



Accessibility Advisory Committee

**Monday, March 16, 2026
4:00 PM**

Darlene Hincks Meeting Room, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Special Agenda
Accessibility Advisory Committee
Monday, March 16, 2026**

Approval of Agenda

Administration Reports

ACC26-3 Sidewalk Working Group Progress Update

Recommendation

That the Accessibility Advisory Committee receive and file this report.

Adjournment



Sidewalk Working Group Progress Update

Date	March 16, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Roadways & Transportation
Item No.	ACC26-3

RECOMMENDATION

That the Accessibility Advisory Committee receive and file this report.

ISSUE

Administration is seeking feedback from the Accessibility Advisory Committee on upcoming sidewalk priorities and potential 2026 upgrades. As outlined in Goal 3.3 of Appendix C of the Accessibility Implementation Plan, the City is establishing a Sidewalk Accessibility and Quality Working Group to bring together all relevant departments to coordinate sidewalk planning, maintenance and upgrades through an accessibility lens. Engagement during development of the Regina Accessibility Plan highlighted strong community concerns about sidewalk conditions, accessibility barriers and the need for coordinated, interdepartmental action. This report provides departmental updates from the new Working Group (Appendix A) and presents examples of planned sidewalk improvements for Committee review and input.

IMPACTS

Policy Impact

Several of the City's existing plans and policies include accessibility as a key guiding principle, including the Official Community Plan, Community Safety and Well-being Plan, Transportation Master Plan and Parks Master Plan. This report is a direct outcome of the Regina Accessibility Plan. Provincially, *The Accessible Saskatchewan Act* came into force on December 3, 2023. It aims to remove and prevent accessibility barriers for people with disabilities and applies to the Government of Saskatchewan and a number of public sector bodies including the City. Federally, the *Accessible*

Canada Act aims to realize a barrier-free Canada by 2040 by advancing accessibility and mandating the development of accessibility plans for federally regulated entities, among other requirements.

Strategic Priority Impact

The City's Strategic Priorities lens "Recognizing our relationship to the land, we grow our community and improve quality of life" reinforces an Indigenous worldview that our relationship to the land and the people who take care of it, is foundational. This recognition is an acknowledgement to the community we serve that we, the City, have a collective responsibility to ensure that the land's use, its viability and its stewards are looked after for future generations. It is out of respect and care for our relationship with the land and its people that all City decisions are made. One of the City's Strategic Priorities is to promote community safety and well-being by advancing inclusion, diversity, equity and accessibility.

Indigenous Impact

Indigenous people are more likely to have disabilities than non-Indigenous people. There are many intersections between Indigenous and disability communities, as well as many parallels between the barriers that Indigenous and disabled people experience. Due to the above factors, improving the accessibility of City infrastructure will have an especially positive impact on Indigenous people in Regina.

Inclusion, Diversity, Equity & Accessibility (IDEA)

Engagement for the Accessibility Plan identified significant accessibility challenges related to sidewalks, including missing connections and deteriorated sidewalk conditions. These challenges create barriers to mobility and limit full participation in civic life. The Implementation Plan reflects this by dedicating multiple actions (Section 3) to improving sidewalk quality and accessibility, including establishing a Sidewalk Accessibility and Quality Working Group (Goal 3.3).

There are no legal, financial, environmental or labour impacts respecting this report.

OTHER OPTIONS

There are no other options with respect to this report.

COMMUNICATIONS & ENGAGEMENT

Community feedback is a crucial factor in how we prioritize upgrades and accessibility improvements. We have gathered feedback through residents, Disability Reference Groups, the Accessibility Advisory Committee and emails to accessibility@regina.ca.

DISCUSSION

Background

The City of Regina developed an Accessibility Plan to identify, remove and prevent barriers to access in City spaces, programs and services. The plan was developed with community input to ensure that the plan reflected the diverse needs of people living, playing and learning in Regina.

A recommended action in the Accessibility Plan was to establish a sidewalk accessibility and quality working group. In response, the group was created to coordinate the many functions that support the sidewalk network, bringing together expertise from public-facing teams that clear snow, repair concrete and install pedestrian ramps, as well as those responsible for policy development and design standards. This collaboration ensures that work is practical, consistent and incorporated with an accessibility lens.

The accessibility of city sidewalks is a high priority for community and Administration. It is important to consider the barriers and concerns as well as updating standards and policies to continue to increase the accessibility of sidewalks in the City. The Accessibility Advisory Committee's feedback will help Administration to ensure that the plans of upgrades and policy development are well informed and aligned with community priorities.

DECISION HISTORY & AUTHORITY

On April 24, 2024, City Council considered item *CR24-39 Regina Accessibility Plan* and adopted a resolution directing Administration to report back on the Corporate Accessibility Plan for consideration as part of the 2025/2026 General Budget.

On March 17, 2025, City Council considered item *CM25-3 2025 Proposed Budget* and adopted a resolution that City Council approve funding for the Regina Accessibility Plan, recommended for deferral to 2026, be advanced in the amount of \$211,500.00 (to fund [Paratransit](#) \$85,000, Digital \$120,000, and Communications \$6,500) in 2025 from reallocation of the following funding:

- \$52,500 from Tourism;
- \$159,000 from the Baseball Audit

On December 15, 2026, City Council considered item *CM25-20 2026-2027 Budget Deliberations* and adopted a resolution to approve the 2026 General Operating budget, which included \$1.94 Million for the implementation of the Corporate Accessibility Plan outlined in Appendix A-2026 Forecasted General Operating Budget, page 4, note 2.

Respectfully Submitted,



Chris Warren
Director, Roadways & Transportation

Prepared by: Ashley Nemeth, Accessibility Advisor

ATTACHMENTS

Appendix A-Sidewalk Working Group Action Updates

Appendix B-Completed and Planned Road Renewal Projects

Appendix A

Sidewalk Working Group Action Updates:

1. Establish a sidewalk accessibility and quality working group, including members of all relevant City departments

This working group was created in response to multiple actions within the Accessibility Plan related to sidewalks and accessibility. Through the Plan's development, it became clear that improving sidewalk accessibility required stronger alignment and coordination across departments. Establishing the group ensures that all relevant teams are working together, sharing information and planning improvements through a unified, accessibility-focused approach.

2. Communicate the objective for the number of sidewalk distresses repaired annually

Roadways Maintenance Operations:

Roadways Maintenance Operations works within a limited annual budget, completing repairs to concrete infrastructure throughout the city. To ensure that work is completed within budget, work is selected based on the following criteria:

- Sidewalk Rating Severity
- Class A and B Sidewalks (Severity Rating 1) Condition of surrounding sidewalk
- Location
- Available budget

To increase the number of locations completed within our allocated budget, we systematically work through isolated neighborhoods with an annual goal of completing 500 sidewalk distress repairs (531 were completed in 2025). Each of these repairs is accessibility related as doing so ultimately improves the walkability and safety for all users.

Planned work:

A working group between Community Wellbeing Accessibility Advisor, Roadways Preservation and Roadways Maintenance Operations will be arranged prior to the commencement of our construction season to begin identifying locations for pedestrian and accessibility improvement in areas surrounding high foot traffic locations such as schools, hospitals, care homes, etc. where the need for accessible sidewalks is higher. With the additional accessibility funding for 2026 (\$100,000 for additional Pedestrian Ramps and \$500,000 for additional concrete distress repairs), we want to ensure these investments directly address the needs of these higher traffic areas and we request the AAC provide feedback on how these funds should be allocated.

3. Ensure Pedestrian Connectivity Program upgrades are prioritized using an accessibility lens

Established in 2022, the Connectivity Program focuses on installing sidewalks and creating pedestrian links to existing trails and transit locations. The program prioritizes key connection points within the sidewalk network to help build complete neighbourhoods and support more active, accessible ways of moving around the city. This work advances the goals of both the Official Community Plan (OCP) and the Transportation Master Plan. During the 2025 construction season, the City completed two kilometers of new pedestrian connectivity infrastructure. In addition, through roadway renewal projects (the completed projects and planned projects can be reviewed in Appendix B), the City delivered significant improvements to pedestrian facilities, including:

- 8.9 km of renewed city sidewalks
- 56 new pedestrian ramps installed
- 96 pedestrian ramps rehabilitated
- These investments contribute to a safer, more accessible and more connected pedestrian network citywide.
- Projects planned for 2026 will be slightly less as there were some reductions during budget deliberations. There is no budget identified for Pedestrian connectivity in 2027, but the intention is to roll this program into the new Accessible Sidewalk and Concrete Renewal Capital program.
- Beginning in 2026, additional assessment criteria will be applied under the Concrete Inspection and Maintenance Policy to inform the selection of pedestrian connectivity locations (e.g. missing sidewalk segments, missing pedestrian ramps)

4. Ensure on-street bike lanes and multi-use pathway program upgrades are prioritized using an accessibility lens

- A Complete Streets Policy and Guidelines are being developed and will inform the Transportation Master Plan update which is currently scheduled to be brought to Council in summer of 2027.
- The primary objective of Complete Streets is to design and operate safe, inclusive and equitable infrastructure that prioritizes non-motorized travel for people of all ages and abilities.
- Implementation will include updates to design standards and operating practices. The Accessibility Advisor is on the Complete Streets project team. One Multi-Use Pathway on the South side of Dewdney Avenue (between Albert Street and Broad Street) was completed at the end of 2025.

Planned Work:

- Three active transportation corridors are in the planning and design phase for new multi-use pathways.
 - In 2027, construction will start on Saskatchewan Drive (between Broad Street and Winnipeg Street).

- In 2028, construction will start on Lorne Street (between College Avenue and Victoria Avenue) and College Avenue (between Broad Street and Winnipeg Street).
- A holistic Complete Streets approach is being applied to all projects, incorporating best practices for accessibility. The Accessibility Advisor is on the project teams.

5. Increase the budget dedicated to sidewalk maintenance, with additional funds to address the backlog of repairs including utility cuts, trip hazard removal and irregular ramps

Roadway Maintenance Operations put forward an ask of \$600K in 2026 to improve both the amount of sidewalk maintenance locations we could repair but also increase the number of pedestrian ramps that can be installed. The ask was approved by council, which resulted in:

- (the additional) \$500K to be put toward increasing the number of distress repairs made to sidewalk panels in need of repair (roughly 50 more than our typical budget allows us).
- (the additional) \$100K will be put toward installing 32 more pedestrian ramps than our typical budget affords us to install.

Prior to the start of our construction season, we will be working with our AAC and other SME's to ensure the new funds are being utilized accordingly to our Accessibility Needs. Once completed we will assess the need to further our ask into future years to continue to work at our ever-growing backlog of repairs needed.

6. Define priority areas for sidewalk clearing and expand sidewalk snow removal accordingly. Consider bicycle lanes and multi-use pathways

Roadways Seasonal Operations currently provides winter maintenance activities on approximately 245 km of pedestrian walkways, including City owned sidewalks, transit sidewalks in front of commercial businesses (such as downtown stops), and residential sidewalks located on transit stops, which are the only residential areas included in the program.

This work focuses on maintaining safe and accessible pedestrian routes throughout the winter season, supporting mobility for all users, including those with accessibility needs.

Winter Maintenance Activities Undertaken to Improve Accessibility during 2024-25:

- Provided citywide sidewalk maintenance under five systematic responses, seven storm responses and over ten routine maintenance responses. This included frequently clearing snow from the accessibility signed locations during a busy season. Overall achieved 99 per cent of sidewalk snow clearing related Policy objective during season.
- The increased efforts made by Administration ensured a cumulative decrease in SRs for blocked sidewalks and driveways. The efforts included pre-season orientation with City and contractor crews, consistent education and tailgate talks during the

season, updated SR scripts, consistent field inspections, immediate feedback to crews to resolve such deficiencies in a timely manner and revised wording in external contracts to include penalties for performance gaps.

Planned Enhancement: Approved by City Council, an additional 80 km of high pedestrian traffic sidewalks will be added to the winter maintenance program beginning in November 2026. This expansion will further improve accessibility in priority locations across the city.

Planned work:

- Planning and Scoping – Q1 and Q2 2026 Finalize sidewalk segments included in the 80 km expansion. Working with various partners and stakeholders to determine locations.
- Conduct operational route mapping
- Adjust plans within Roadways Seasonal Operations to support expanded routes
- Put out tender for external contractor for expanded work

7. Review criteria for prioritizing sidewalks for inspections and repair

Concrete Distress Policy:

- This policy is titled the Concrete Inspection and Maintenance Policy
- Work is underway to finalize the policy for presentation before taking it to Council. Supporting inspection procedures, criteria and tools are being updated. This includes revisions to the Roadway Inspection Manual to incorporate accessibility barriers as an inspection parameter. Utilizing as well as updates to the ArcGIS collector application and data collection.
- The data gathered through this policy will strengthen future funding requests by providing detailed information on the current condition of the concrete network, as well as metrics related to response times, performance, backlogs and other operational indicators.

Review of criteria for prioritizing sidewalk inspections and repairs:

- The updated Concrete Inspection and Maintenance Policy include a review and refinement of the criteria used by Administration to assess sidewalk distresses.
- A three-tier sidewalk classification system has been introduced (Group 1, Group 2, Group 3) representing downtown (Group 1), areas with expected high pedestrian traffic (Group 2) and all remaining areas (Group 3)
- The introduction of accessibility barriers as an inspection parameter enables Administration to identify and track issues across the network more accurately. Maintaining this information in a database (supported by both systematic inspections and service-request-initiated assessments) will improve proactivity and efficiency of maintenance repairs to address these barriers.
- The new Accessible Sidewalks and Concrete Renewal program offers greater flexibility in prioritizing repairs outside of pavement and road renewal projects,

enabling Administration to allocate funding to projects that provide the greatest benefit to pedestrians.

Appendix B

Completed Road Renewal Projects:

Residential Road Renewal Program - 2025

- McCannel Street – Mathieu Crescent to Lang Avenue
- Lang Avenue – Argyle Street North to McCannel Street
- French Crescent – Tremaine Avenue (West Leg) to Tremaine Avenue (East Leg)
- Mathieu Crescent – McCannel Street to 4th Avenue North
- College Avenue – Montague Street to Rae Street
- Cushing Crescent – From Crescent (South Leg) to From Crescent (North Leg)
- Toronto Street – CN Railway ROW to 7th Avenue North
- Knowles Crescent – Davis Place to Munroe Place
- Knowles Street – Knowles Crescent to Macpherson Avenue
- Logan Crescent – Malone Crescent to Shannon Road (West Leg)
- McKee Crescent – Shannon Road (West Leg) to Chisholm Road

Street Infrastructure Renewal Program 2025

- Dorothy St - Mikkelson Dr to 1st Ave N
- Park St - Dewdney Ave to Ross Ave
- Albert St -Ped Ramps @ Regina Ave & 20th Ave
- Broad St- College Ave to Broadway Ave
- Eastgate Dr -Prince of Wales Dr to Victoria Ave
- Quance St - Prince of Wales Dr to Quance Gate

Pedestrian Connectivity Program 2025

- 10th Ave – McIntosh St to Alexandra St
- Empress St – 11th Ave to 10th Ave
- 25th Ave – Queen St to 3801 25th Ave
- Montague St – Regina Ave to 2700 Montague St
- Henderson Dr – Maxwell Cr to Maxwell Cr
- Henderson Dr – Maxwell Dr to Sioux St
- Leonard St – Henderson Dr to Pettigrew Ave

Planned 2026 Roadways Renewal Projects:

Residential Road Renewal Program

- Walden Crescent – Cambridge Avenue to Cambridge Avenue / Milford Crescent – Full Concrete Replacement
- Froom Crescent – Dixon Crescent (North Leg) to Vaughn Street – Full Concrete Replacement
- Gardiner Avenue – Knowles Crescent (East Leg) to Knowles Crescent (West Leg) - Full Concrete Replacement
- Patterson Drive – McNiven Avenue (South Leg) to McNiven Avenue / McNiven Place – Full Concrete Replacement
- Deergrove Crescent (Northeast) – Shannon Road (North Leg) to Shannon Road (South Leg from West) - Isolated Concrete Replacement
- Fairview Road – Carmichael Road to Upland Drive (East Leg) - Full Concrete Replacement
- Dolphin Bay – Durham Drive (North Leg) to Durham Drive (South Leg) (*Half in 2026 and half in 2027*) – *Full Concrete Replacement*
- Markwell Drive – Fyfe Street to Rink Avenue – Isolated Concrete Replacement
- Retallack Street – 9th Avenue to 3rd Avenue – Full Concrete Replacement

Street Infrastructure Renewal Program 2026

- Broadway Ave – -Edgar St to Francis St) - Isolated Concrete Replacement
- Sherwood Dr – Williston Dr to McCarthy Blvd – Isolated Concrete Replacement
- Lakeview Ave – Queen St to Argyle Rd – Full Concrete Replacement
- Wheelan Dr – Courtney St to Devonshire Dr - Full Concrete Replacement

Pedestrian Connectivity Program 2026

- Winnipeg St – 5th Ave N to 7th Ave N
- Broad St – 4th Ave to 2nd Ave
- Lakeridge Dr – McCarthy Blvd to Rosseau Cres
- Ross Ave – Park St to Sioux St
- Assiniboine Ave – Multi-Use Path to 1951 Assiniboine Ave
- Rae St – 26th Ave to 25th Ave
- 4th Ave – Scarth St to Broad St