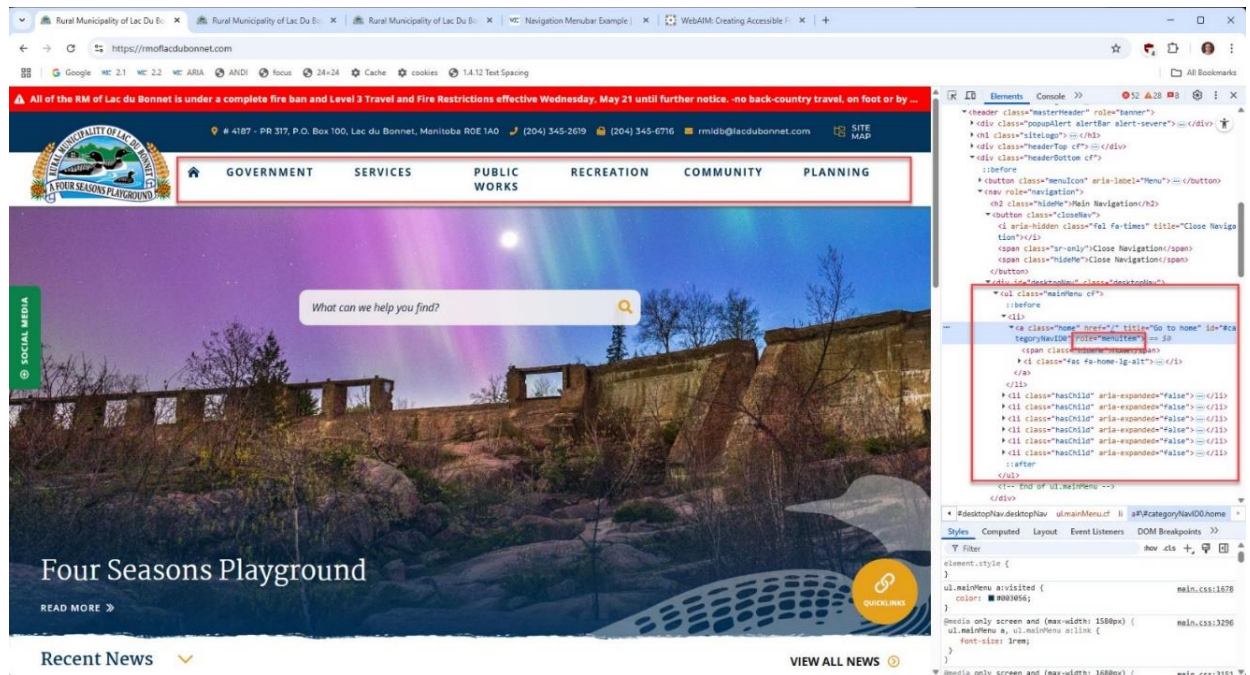
Recommendation: remove the role="listbox" code.

The screenshot shows the website of the Rural Municipality of Lac du Bonnet. The main header includes the municipality's name, contact information, and a navigation menu with links to GOVERNMENT, SERVICES, PUBLIC WORKS, RECREATION, COMMUNITY, and PLANNING. The main content area features a large image of a bird perched on a branch, with the text "Four Seasons Playground" and a "READ MORE" link. Below this is a "Recent News" section with a "VIEW ALL NEWS" link. On the right side, a browser developer tool is open, displaying the HTML code for the carousel. The code includes a `role="listbox"` attribute on the carousel container, which is highlighted with a red box. The developer tool also shows the computed styles and the DOM tree for the carousel.



3. In the top nav, each menu item is coded with `role="menuitem"`, but the overall menu has no `role="menubar"`.

Recommendation: Code the `<ul />` element with `role="menubar"`. For a working example, see: <https://www.w3.org/WAI/ARIA/apg/patterns/menubar/examples/menubar-navigation/>





- Recommendation: Darken the red background to #EE0000 (or darker) for a contrast ratio of 4.5:1.



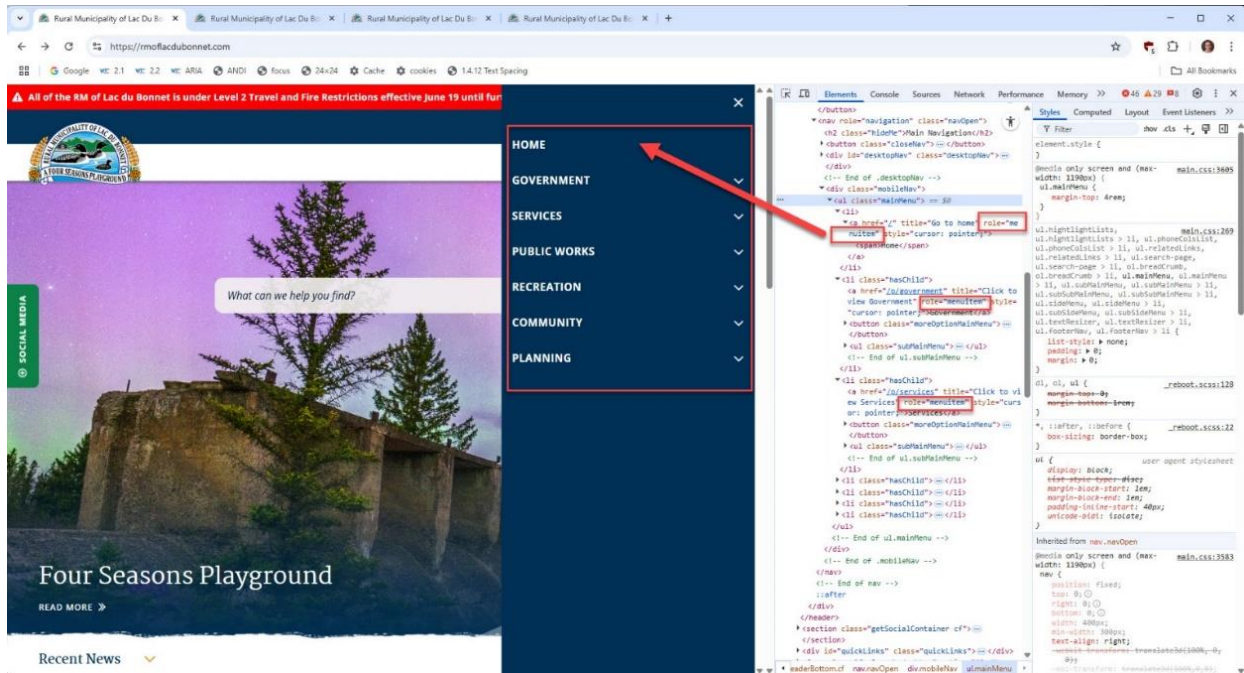
- Recommendation: Remove the button, since it doesn't work.



6. The hamburger menu has several elements with role="menuitem", but it has no container with role="menu" and an aria-label.

Recommendation: Include ARIA code from this demo:

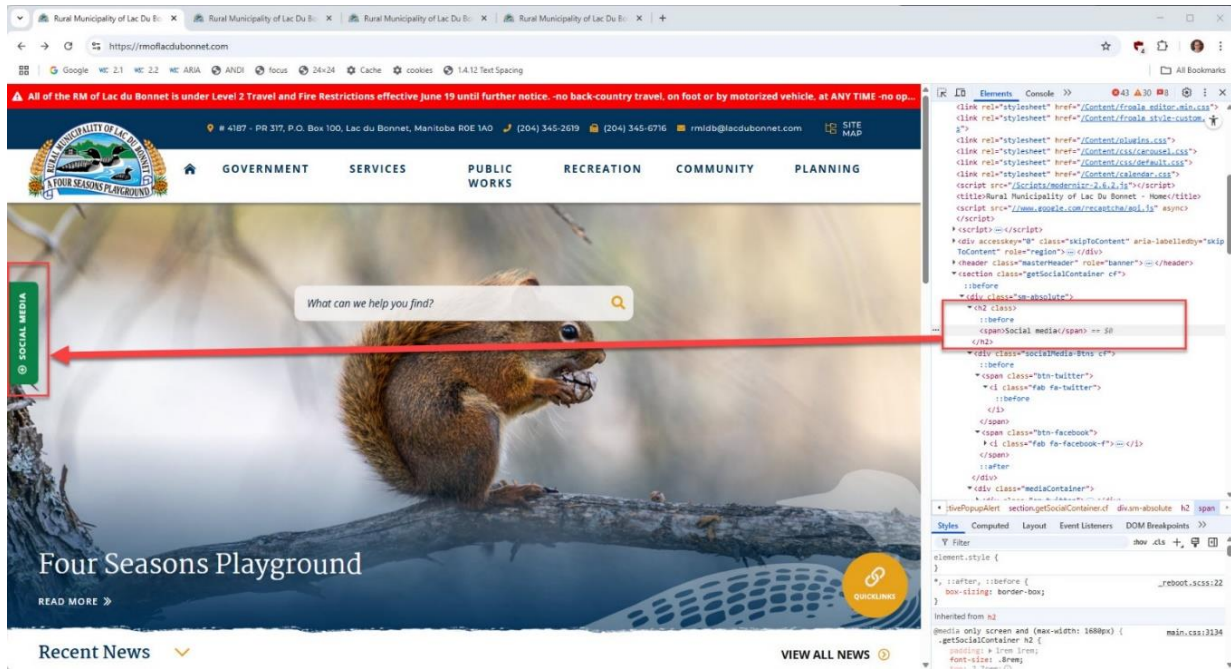
<https://www.w3.org/WAI/ARIA/apg/patterns/menu-button/examples/menu-button-links/>



7. The “Social media” button is not a proper semantic button, and it’s not keyboard accessible.

Recommendation: Use the code from this accessible accordion demo:

<https://www.w3.org/WAI/ARIA/apg/patterns/accordion/examples/accordion/>





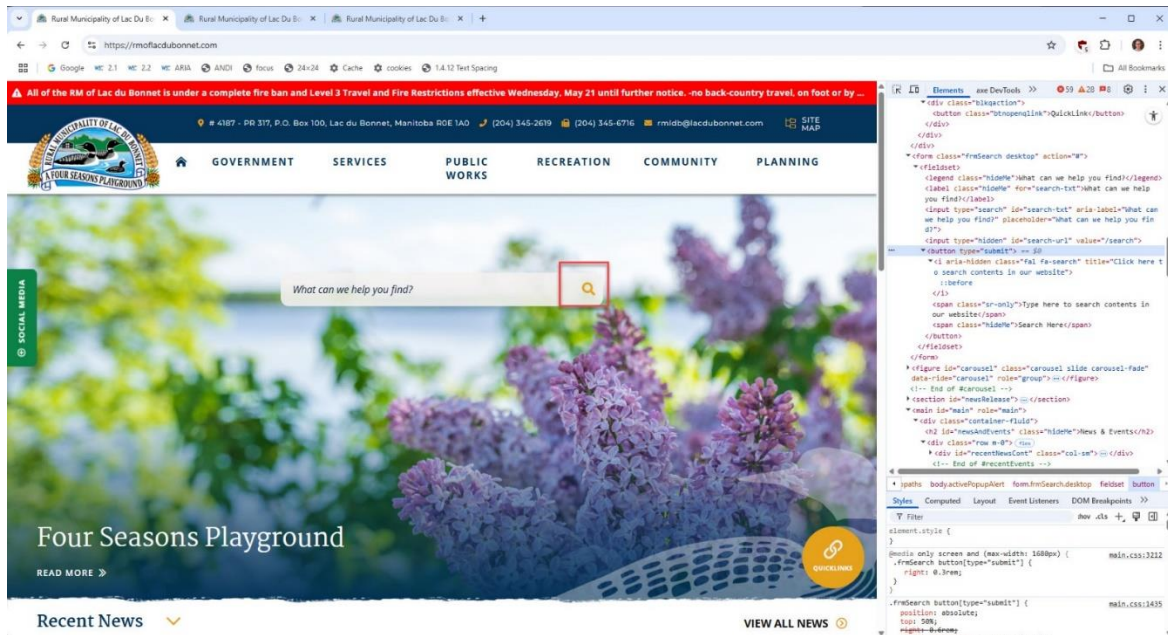
- <https://www.w3.org/WAI/ARIA/apg/patterns/tabs/examples/tabs-manual/>





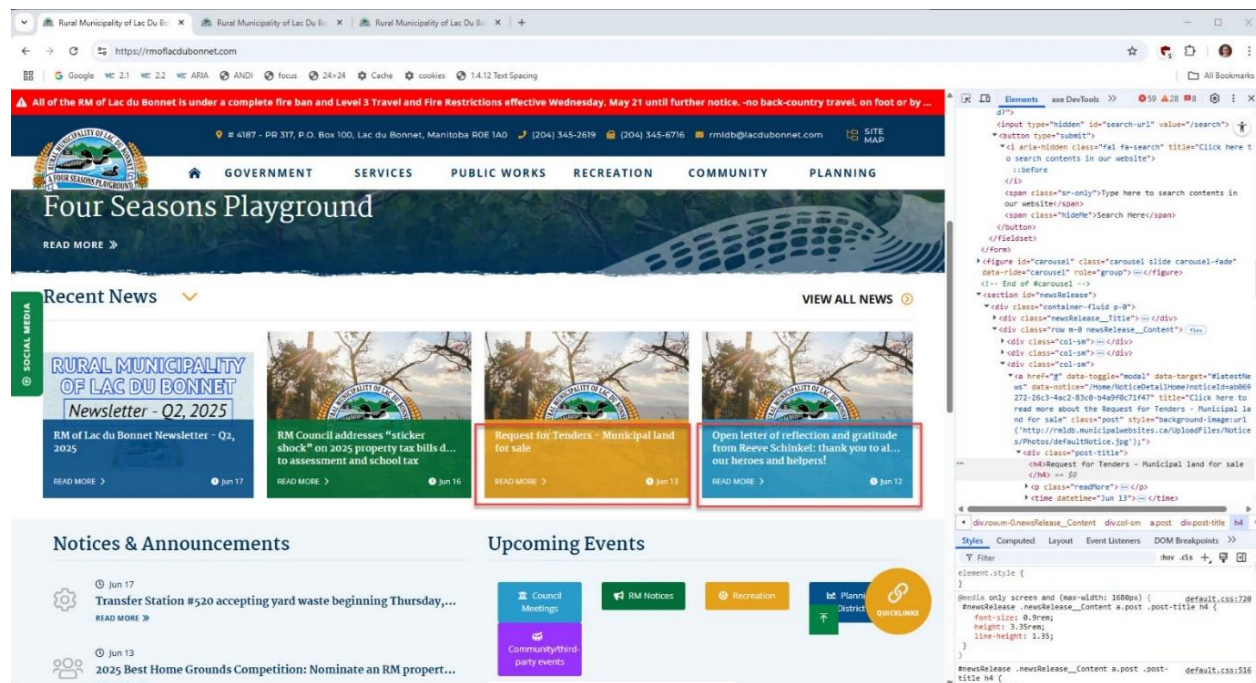
9. The magnifying glass is low contrast (#E6A21C on #FFFFFF for a contrast ratio of 2.2:1).

Recommendation: Make it #CA8600 (or darker) for a contrast ratio of 3:1.



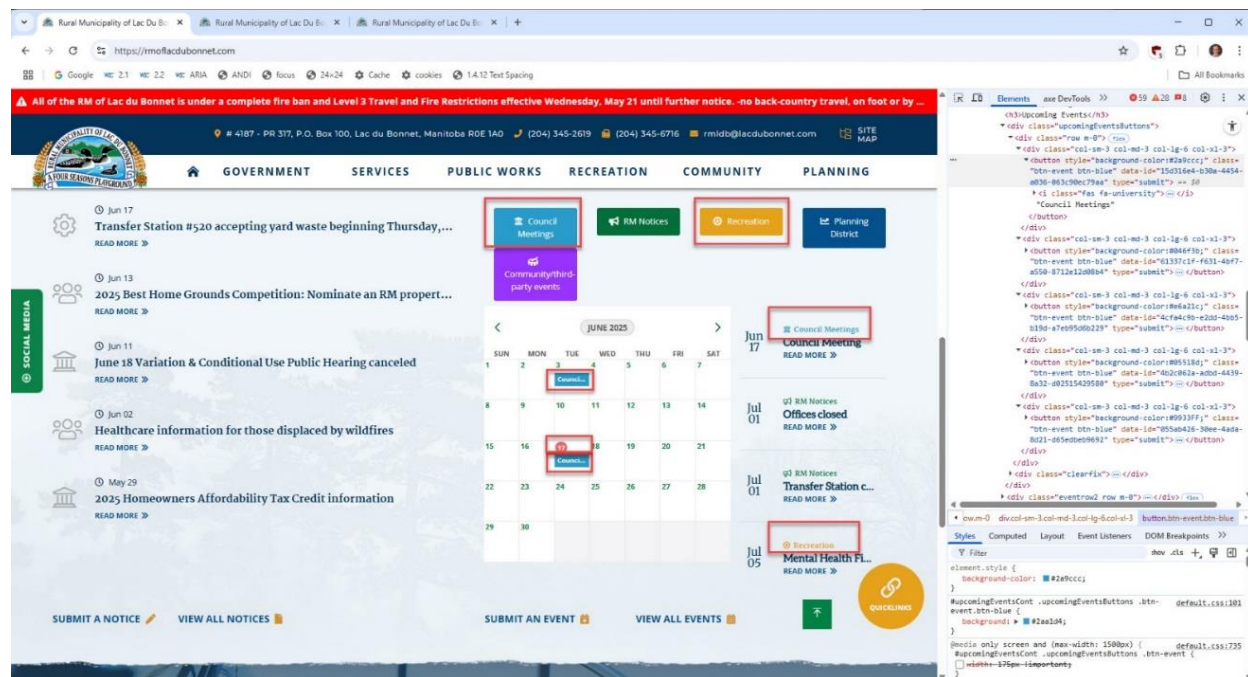
10. The white text is low contrast when placed on yellow (approx. #DCA024) and light blue (approx. #379CBF).

Recommendation: Darken the yellow to #A56900 (or darker) and the light blue to #1B7FA4 (or darker), for a contrast ratio of 4.5:1.



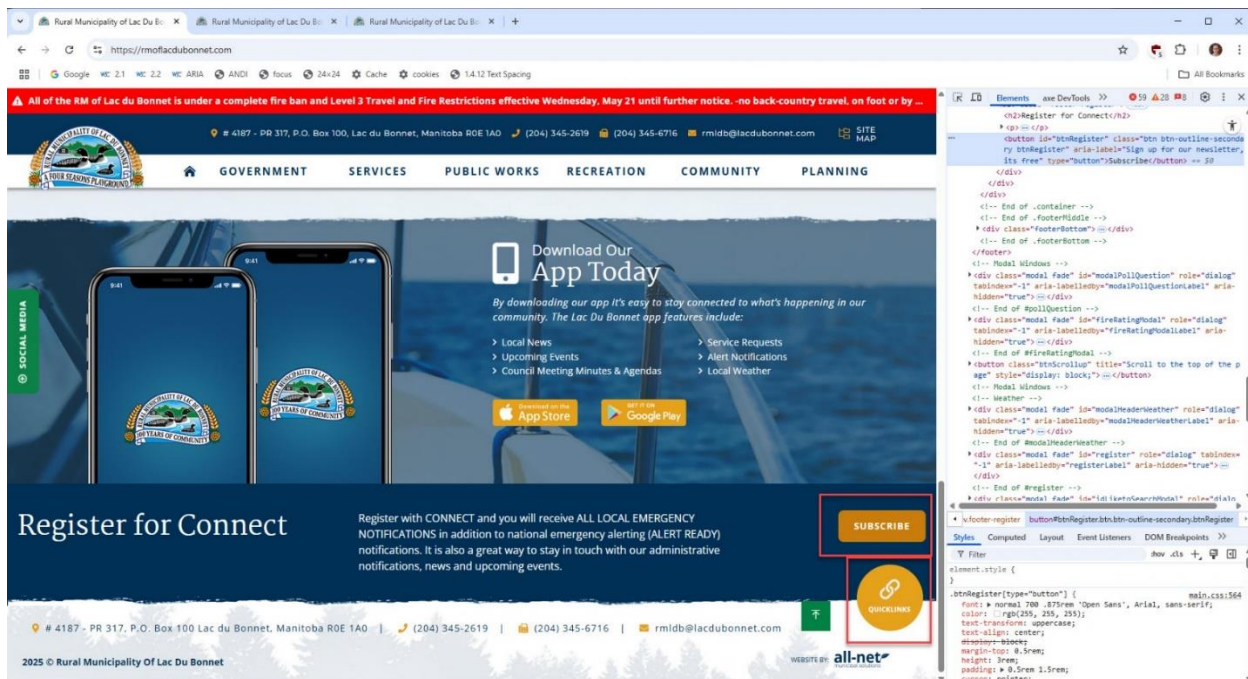
11. Here are some more examples of low contrast text.

Recommendation: For the white text, darken the background until the contrast ratio reaches 4.5:1. For the non-white text, darken the text until the contrast ratio reaches 4.5:1.



12. The “Subscribe” and “Quicklinks” buttons are low contrast.

Recommendation: Darken the yellow to #A56900 (or darker).





13. The calendar's Previous/Next buttons are coded as links, and they have no labels.

Recommendation: Code them with a <button> tag or add role="button", and add aria-label="Previous month" or "Next month".

The screenshot displays the website of the Rural Municipality of Lac du Bonnet. The main navigation bar includes links for GOVERNMENT, SERVICES, PUBLIC WORKS, RECREATION, COMMUNITY, and PLANNING. Below this, there are sections for Notices & Announcements and Upcoming Events. The calendar for June 2025 is visible, with navigation arrows on the left and right. A red box highlights the left arrow, and a red arrow points from it to the code in the right-hand pane. The code shows the HTML structure for the calendar, including the navigation arrows. The right arrow is coded as a link with the class 'monthly-next', and the left arrow is coded as a link with the class 'monthly-prev'. The code also includes CSS styles for the calendar grid and the navigation arrows.

```
<div class="monthly-prev" data-bbox="408 388 428 408" style="background-color: #003366; color: white; padding: 5px; text-align: center; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;"><
```

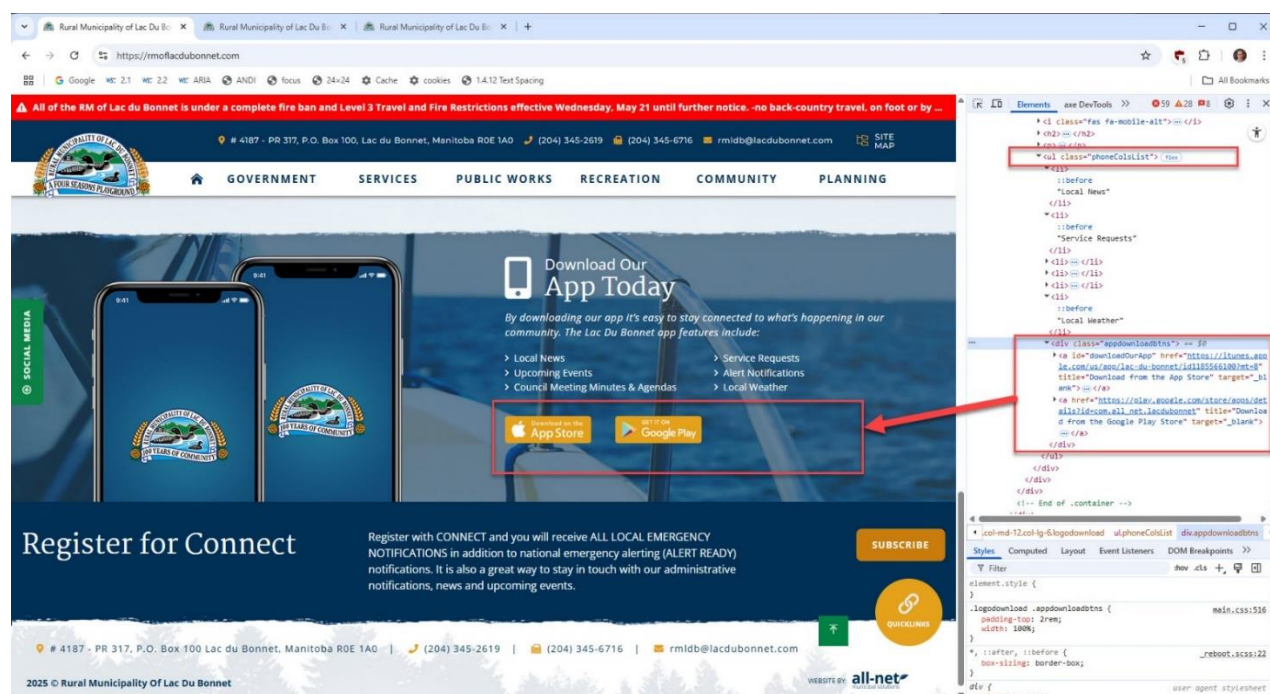
```
<div class="monthly-next" data-bbox="548 388 568 408" style="background-color: #003366; color: white; padding: 5px; text-align: center; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">>
```



#### 14. The App Store and Google Play links are low contrast.

Recommendation: Consider using these darker buttons:

- Google Play: <https://developer.android.com/distribute/marketing-tools/linking-to-google-play>
- Apple App Store: <https://developer.apple.com/app-store/marketing/guidelines/#downloadOnAppstore>

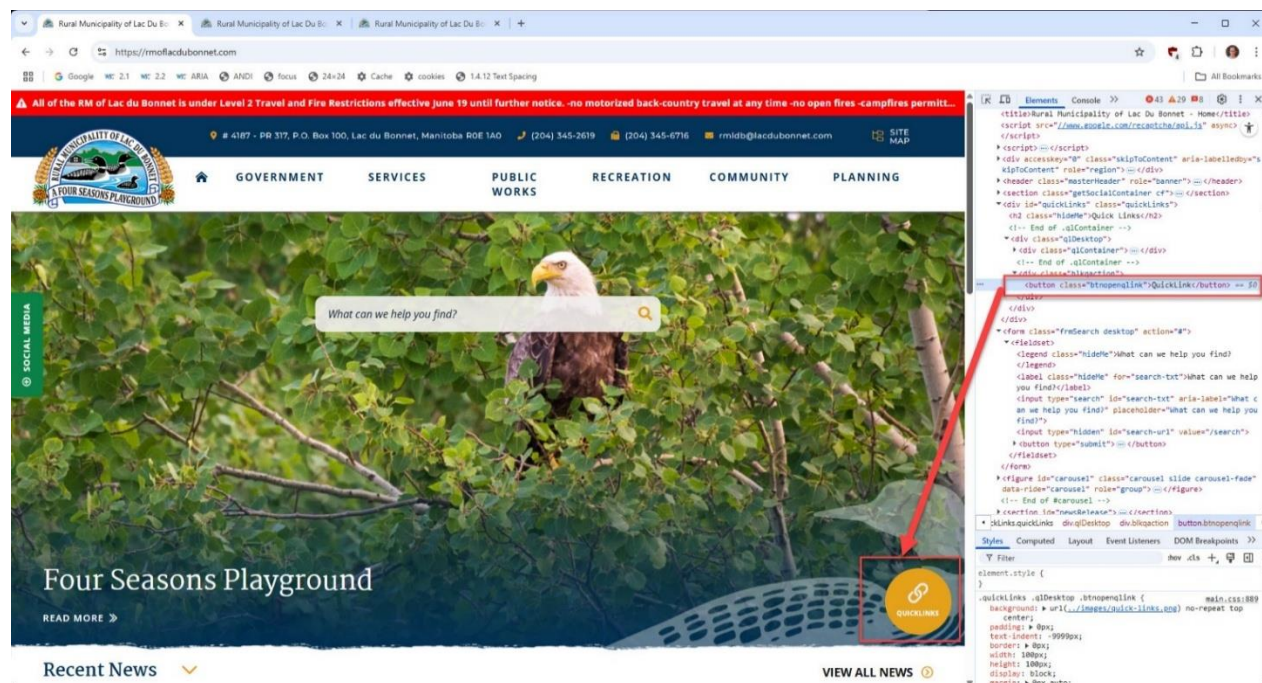


Recommendation: Either place the app store links within `<li />` elements, or move them outside of the `<ul />` element.



16. The “Quicklinks” button does not show a visible focus indicator when you tab to it.

Recommendation: Adjust the CSS style(s) so the focus indicator (border) is visible.



# Transfer Stations

<https://rmoflacdubonnet.com/p/transfer-stations>

1. In the Site Menu (on the left side of the page), each link is coded as role="menuitem", but they aren't contained within an element coded with role="menu".

Recommendation: Code the overall menu with role="menu" – see this example:

<https://www.w3.org/WAI/ARIA/apg/patterns/menubar/examples/menubar-navigation/>

The screenshot shows the website <https://rmoflacdubonnet.com/p/transfer-stations>. The page title is "Public Works" and the breadcrumb is "PUBLIC WORKS > TRANSFER STATIONS". The left sidebar contains a "Public Works Department" menu with items: "Transfer Stations", "Cemeteries", "Boat Launches", "Municipal Roadways", and "Forms". The main content area is titled "Transfer Stations" and includes a "NOTICE JUNE 17, 2025:" section. The notice discusses burnable items (brush, leaves, grass clippings, garden, flowerbed vegetation, straw, and tree stumps) and the acceptance of construction/demolition waste. A red arrow points from the "Transfer Stations" link in the sidebar to the HTML code in the developer tools. The code shows a list of menu items, each with a role="menuitem" attribute, but no parent element with role="menu".

```
<ul class="sideMenu c6" id="sideMenuID0">
  <li class="selected">
    <a href="/public-works-department/" title="Click here to read more about the Public Works Department" role="menuitem">Public Works Department</a>
  </li>
  <li class="selected">
    <a href="/transfer-stations/" title="Click here to read more about the Transfer Stations" role="menuitem">Transfer Stations</a>
  </li>
  <li class="hasChild">
    <a href="/cemeteries/" title="Click here to read more about the Cemeteries" role="menuitem">Cemeteries</a>
  </li>
  <li class="hasChild">
    <a href="/boat-launches/" title="Click here to read more about the Boat Launches" role="menuitem">Boat Launches</a>
  </li>
  <li class="hasChild">
    <a href="/municipal-roadways/" title="Click here to read more about the Municipal Roadways" role="menuitem">Municipal Roadways</a>
  </li>
  <li class="hasChild">
    <a href="/forms/" title="Click here to read more about the Forms" role="menuitem">Forms</a>
  </li>
</ul>
```



- For “Boat Launches”, set aria-owns=”subSideMenuID0”.
- For “Municipal Roadways” set aria-owns=”subSideMenuID1”.





3. In the Site Menu (on the left side of the page), the current link is low contrast (#FFFFFF on #29A1D5 for a contrast ratio of 2.93:1). It should have a contrast ratio of 4.5:1 or higher.

Recommendation: Change the blue background colour to #067EB2 or darker.

The screenshot displays the Rural Municipality of Lac du Bonnet website. The top navigation bar includes links for GOVERNMENT, SERVICES, PUBLIC WORKS (highlighted), RECREATION, COMMUNITY, and PLANNING. A search bar is present with the text "What can we help you find?". The left sidebar, titled "Public Works Department", contains a "Transfer Stations" link which is highlighted in blue. The main content area is titled "Transfer Stations" and includes a "NOTICE JUNE 17, 2025:" section. The "Burnable Items:" section lists guidelines for waste disposal. The "Acceptance of construction/demolition waste:" section is also visible. The developer tools on the right show the HTML structure of the "Transfer Stations" link, which is a button with the text "Click here to read more about the Transfer Stations". The CSS rules for the link are shown, indicating a background color of #29A1D5 and a color of #FFFFFF.

#### 4. The image of the Transfer Station has no alt attribute.

Recommendation: Choose one of the following:

- If you feel the image is decorative, code alt=""
- If you feel the image is informational, code something like alt="Photo of the Transfer Station with separate containers for sorting, and a Lac Du Bonnet transport trailer."
- If you feel the image is informational and it deserves a visible caption underneath it, code it as a `<figure />` element with a `<figcaption />` containing the descriptive text. See this example: <https://www.w3.org/Style/Examples/007/figures.en.html>

Screenshot of the Rural Municipality of Lac Du Bonnet website showing the Recycling section. The page includes a navigation menu with links for GOVERNMENT, SERVICES, PUBLIC WORKS, RECREATION, COMMUNITY, and PLANNING. The Recycling section lists accepted and not accepted items, and features a photo of a recycling trailer. The photo is highlighted with a red box, and the alt attribute is shown in the code editor as `img class="fr-fic fr-dii fr-fir" style="width: 520px;" src="https://rmbd.municipalwebsites.ca/UploadFiles/Public/f61286a.jpg" />`.

Alt text for the image: Photo of the Transfer Station with separate containers for sorting, and a Lac Du Bonnet transport trailer.

5. The font size selector is made up of links, but they are not proper links (they each have href="#" ).

Recommendation: Code each one as a <button /> element, or add role="button".

The screenshot shows a web browser displaying the Rural Municipality of Lac du Bonnet website. The page is titled "Transfer Stations" and features a "Font Size" selector with three links: "A", "AA", and "AAA". A red box highlights the "Font Size" selector, and a red arrow points to the HTML code in the browser's developer tools. The code shows three links with href="#" and class="text-resizer" attributes, each with a different font size (small, medium, large). The code is as follows:

```
<div class="font-size-selector">
  <a href="#" class="text-resizer" title="Click here to make the text size small">A</a>
  <a href="#" class="text-resizer" title="Click here to make the text size medium">AA</a>
  <a href="#" class="text-resizer" title="Click here to make the text size large">AAA</a>
</div>
```

## 6. The page has heading structure issues.

Recommendations:

- Code “Transfer Stations” as an h1 (currently it’s an h4).
- Bold, underlined text like “NOTICE JUNE 17, 2025:” should be coded as a heading (like an h3). Also, they shouldn’t be underlined, because that makes them look like links.

The screenshot displays the website of the Rural Municipality of Lac du Bonnet, specifically the 'Transfer Stations' page under the 'Public Works' section. The page features a navigation menu on the left with links to 'Public Works Department', 'Transfer Stations', 'Municipalities', 'Boat Launches', 'Municipal Roadways', and 'Forms'. The main content area is titled 'Transfer Stations' and includes a 'NOTICE JUNE 17, 2025:' section. This notice is underlined and bolded, which is highlighted by a red box and an arrow pointing to the code editor on the right. The code editor shows the HTML structure of the page, with the 'Transfer Stations' heading and the 'NOTICE JUNE 17, 2025:' text being the focus of the annotations. The code for the heading is `<h4 class="pageTitle">Transfer Stations</h4>` and the code for the notice is `<strong><u>Burnable Items:</u></strong>`. The code editor also shows the CSS for the notice, including `text-decoration: underline;` and `font-weight: bold;`.


7. The electronic waste image has no alt text.

Recommendation: Code it with alt="".

Screenshot of the Rural Municipality of Lac du Bonnet website showing the Electronic Waste Recycling page. The page includes a list of accepted electronic waste items and a list of services. A red box highlights the image placeholder for the electronic waste recycling, and a red arrow points to the corresponding code in the browser's developer tools, which shows the image source as a broken link.

Electronic Waste Recycling

Electronic waste recycling is accepted at Transfer Station #520.



We accept the following electronic waste:

- Computer cables
- Computer cards
- Circuit boards
- Internal or External CD-ROMS, DVD and burners
- Electronic typewriters
- Fax machines
- Hard disks and floppy drives
- Laptops
- Laptop accessories
- Modems
- Networking equipment
- Personal computers
- Inkjet and laser printers
- Software manuals, CDs, DVDs, diskettes
- Cassette and reel to reel players
- Mobile radios

```

```



8. The “Used Oil Program” image has no alt text. The image contains a lot of informational text.

Recommendation: The best option would be to replace the image with actual text, with headings. Alternately, you could link the image to a separate page with details about the Used Oil Program, and give the image alt text that describes the link destination to the other page.

The screenshot shows the Rural Municipality of Lac du Bonnet website. The main content area features a section titled "2024 Used Oil Program" with the following text:

**Rural Municipality of Lac du Bonnet**  
**Used Oil Program**  
The RM of Lac du Bonnet Transfer Station #520 is promoting a program designed to provide an incentive for people to bring used oil to the Eco Centre.  
The program will be honored to one member of the household per year with identification. We accept oil containers to a maximum size of 5 litres and limited to 20 litres for exchange.  
**Effective June 17, 2024**  
1 to 5 Litres of used oil – you will receive 1 Litre of New Oil  
6 to 15 Litres of used oil – you will receive 2 Litres of New Oil  
16 and up 20 Litres of used oil – you will receive 3 Litres of New Oil  
PROGRAM IS SUBJECT TO LIMITATIONS AND WHILE QUANTITIES LAST!

Below this text is a table for "Transfer Station #214" showing "Current Hours (effective until further notice)". The table has columns for the day and time range.

Day	Time Range
Sunday	9 a.m. – 11:45 a.m.

On the right side of the screenshot, the developer console is open, showing a list of elements. A red box highlights a broken image link in the console, which is a placeholder for the "Used Oil Program" image. The link is: ``. A red arrow points from this link to the "Used Oil Program" image on the page.

9. The Summer Hours table has no <th /> table headers.

Recommendation: Add <th /> table headers in the top row (“Day”, “Open”, “Close”).

2025 Summer Hours  
(effective May 4 2025 to fall 2025)

Monday	9:00 a.m.	6:45 p.m.
Tuesday	9:00 a.m.	6:45 p.m.
Wednesday	CLOSED	CLOSED
Thursday	9:00 a.m.	6:45 p.m.
Friday	9:00 a.m.	6:45 p.m.
Saturday	9:00 a.m.	6:45 p.m.
Sunday	9:00 a.m.	6:45p.m.

Transfer Station #520 accepts household waste, disposables of scrap metal, hazardous waste, rubble, oil, and items for the burning pits.  
**Effective January 1, 2022**, all ratepayers still in the Transfer Station after the posted closing time will have an additional 15 minutes to finish depositing their waste.  
**Effective Oct. 23, 2024**, Transfer Station #520 is CASHLESS. Transfer Station #520 continues to accept debit and credit.  
See the [Solid Waste Disposal By-Law No. 07-24](#) for more information.

```
<table>
  <thead>
    <tr>
      <th></th>
      <th style="width: 30.3125%;"></th>
      <th style="width: 31.0417%;"></th>
    </tr>
  </thead>
  <tbody>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Monday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">9:00 a.m.</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">6:45 p.m.</td>
    </tr>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Tuesday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">9:00 a.m.</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">6:45 p.m.</td>
    </tr>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Wednesday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">CLOSED</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">CLOSED</td>
    </tr>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Thursday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">9:00 a.m.</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">6:45 p.m.</td>
    </tr>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Friday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">9:00 a.m.</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">6:45 p.m.</td>
    </tr>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Saturday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">9:00 a.m.</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">6:45 p.m.</td>
    </tr>
    <tr>
      <td style="text-align: center; width: 38.6648%; background-color: rgb(209, 213, 216);">Sunday</td>
      <td style="text-align: center; width: 30.3125%; background-color: rgb(209, 213, 216);">9:00 a.m.</td>
      <td style="text-align: center; width: 31.0417%; background-color: rgb(209, 213, 216);">6:45p.m.</td>
    </tr>
  </tbody>
</table>
```

Recommendation: Add `<th />` table headers in the top row (“Day”, “Open”, “Close”).

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## Meetings, Agendas, & Minutes

<https://rmoflacadubonnet.com/p/agendas-minutes>

1. In the Site Menu (on the left side of the page), each link is coded as `role="menuitem"`, but they aren't contained within an element coded with `role="menu"`.

Recommendation: Code the overall menu with `role="menu"` – see this example:

<https://www.w3.org/WAI/ARIA/apg/patterns/menubar/examples/menubar-navigation/>

The screenshot displays the website of the Rural Municipality of Lac du Bonnet. The left sidebar contains a menu with the following items: Accessibility, Municipal Council, Boards and Committees, Administration Team, Meetings, Agendas & Minutes (highlighted with a red box), Meeting Videos, Joint Council Meeting Minutes, and Municipal By-Laws and Policies. A red arrow points from the 'Meetings, Agendas & Minutes' link in the sidebar to the main content area. The main content area is titled 'Meetings, Agendas & Minutes' and includes a section for 'Council Meetings' with a list of meeting times and dates. The right side of the image shows the browser's developer tools, specifically the 'Elements' panel, which displays the HTML structure of the sidebar menu. The code shows that the 'Meetings, Agendas & Minutes' link is coded with `role="menuitem"`, but it is not contained within an element with `role="menu"`.

- 
2. In the Site Menu (on the left side of the page), each expandable item has an incorrect aria-owns attribute.

#### Recommendations:

- For “Accessibility”, set aria-owns=”subSideMenuID0”.
- For “Municipal Council”, set aria-owns=”subSideMenuID1”.
- Etc. – similar fixes for the rest.

The screenshot displays the website of the Rural Municipality of Lac du Bonnet. On the left, the 'Site Menu' is visible with several expandable items: Accessibility, Municipal Council, Boards and Committees, Administration Team, Meetings, Agendas & Minutes (which is currently expanded), Meeting Videos, and Joint Council Meeting Minutes. A red arrow points from the 'Meetings, Agendas & Minutes' item in the menu to the right, where the browser's developer tools are open. The 'Elements' panel shows the HTML structure of the expanded menu. A red box highlights the `aria-owns="subSideMenuID0"` attribute on the `ul` element. Another red box highlights the `aria-owns="subSideMenuID0"` attribute on the `li` element. The 'Styles' panel shows the default styles for the `ul` element.

```
ul class="sideMenu" id="subSideMenuID0">- Accessibility
- Municipal Council
- Boards and Committees
- Administration Team
- Meetings, Agendas & Minutes
- Meeting Videos
- Joint Council Meeting Minutes

```



3. The eyeball icons are low contrast, especially against the grey background.

Recommendation: Darken the green colour to #009261, to reach a colour contrast ratio of 3:1.

The screenshot shows the website of the Rural Municipality of Lac du Bonnet. A table lists various meeting types and dates. A red box highlights the 'Agendas' and 'Minutes' columns, which contain small green eyeball icons. A Colour Contrast Analyser (CCA) tool is overlaid on the right side of the image, showing the foreground color as #03AA79 and the background color as #E0E0E0. The tool displays the contrast ratio as 2.26:1, which is below the recommended 3:1 ratio. The tool also shows WCAG 2.1 results, indicating that the contrast fails for regular text and large text.

Meeting Type	Meeting Date	Agendas	Minutes
Public Works Committee Meeting	June 17, 2025	👁	---
Regular Council Meeting	June 17, 2025	👁	---
Regular Council Meeting	June 3, 2025	👁	---
Committee of the Whole	June 3, 2025	👁	👁
Special Meeting	May 22, 2025	👁	👁
Regular Council Meeting - CANCELLED	May 20, 2025	👁	---
Public Works - CANCELLED	May 20, 2025	👁	---
Regular Council Meeting	May 6, 2025	👁	👁
Committee of the Whole	May 6, 2025	👁	👁
Public Works Committee Meeting	April 22, 2025	👁	👁

Displaying Page 1 of 71

Total Agenda Category(s) : 701

Colour Contrast Analyser (CCA) results:

- Foreground colour: #03AA79
- Background colour: #E0E0E0
- Contrast ratio: 2.26:1
- WCAG 2.1 results:
  - 1.4.3 Contrast (Minimum) (AA): Fail (regular text), Fail (large text)
  - 1.4.6 Contrast (Enhanced) (AAA): Fail (regular text), Fail (large text)
  - 1.4.11 Non-text Contrast (AA): Fail (UI components and graphical objects)

4. The pagination numbers (1, 2, 3... 10, Last) are low contrast (2.99:1). As text, they should be 4.5:1 or higher.

Recommendation: Darken them to #008857 (or darker).

The screenshot shows the website of the Rural Municipality of Lac du Bonnet. A table lists various meetings with columns for Meeting Type, Meeting Date, Agendas, and Minutes. At the bottom of the table is a pagination bar with links: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, Last. These links are highlighted with a red box. Below the pagination bar, it says "Displaying Page 1 of 71" and "Total Agenda Category(s): 701". On the right side of the browser window, the developer tools are open, showing the HTML and CSS for the pagination links. The CSS for the links is as follows:

```
body > #divPage_InkPageNo_SuppletDisabled {
  background-color: #008857;
  border: 1px solid #008857;
  display: block;
  width: 25px;
}
```

5. The <iframe /> element has no title attribute.

Recommendation: add a title, like: title="Meeting Schedule".

The screenshot shows the website of the Rural Municipality of Lac du Bonnet. A red box highlights a table of upcoming council meetings. A red arrow points from the table to the developer console, which shows the HTML structure of the page. The console highlights an iframe element that is used to display the agenda. The iframe has a width of 100% and a height of 100%, but it lacks a title attribute. The table of upcoming meetings is as follows:

Meeting Type	Meeting Date	Agendas	Minutes
Public Works Committee Meeting	June 17, 2025		---
Regular Council Meeting	June 17, 2025		---
Regular Council Meeting	June 3, 2025		---
Committee of the Whole	June 3, 2025		
Special Meeting	May 22, 2025		
Regular Council Meeting - CANCELLED	May 20, 2025		---
Public Works - CANCELLED	May 20, 2025		---
Regular Council Meeting	May 6, 2025		
Committee of the Whole	May 6, 2025		
Public Works Committee Meeting	April 22, 2025		

Recommend: Give each <a /> element an aria-label, like aria-label="Agenda" or aria-label="Minutes".

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7. The touch targets for links 2-10 have touch targets that are too small, or are too close together.

Recommendation: Either increase the touch target sizes, or spread them further apart. See screenshot below for details.

The screenshot shows a web browser displaying a table of meeting agendas. The table has columns for Meeting Type, Meeting Date, Agendas, and Minutes. The 'Agendas' column contains a list of links numbered 1 through 10, followed by a 'Last' link. A red box highlights the links 2 through 10, and a red arrow points to the 'Last' link. The DevTools accessibility panel on the right shows a warning: 'All touch targets must be 24px large or leave sufficient space'. The panel also shows the element location and the related node code.

Meeting Type	Meeting Date	Agendas	Minutes
Public Works Committee Meeting	June 17, 2025	<a href="#">1</a>	---
Regular Council Meeting	June 17, 2025	<a href="#">2</a>	---
Regular Council Meeting	June 3, 2025	<a href="#">3</a>	---
Committee of the Whole	June 3, 2025	<a href="#">4</a>	---
Special Meeting	May 22, 2025	<a href="#">5</a>	---
Regular Council Meeting - CANCELLED	May 20, 2025	<a href="#">6</a>	---
Public Works - CANCELLED	May 20, 2025	<a href="#">7</a>	---
Regular Council Meeting	May 6, 2025	<a href="#">8</a>	---
Committee of the Whole	May 6, 2025	<a href="#">9</a>	---
Public Works Committee Meeting	April 22, 2025	<a href="#">10</a>	---

Displaying page 1 of 71

Total Agenda Category(s) : 701

Displaying Page 1 of 71

Found: Automatically Impact: serious  
cat.sensory-and-visual-cues wcag22aa wcag25B  
Found on: 6/22/2025 at 4:28 PM



8. The Meeting Schedule links and buttons do not show a visible focus indicator when you tab to them.

Recommendation: Adjust the CSS style(s) so the focus indicator (border) is visible.

The screenshot shows the website of the Rural Municipality of Lac du Bonnet. A red box highlights the meeting schedule table. The table has columns for Meeting Type, Meeting Date, Agendas, Minutes, and Videos. The table lists various meetings, including Public Works Committee Meeting, Regular Council Meeting, Committee of the Whole, Special Meeting, Regular Council Meeting - CANCELLED, Public Works - CANCELLED, Regular Council Meeting, Committee of the Whole, and Public Works Committee Meeting. The table is paginated, showing page 1 of 71. A search bar is located at the top right of the table. The browser's developer tools are open on the right side, showing the HTML and CSS for the search bar. The CSS for the search bar is highlighted, showing the .searchContainer class. The CSS includes a border and a background color. The CSS is as follows:

```
.searchContainer {border: 1px solid #ccc; background-color: #fff; padding: 5px; width: 100%;} .searchContainer input {width: 90%; height: 30px; border: none; border-bottom: 1px solid #ccc; margin-bottom: 5px;} .searchContainer button {width: 10%; height: 30px; border: none; border-bottom: 1px solid #ccc; margin-bottom: 5px; background-color: #f0f0f0; cursor: pointer;}
```

## Appendix G: Additional Resources

The following list of resources is included to provide more information and ideas to support our recommendations in this report. While some of the resources refer to jurisdictions other than Manitoba, we have included them for the purpose of inspiration rather than suggesting that you must comply with them.

### Municipal Planning, Spaces, and Policies

- Accessibility Manitoba – Accessible Customer Service – Accessibility for the Public Sector: <https://accessibilitymb.ca/public-sector/accessibility-for-public-sector.html#PublicSectorCS>
- Barrier-Free Manitoba – Inclusion for All! Training Resource: [https://www.barrierfreemb.com/files/BarrierFreeMB\\_InclusionResources\\_Training.pdf](https://www.barrierfreemb.com/files/BarrierFreeMB_InclusionResources_Training.pdf)
- Institute of Human-Centred Design – Principles of Inclusive and Universal Design: <https://humancentereddesign.org/inclusive-design/principles>
- Rick Hansen Foundation - Municipal Accessibility Policy Toolkit: <https://www.rickhansen.com/MAP>
- Rick Hansen Foundation – Universal Design Recommendations for Accessible Entrance and Automated Doors: <https://www.rickhansen.com/sites/default/files/downloads/2021-05/acp-862-universal-design-recommendationsaccessible-entrance-and-automated-doors-equidoxed.pdf>
- Rick Hansen Foundation – Universal Design Recommendations for Accessible Reception/Service Areas: <https://www.rickhansen.com/sites/default/files/downloads/2021-05/acp-862-universal-design-recommendations-reception-service-area-equidoxed.pdf>

### Outdoor Spaces, Parks, and Trails

- AARP Guide to Creating Parks and Public Spaces for People of All Ages: <https://www.aarp.org/content/dam/aarp/livable-communities/tool-kits-resources/2022/Creating%20Parks%20and%20Public%20Spaces%20for%20People%20of%20All%20Ages-singles-060622.pdf>

- American Society of Landscape Architects – Universal Design of Parks and Plazas:  
<https://www.asla.org/universalparksandplazas.aspx>
- BC Parks Accessibility page – an example of good parks accessibility information:  
<https://accessibility.bcparks.ca/>
- BC Parks – Universal Design Guide for Front Country Parks:  
<https://accessibility.bcparks.ca/docs/bcparks-universal-design-guide.pdf?v=1741564800091>
- Canadian Recreation Solutions – Every Kid Plays! Guide to inclusive playgrounds:  
<https://canadianrec.ca/inclusive-playgrounds/>
- Examples of accessible picnic table designs:
  - Extended tabletop: [https://bumoutdoor.ca/shop/sid-large-picnic-table-ada/?srsltid=AfmBOopco5tX49BDov\\_pBqv7AvYlTsbDHssQcfX-3S9xlXs\\_F\\_L4y5vE](https://bumoutdoor.ca/shop/sid-large-picnic-table-ada/?srsltid=AfmBOopco5tX49BDov_pBqv7AvYlTsbDHssQcfX-3S9xlXs_F_L4y5vE)
  - Square with cutout: [https://www.barcoproducts.ca/the-city-series-square-ada-picnic-tables?srsltid=AfmBOoqCLNvmeZJgQUuZWpBB9ZjwoZ6EGd9PikNcD\\_dyynvtbgAn\\_Gy4](https://www.barcoproducts.ca/the-city-series-square-ada-picnic-tables?srsltid=AfmBOoqCLNvmeZJgQUuZWpBB9ZjwoZ6EGd9PikNcD_dyynvtbgAn_Gy4)
- Rick Hansen Foundation – Guide to Creating Accessible Play Spaces:  
<https://www.rickhansen.com/sites/default/files/2020-03/sch-35913-guide-creating-accessible-play-spacesen2020web.pdf>
- Rick Hansen Foundation – Universal Design Recommendations for Accessible Ramps:  
<https://www.rickhansen.com/sites/default/files/downloads/2021-05/acp-862-universal-design-recommendationsaccessible-ramps-equidoxed.pdf>
- Sensory Trust – Access Chain visitor planning tool:  
<https://www.sensorytrust.org.uk/resources/guidance/access-chain-planning-visitor-information>
- Sport Ireland – Great Outdoors: A Guide for Accessibility manual:  
<https://www.sportireland.ie/sites/default/files/2019-10/great-outdoors-a-guide-for-accessibility.pdf>
- Summary of the draft Canadian standard on accessible outdoor spaces:  
<https://accessible.canada.ca/creating-accessibility-standards/overview-can-asc-21-outdoor-spaces>
- Trans Canada Trail – All Persons Trail guidelines for accessibility:  
<https://tctrail.ca/all-persons-trails/>

## Beaches, Docks, and Boat Launches

- Accessible Dock project at Save Our Seine: <https://www.saveourseine.com/accessible-dock>
- Accessible Sport Manitoba – Canoe and Kayak program: <https://ascmanitoba.ca/canoe-and-kayak/>
- Mobi-Mat outdoor portable surface provider: <https://shop.mobi-mat.com/pages/about-us>
- Rick Hansen Foundation – Accessible Outdoors program: <https://www.rickhansen.com/become-accessible/accessible-outdoors-program>

## Public Washrooms and Porta Potties

- Centre for Excellence in Universal Design – Sanitary Facilities guide: <https://universaldesign.ie/uploads/publications/5-Sanitary-Facilities-3.pdf>
- Draft Canada Model Standard on Accessibility – Built Environment – Sanitary Facilities: <https://accessible.canada.ca/creating-accessibility-standards/can-asc-23-draft-version-model-standard-built-environment-accessibility-federally-regulated-entities-defined-accessible-canada-act/7-sanitary-facilities>
- JT Service Co – Maximizing Accessibility: Best Practices for Porta Potty Placement: <https://jtserviceco.com/maximizing-accessibility-best-practices-for-porta-potty-placement/>

## Writing Alt Text

- A11y Canada – Alternative Text and Long Description - Best Practices: <https://a11y.canada.ca/en/alternative-text-and-long-description-best-practices/>
- University of Toronto – Alternative Text (alt text) Best Practices Guide: <https://people.utoronto.ca/wp-content/uploads/2023/11/Alt-Text-Best-Practices-Guide-PSEC.pdf>