

Accessibility Advisory Committee

Tuesday, October 27, 2026
4:00 PM

Darlene Hincks Meeting Room, Main Floor, City Hall

Public Agenda
Accessibility Advisory Committee
Tuesday, October 27, 2026

Approval of Public Agenda

Adoption of Minutes

Minutes of the meeting held September 29, 2026.

Administration Reports

ACC26-13 Transit Route Adjustments – Route 1 and Route 17

Recommendation
The Accessibility Advisory Committee recommends that the Executive Committee approve the Route 1 and Route 17 adjustments outlined in Appendices A and B, with the intention of a Q2 2027 implementation date at its meeting on November 4, 2026.

ACC26-14 Cathedral Community Safety Zone Update Report

Recommendation
That the Accessibility Advisory Committee recommends that the Executive Committee recommend at its November 25 meeting, that City Council:

1. Receive and file the Cathedral Community Safety Zone Update Report;

2. Remove item *CR24-32(A1)* from the List of Outstanding Items for City Council; and

3. Approve these recommendations at its meeting on December 2, 2026.

ACC26-15 The Regina Traffic Bylaw 9900 Amendments

Recommendation
The Accessibility Advisory Committee recommends that the Executive Committee recommend at its meeting on November 25, 2026, that City Council:

1. Approve the amendments to *The Regina Traffic Bylaw, 1997, Bylaw*

No. 9900 (Traffic Bylaw), as set out in Appendix A of this report;

2. Direct the City Solicitor to prepare amendments to the Traffic Bylaw, as described in Appendix A, to be brought forward to the meeting of City Council following approval of these recommendations by City Council.

ACC26-16 Playgrounds

Recommendation

The Accessibility Advisory Committee recommends that the Executive Committee recommend at its meeting on November 4, 2026, that City Council:

1. Approve the playground service levels as outlined in this report;

2. Direct Administration to update the Recreation Master Plan, through the 2027 refresh, with approved playground service levels;

3. Direct Administration to share future Destination Playground designs and City Neighbourhood Playground designs using innovative or new products affecting accessibility with the Accessibility Advisory Committee;

4. Approve updates to the Accessible Playground Design Standard as outlined in Appendix F;

5. Consider approval of operating funding for an ongoing accessible playground grant program through the 2027 Budget deliberations;

6. Remove *MN25-5 Playground Accessibility* and *MN26-3 Accessible Playground Guidelines Related to Grant Program* from the list of outstanding items; and

7. Approve these recommendations at its meeting on November 18, 2026.

Adjournment

AT REGINA, SASKATCHEWAN, TUESDAY, SEPTEMBER 29, 2026

AT A MEETING OF ACCESSIBILITY ADVISORY COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present:	Dan Mullan, in the Chair Michelle Busch (virtual) Patrick Chubb (virtual) Dylan Morin Vanessa Rodriguez (virtual) Mindy Strom (virtual) Councillor Sarah Turnbull (virtual)
Regrets:	Mohammed Ali Shiza Hirani Justin Rayner Jonathan Tremblay Quinn Wilton
Also in Attendance:	Council Officer, Jen Gentile Acting Deputy Clerk, Martha Neovard Council Officer, Nadia Tasker Accessibility Advisor, Ashley Nemeth

APPROVAL OF PUBLIC AGENDA

Vanessa Rodriguez moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, with the adjustment to move item ACC26-12 Procedure Bylaw Review Consultation - Accessible Meeting Procedures to be considered first on the agenda.

ADOPTION OF MINUTES

Vanessa Rodriguez moved, AND IT WAS RESOLVED, that the minutes for the meeting held on August 31, 2026 be adopted, as circulated.

ADMINISTRATION REPORTS

ACC26-12 Procedure Bylaw Review Consultation - Accessible Meeting Procedures

Recommendation
That the Accessibility Advisory Committee receive and file this report.

Administration made a PowerPoint presentation, a copy of which is on file with the Office of the City Clerk.

Vanessa Rodriguez moved that the recommendations contained in the report be concurred in.

The motion was put and declared CARRIED.

ACC26-11 Accessibility Plan Quarterly Action Update

Recommendation
That the Accessibility Advisory Committee receive and file this report.

Administration made a PowerPoint presentation, a copy of which is on file with the Office of the City Clerk.

Mindy Strom moved that the recommendations contained in the report be concurred in.

The motion was put and declared CARRIED.

ADJOURNMENT

Dylan Morin moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 5:34 p.m.

_____ _____

Chairperson Secretary

Transit Route Adjustments – Route 1 and Route 17

Date	October 27, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Transit
Item No.	ACC26-13

RECOMMENDATION

The Accessibility Advisory Committee recommends that the Executive Committee approve the Route 1 and Route 17 adjustments outlined in Appendices A and B, with the intention of a Q2 2027 implementation date at its meeting on November 4, 2026.

ISSUE

Administration has identified an opportunity to modify Routes 1 and 17 to improve transit connectivity, pedestrian safety, and access to key destinations in Westerra and north Regina, including the new Costco development, Trinity Manor retirement home, and Brightwater Senior Living. The proposed changes would take effect in Q2 of 2027.

As shown in Appendix A, the proposed Route 1 changes would provide two-way transit service throughout the Westerra neighbourhood and add three new bus stops, improving access to the commercial area for residents, employees, and customers. No other changes to Route 1 are proposed.

As shown in Appendix B, the proposed Route 17 changes would expand service coverage within the Capital Crossing area and provide direct transit access to the Brightwater facility for residents, visitors, and employees. No other changes to Route 17 are proposed.

IMPACTS

Financial Impact
There are no financial implications resulting from the recommendation, as the changes can be implemented without additional resources. As part of the 2027 budget, additional trips to the Westerra neighbourhood are proposed to ensure all-day service to support customers and employees and would be implemented Q2 of 2027.

Policy Impact
This route adjustment supports the strategic priorities outlined in the Regina Transit Master Plan (RTMP) by improving customer experience.

Strategic Priority Impact
The adjustments to Routes 1 and 17 align with the Infrastructure Priority in the City's Strategic Plan, specifically the outcome that transportation networks are accessible and connected, supporting diverse travel modes and increased ridership. The adjustments optimize the existing transit network to better reflect current travel patterns and community needs, improving connectivity and supporting more effective transit service.

Labour Impact
There are no immediate labour impacts resulting from the recommendation. Both route adjustments can be accommodated within existing operational resources. As part of the 2027 budget, additional trips to the Westerra neighbourhood are proposed to ensure all-day service to support customers and employees. If that is approved, additional operators would be required as part of that budget request.

Environmental Impact
There are limited direct impacts on greenhouse gas (GHG) emissions and energy use resulting from this recommendation. The route adjustments are negligible compared to the existing route and are not expected to result in any significant increase in transit-related energy use or GHG emissions. Improved transit access to west Costco and Brightwater may support increased ridership and reduced reliance on personal vehicles over time.

Indigenous Impact
Safe, affordable and reliable public transit contributes to reconciliation, equity and sustainability. For Indigenous peoples, transit is not only a means of travel but a pathway to participation, cultural connection and environmental stewardship. Accessible transit ensures seniors, youth, and families can reach education, employment, healthcare and traditional programming without barriers, while also reducing safety risks for Indigenous women, girls and 2SLGBTQIAP+ peoples. By embedding Indigenous perspectives in planning, transit systems support safety and inclusion while addressing systemic inequities and strengthening ties across communities.

At the same time, public transit reflects Indigenous values of respect for the land and collective responsibility. By reducing reliance on single-occupancy vehicles, it lowers emissions, improves air

quality and supports climate resilience. Routes that connect people to cultural and natural spaces reinforce the balance between human mobility and environmental respect, ensuring decisions made today protect the land for future generations.

Public transit is more than infrastructure; it is a social and environmental commitment. When designed with Indigenous input, it becomes a vehicle for equity, cultural continuity and stewardship of the land, advancing reconciliation while building a healthier, more sustainable future for all.

Inclusion, Diversity, Equity & Accessibility (IDEA)
The proposed route adjustments support the City's Inclusion, Diversity, Equity and Accessibility (IDEA) objectives by improving direct transit access to the west Costco area and Brightwater. This will make it easier for employees, customers and other visitors who rely on public transit to travel to and from these major employment, retail and residential destinations.

Improving access to employment and shopping opportunities helps reduce transportation barriers for residents who do not have access to a personal vehicle or choose to use transit. The proposed route adjustments support a more equitable and accessible transportation network by enhancing connectivity to important commercial areas while maintaining access to existing transit services.

OTHER OPTIONS

OPTION 1 – Approve the Route 1 and Route 17 adjustments – RECOMMENDED

- Implementing the route adjustment will allow for transit in both directions in the Westerra neighbourhood and provide direct service to the new west Costco and Trinity Manor retirement home, and other high-density residential buildings without having to cross the road to access these destinations.

- Implementing the Route 17 adjustment will increase overall service coverage in the Capital Crossing and Hawkstone area and provide direct transit service to the Brightwater facility for residents and employees.

OPTION 2 – Status Quo

- Maintaining the status quo would leave Route 1 unchanged, with buses continuing to travel only westbound through Westerra. Transit stops would remain located on the opposite side of the street from key destinations, including the future Costco, Trinity Manor retirement home, and other higher-density residential developments. As a result, customers would be required to cross a busy roadway to reach these destinations, creating an ongoing barrier to convenient transit access. Given the limited number of controlled crossing opportunities in the area, there is an increased likelihood that some pedestrians may choose to cross midblock, raising potential safety concerns.

- Maintaining the status quo would also leave Route 17 unchanged. Residents, visitors, and employees travelling to the Brightwater facility would continue to walk approximately 500

metres from the nearest bus stop along Big Bear Boulevard. This distance may present accessibility challenges for seniors, individuals with mobility limitations, employees travelling in adverse weather conditions, and others seeking convenient access to the facility, reducing the attractiveness and usability of transit for these trips.

COMMUNICATIONS & ENGAGEMENT

This report will first be presented to the Accessibility Advisory Committee on October 27, 2026, to obtain feedback before being presented to the Executive Committee.

DISCUSSION

Route 1 Adjustment

To address growing transit demand in the Westerra neighbourhood and to support upcoming developments, including the planned opening of Regina's second Costco in Q2 2027, Regina Transit is proposing an adjustment to Route 1. This adjustment will improve access to major destinations and enhance pedestrian safety in the area. The proposed adjustment is shown in Appendix A.

Current Service

Route 1 currently provides limited westbound-only service through Westerra during select times of the day. Within the neighbourhood, the route travels south on West Market Street, west on Canola Avenue, and north on Horizons Way before returning to Dewdney Avenue.

There are currently three bus stops in Westerra: two located on the north side of Canola Avenue at West Market Street (Stop 1646) and Alfalfa Street (Stop 1647), and one located on the east side of Horizons Way near the Co-op Gas Bar (Stop 1648).

Under the current routing, transit customers travelling to the future Costco development would be required to cross Horizons Way from the nearest bus stop to reach the site. As development and traffic volumes in the area increase, this arrangement may create safety and accessibility challenges for pedestrians. The proposed route changes would proactively improve access to key destinations, reduce the need for road crossings, and better position transit service to meet anticipated demand in Westerra.

Proposed Adjustment

Administration is proposing that Route 1 operate in both directions through Westerra. Under the proposed routing, eastbound buses travelling toward Downtown would operate south on Horizons Way, east on Canola Avenue, and north on West Market Street before rejoining the existing route. Westbound buses travelling toward the Global Transportation Hub (GTH) would continue to operate along the current alignment.

The proposed changes would allow for the addition of three new bus stops. A new stop on the west

side of Horizons Way would provide direct access to the future Costco development, eliminating the need for transit customers to cross the street and improving both safety and accessibility.

Two additional stops would be added along Canola Avenue, providing more convenient access to Trinity Manor retirement home, nearby higher-density residential developments, and the broader Westerra neighbourhood. Together, these changes would improve transit access to key destinations while better supporting current and future growth in the area.

Future Route 50 Extension
To further improve transit service to Westerra and the new Costco, a separate 2027 budget request proposes extending Route 50 to Westerra. If approved, the extension would:

- Provide all day, express-level transit service to Westerra
- Improve east-west connectivity across the transit network
- Provide convenient and consistent access to the new Costco and the growing Westerra neighbourhood.

The Route 50 extension would also support the RTMP recommendation to provide express transit service to Westerra through the Dewdney Avenue corridor. This new route would provide the first east-west express route that will allow customers to travel quickly across the city.

Route 17 Adjustment
Regina Transit is proposing a minor adjustment to Route 17 through Capital Crossing to improve access to the Brightwater facility, expand service coverage and support future ridership growth. The proposed adjustment is shown in Appendix B.

Current Service
Route 17 currently operates along Big Bear Boulevard, Vanstone Street, and Rochdale Boulevard. There are two bus stops serving the Capital Crossing area: Stop 1589 on Vanstone Street at Big Bear Boulevard and Stop 1578 on Rochdale Boulevard across from Mark's Work Wearhouse.

Under the current routing, employees, residents, and visitors travelling to the Brightwater Senior Living facility must walk approximately 500 metres, or about 10 minutes, from the nearest bus stop. This distance may present accessibility challenges, particularly for seniors, individuals with mobility limitations, and those travelling during adverse weather conditions.

Proposed Adjustment
Administration proposes that Route 17 be adjusted through Capital Crossing to provide more direct access to key destinations. The proposed adjustment would have buses travelling eastbound on Rochdale Boulevard, northbound on Argyle Street, eastbound on Big Bear Boulevard and southbound on Vanstone Street. The adjustment would maintain service to the existing bus stops while also adding service to bus stop 1569, which is beside the Mark’s store, and a new bus stop located beside Brightwater. The proposed adjustment would:

- Improve access to Brightwater and other destinations in the area
- Expand transit service coverage within Capital Crossing and Hawkstone
- Better position the transit network to support current and future growth in northwest Regina.

DECISION HISTORY & AUTHORITY

The *Committee Bylaw No. 2009-40* provides Executive Committee the delegated authority to determine the routing for buses.

Respectfully Submitted,

Nathan Luhning, Director
Transit

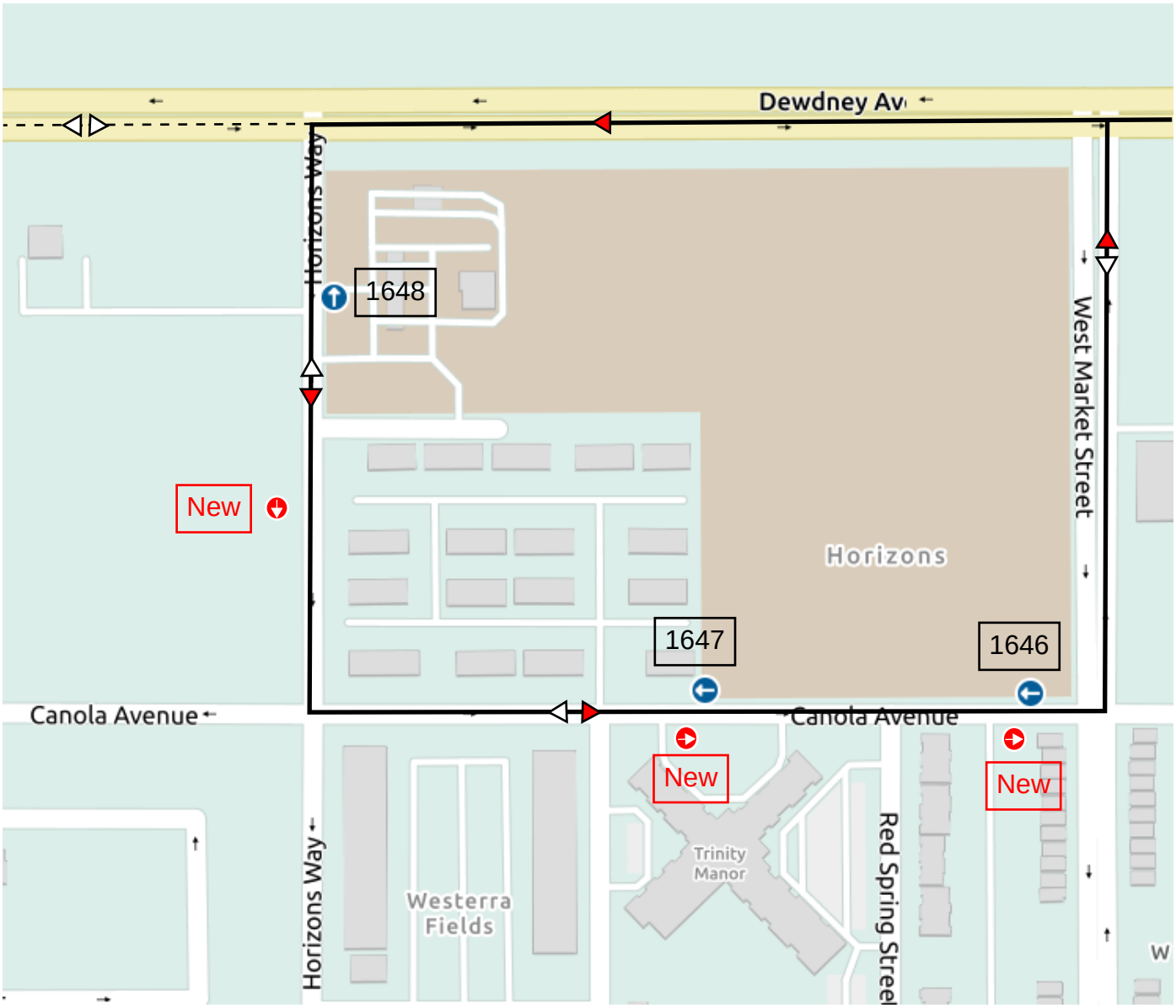
Respectfully Submitted,

Kurtis Doney, Deputy City Manager
City Operations

Prepared by: Krista Forsythe, Manager, Transit Administration

ATTACHMENTS
Appendix A
Appendix B

Appendix A: Route 1 Adjustment

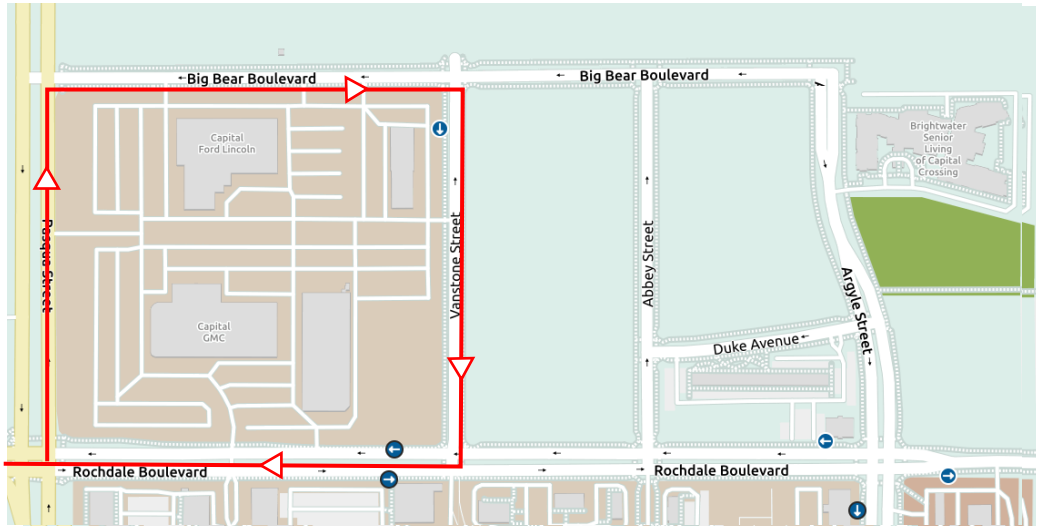


Legend

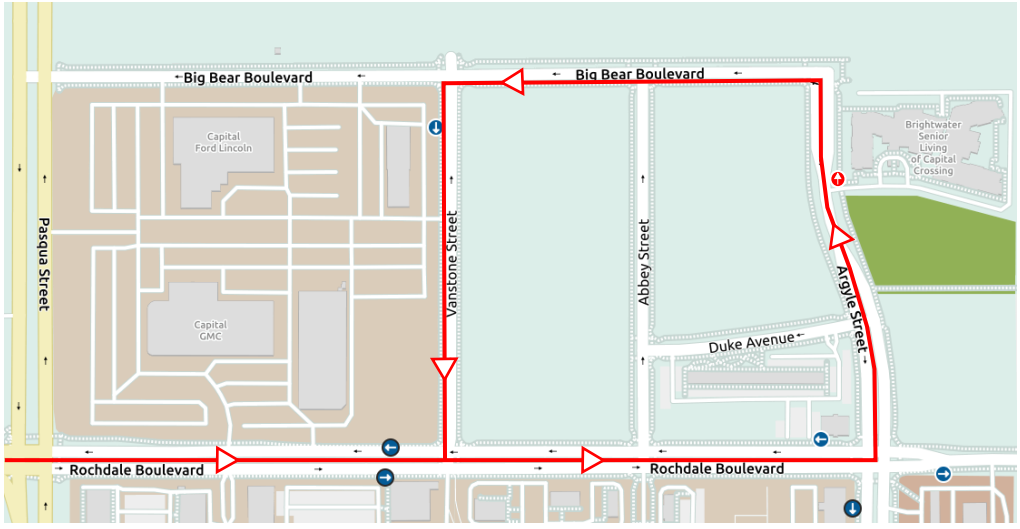
- Route 1 Path
- Route 1 Path to GTH
- Existing Route 1 / GTH Direction
- Adjusted Route 1 Direction (Westerra, Broad North)
- Existing Bus Stop
- New Bus Stop

Appendix B - Route 17 Adjustment

Current Route 17



Proposed Route 17 Adjustment



Legend

- Adjusted Route 17
- Existing Bus Stop
- New Bus Stop

Cathedral Community Safety Zone Update Report

Date	October 27, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Roadways & Transportation
Item No.	ACC26-14

RECOMMENDATION

That the Accessibility Advisory Committee recommends that the Executive Committee recommend at its November 25 meeting, that City Council:

1. Receive and file the Cathedral Community Safety Zone Update Report;
2. Remove item *CR24-32(A1)* from the List of Outstanding Items for City Council; and
3. Approve these recommendations at its meeting on December 2, 2026.

ISSUE

The City of Regina (City) established its first Community Safety Zone (CSZ) in the Cathedral area in 2024 as a pilot project under the City's Vision Zero Road Safety Framework. The initiative included a reduced speed limit and complementary traffic calming measures intended to improve safety for all road users.

The purpose of this report is to provide Council with the results of the one-year evaluation and its impact on road user behavior and overall neighborhood safety.

IMPACTS

Strategic Priority Impact
This report supports the City's Mission to responsibly manage public resources and deliver services that contribute to a safe, vibrant and sustainable community. The CSZ supports several of the City's strategic priorities.

CSZ was developed and evaluated in collaboration with the Cathedral Village Association, ensuring community perspectives were incorporated throughout the planning, implementation and evaluation process. From a stewardship and operations standpoint, the evaluation assessed the effectiveness of the CSZ and provides valuable information to guide future transportation safety initiatives and infrastructure investment decisions.

The project also supports the City's environmental sustainability objectives by creating a safer and more comfortable environment for walking, cycling and other forms of active transportation. The increase in active transportation activity observed during the evaluation period demonstrates progress toward encouraging sustainable travel choices.

There are no financial, legal, policy, Indigenous, Labour, environmental or Inclusion, Diversity, Equity & Accessibility impacts respecting this report.

OTHER OPTIONS

There are no other options respecting this report as it is an informational report.

COMMUNICATIONS & ENGAGEMENT

To support the one-year evaluation of the CSZ, Administration gathered feedback from residents, businesses, and road users within the Cathedral neighbourhood.

Public engagement was promoted through a variety of communication channels, including local media, social media, Cathedral Village Community Association newsletters, and direct outreach to local businesses. Information packages containing project details and a link to the online survey were hand-delivered to businesses in the area.

Engagement was conducted through the City's BeHeard Regina platform over a three-week period. Participants were invited to provide feedback through an online survey and were also able to contact the project team directly with questions or comments.

The feedback collected provided valuable insight into community perceptions of the CSZ and helped inform the overall evaluation of the initiative.

DISCUSSION

Community Safety Zone Outcomes

CSZ was implemented in August 2024 as part of the City's Vision Zero Road Safety Framework. Vision Zero is a data-driven approach to road safety that aims to eliminate traffic-related deaths and serious injuries. It is based on the principle that humans make mistakes and are vulnerable and that transportation systems should be designed to minimize the consequences of those errors. The primary objective of the CSZ was to create a safer neighbourhood environment by reducing operating speeds, improving conditions for vulnerable road users and encouraging motorists to use higher spend high volume roadways for travel.

The one-year evaluation identified positive results following implementation of the CSZ. Vehicle speeds within the neighbourhood decreased, active transportation activity increased, and residents generally reported improved perceptions of safety. While the results were encouraging, Administration recognizes that improving road safety remains an ongoing citywide challenge and that continued monitoring is required.

The 85th percentile speed, which reflects the speed at or below which most drivers travel, decreased from 42 km/h to 40 km/h following implementation of the CSZ. This represents an approximately five per cent reduction in vehicle speeds across the neighbourhood. Vehicle speeds on individual streets within the Cathedral area decreased by 1 to 3 km/h following implementation of the CSZ. While modest, the overall reduction across the neighbourhood indicates drivers are travelling closer to the posted 40 km/h speed limit. Lower vehicle speeds are associated with improved road safety, and the results are consistent with those reported in other jurisdictions that have implemented similar neighbourhood speed management measures.

Traffic volumes within the CSZ decreased by approximately 19 per cent overall. Traffic reductions were observed on key neighbourhood routes like 13th Avenue (14 per cent) and Elphinstone Street (24 per cent), while traffic volumes increased on nearby arterial roadways like Saskatchewan Drive (23 per cent) and Albert Street (17 per cent). This suggests some motorists adjusted their travel patterns and utilized routes that are better suited to accommodate through traffic. Available traffic analysis indicates both Saskatchewan Drive and Albert Street continue to operate within their intended function and available roadway capacity despite the observed increase in traffic volumes. Detailed traffic data results are included in Appendix A.

Collision data within the CSZ showed modest improvements during the evaluation period with a six per cent reduction in total collisions and no fatal collisions recorded following post implementation. While collision outcomes are influenced by many factors and longer-term monitoring will continue, the observed trends are consistent with the CSZ’s objectives of reducing risk and improving safety for all road users. Detailed collision data results are included in Appendix B.

Feedback received through public engagement generally indicated positive perceptions of the CSZ. Of the 537 residents who participated in the survey, 64 per cent reported that the neighbourhood felt safer and 49 per cent reported an improved environment for walking, cycling and other daily

activities. Feedback from local businesses was also generally positive, with 71 per cent indicating the CSZ had little to no impact on business operations, and 54 per cent indicating the initiative improved safety for customers and visitors. Although the feedback was generally positive, not all participants felt the improvements met their needs. For example, 30 per cent of businesses indicated they had not seen any improvements for their customers, while 17 per cent remained neutral on the same question. Additionally, 29 per cent of public respondents did not believe the safety improvements had enhanced roadway safety.

However, the overall findings from the engagement suggest that residents and businesses generally viewed the CSZ as contributing to improved perceptions of neighbourhood safety.

Detailed engagement survey results are included in Appendix C.

13th Avenue Safety Improvements

While the CSZ introduced a neighbourhood-wide speed reduction, Administration also implemented targeted safety improvements along 13th Avenue in response to historical safety concerns, including previous serious and fatal collisions involving vulnerable road users. These improvements included:

- Upgraded street lighting.
- Enhanced crosswalk pavement markings.
- Seasonal in-road flexible signs.
- Traffic calming curb extensions.

The purpose of these improvements was to make 13th Avenue safer and more comfortable for people walking, cycling, and crossing the street, while supporting the lower vehicle speeds introduced through the CSZ.

The one-year evaluation showed positive results. Pedestrian activity increased by 31 per cent, cycling activity increased by 54 per cent, and drivers were 13 per cent more likely to stop for people at crossing locations. These results suggest improved conditions for vulnerable road users and increased driver awareness.

Traffic data also showed fewer vehicles using 13th Avenue after the improvements were implemented. The 85th percentile speed, which represents the speed at or below which most drivers travel, decreased from 45 km/h to 42 km/h. This represents a seven per cent reduction in vehicle speeds. While this speed remains above the posted 40 km/h limit, the decrease suggests drivers are travelling closer to the speed limit and that speeds are trending in a positive direction along the corridor.

These improvements, combined with enhanced lighting, upgraded crosswalks, traffic calming measures, and increased driver yielding, contributed to safer conditions for all road users.

Collision data along 13th Avenue also showed positive safety outcomes. Before implementation, there were 26 collisions, including five injury collisions and one fatal collision during the evaluation period. After implementation, there were 19 collisions, including three injury collisions, no serious

injury collisions, and no fatal collisions.

Compared to conditions before implementation, this represents a 30 per cent reduction in total collisions, a 40 per cent reduction in injury collisions, and a 100 per cent reduction in fatal collisions. Overall, both the number of collisions and the severity of collisions decreased along the corridor.

While these results cannot be linked to any single improvement, they suggest that the combination of lower vehicle speeds, better lighting, improved crossing visibility, traffic calming measures, and increased driver awareness has contributed to improved safety outcomes.

Overall, the results indicate improvements in both collision frequency and collision severity along the corridor. Continued monitoring will be needed to determine whether these positive trends continue over time.

Community Safety Zones and Vision Zero

The CSZ is the City's first Community Safety Zone implemented under the Vision Zero Road Safety Framework. While the results in Cathedral are encouraging, Administration recognizes that serious and fatal collisions still occur across Regina. Achieving Vision Zero goals will require ongoing work in engineering, education, enforcement, and evaluation over the long term.

The reductions in traffic volumes and vehicle speeds, along with positive public feedback, provide valuable information about neighbourhood speed management. The results suggest that CSZ can be an effective tool for improving safety when combined with other roadway improvements. Administration will continue to monitor the CSZ and use the findings to help determine whether similar zones may be appropriate in other areas of Regina based on roadway design, land use, traffic patterns, and safety concerns.

Administration continues to advance the Vision Zero Road Safety Framework through a combination of engineering, education, enforcement, and evaluation measures aimed at reducing fatal and serious injury collisions and improving safety for all road users.

Since the Vision Zero Framework was adopted, Administration has completed approximately 85 per cent of the annual safety improvements identified through the program. These improvements include pedestrian corridor upgrades, enhanced crosswalks, traffic calming measures, signal timing changes, pavement marking improvements, Accessible Pedestrian Signals, and other safety initiatives. While these improvements have helped advance road safety goals, Vision Zero recognizes that reducing serious injuries and fatalities requires ongoing commitment and investment over many years.

Funding remains the biggest challenge to fully implementing the Vision Zero Framework. The loss of capital funding and data collection resources in 2026, along with an estimated 25 per cent funding gap identified during development of the framework, has reduced Administration's ability to collect data, complete safety assessments, and implement roadway improvements at the pace originally planned. As a result, the remaining Vision Zero actions are expected to take longer than the original

five-year implementation timeline.

Future Construction Impacts
Council directed Administration to evaluate how the CSZ may affect future construction projects on Saskatchewan Drive and Lewvan Drive.

Traffic analysis for future Saskatchewan Drive reconstruction projects found that construction-related traffic impacts are expected to be limited and manageable. Traffic modelling showed that portions of 13th Avenue, 14th Avenue, and 15th Avenue would likely experience the greatest increase in traffic during construction. However, the road network has sufficient capacity to accommodate this traffic. Even under a full road closure scenario, impacts are expected to remain localized and are not anticipated to create significant traffic issues across the broader network.

Traffic modelling for future construction at the Lewvan Drive and Dewdney Avenue intersection also found no significant impacts within the Cathedral neighbourhood. All scenarios that were evaluated, including the most restrictive option of one lane in each direction on Lewvan Drive, showed no significant operational impacts in the neighbourhood. Traffic is expected to be redistributed throughout the broader arterial road network, including Ring Road and other major roadways.

Based on the analysis completed, the CSZ is not expected to create significant challenges for future construction projects on either Saskatchewan Drive or Lewvan Drive.

Conclusion
The one-year evaluation indicates that the CSZ is helping achieve its goals of reducing vehicle speeds, supporting walking and cycling, and improving safety within the neighbourhood. While the results are encouraging, Administration recognizes that improving road safety is an ongoing effort and will continue monitoring the area to assess long-term trends and support future Vision Zero initiatives.

The analysis also confirms that future construction projects on Saskatchewan Drive and Lewvan Drive can be accommodated without significant impacts to traffic operations within the Cathedral neighbourhood. Administration will continue monitoring the CSZ and use the findings to help guide future Vision Zero initiatives and the potential implementation of CSZs in other areas of Regina.

DECISION HISTORY & AUTHORITY

At its meeting on April 24, 2024, City Council considered item CR24-*32 Vision Zero Road Safety Framework* and adopted a resolution to:

1. Endorse a Vision Zero approach to road safety in Regina, as discussed in the consultant's Vision Zero Road Safety Framework Report (Consultant's Report) provided in Appendix A of this report;

2. Direct Administration to draft and publish a 2024 to 2028 Vision Zero Action Plan Framework (Framework) that aligns with the concepts and action plan in the Consultant's Report and authorize the use of this Framework as a guide for future road safety initiatives and projects;

3. Direct Administration to bring forward any future budget implications of the Framework as part of the budget process;

4. Approved CSZ speed limit be changed to 40 km/hr and direct Administration to report back to Council in Q4 of 2025 with an analysis of the results of the implementation of the CSZ, including safety statistics, trends, and how the CSZ may impact future construction projects on Saskatchewan Drive and Lewvan Drive.

Respectfully Submitted,

Chris Warren, Director
Roadways & Transportation

Respectfully Submitted,

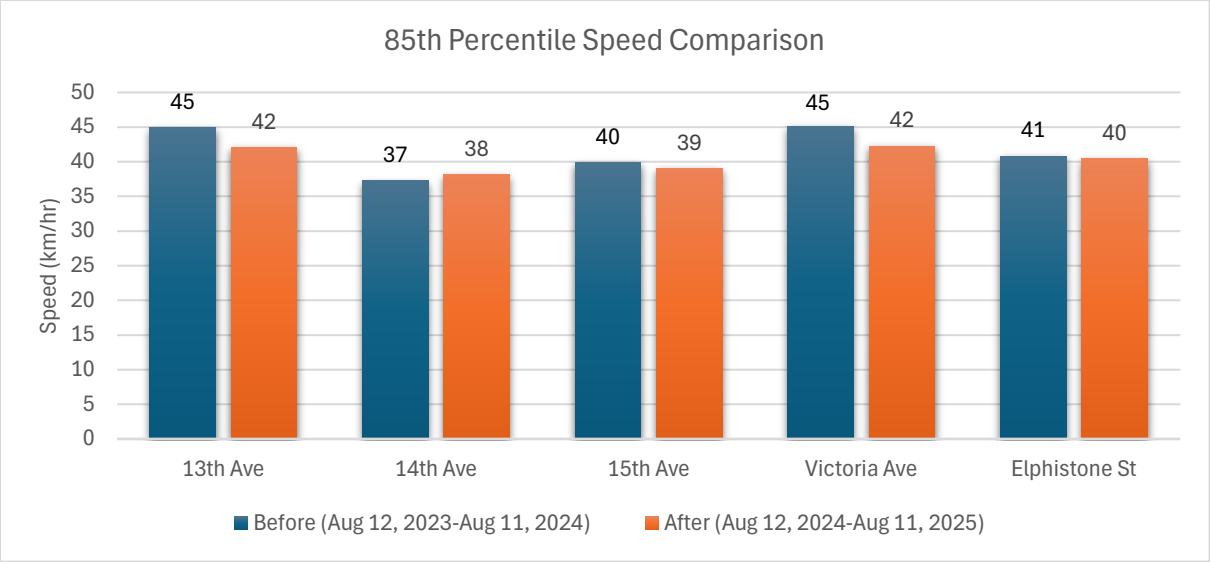
Kurtis Doney, Deputy City Manager
City Operations

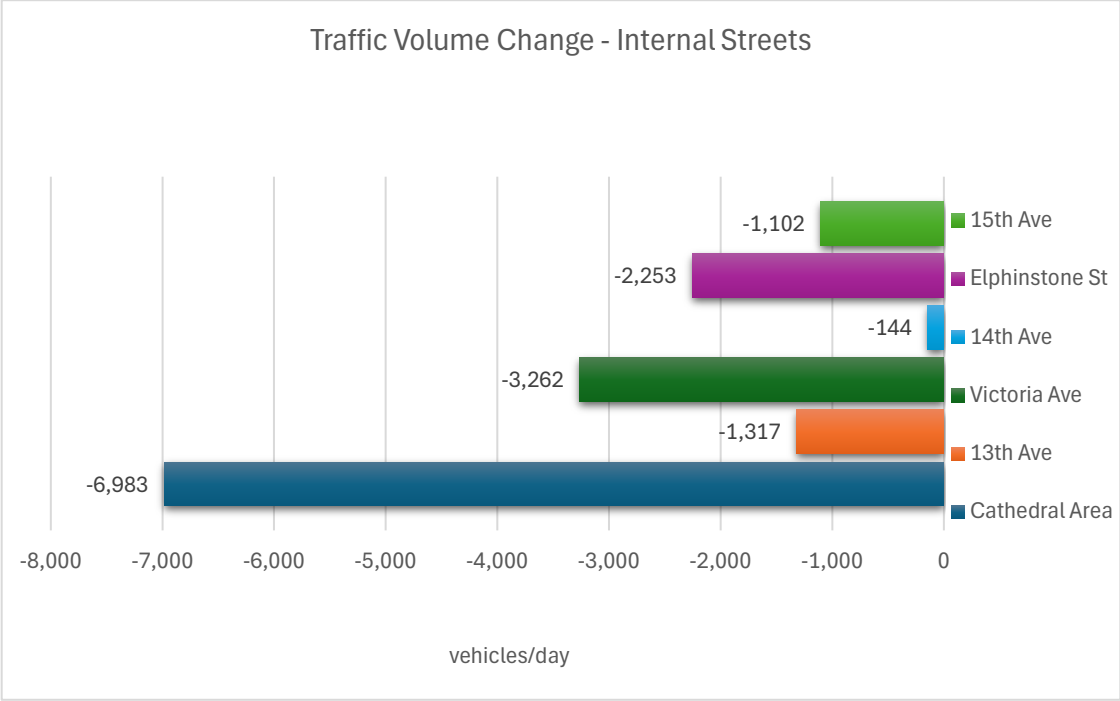
Prepared by: Gloria Bansah, Senior Engineer, Roadways & Transportation

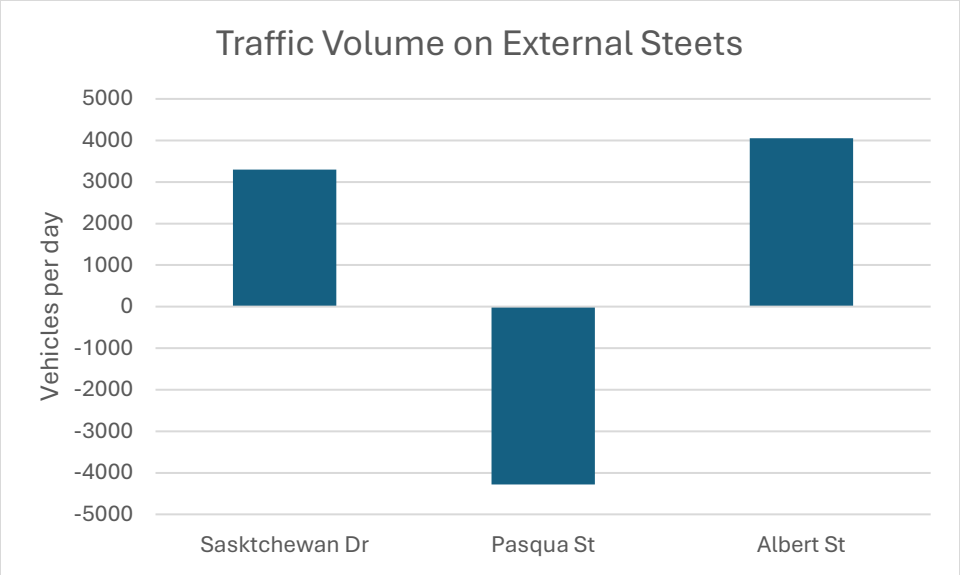
ATTACHMENTS
Appendix A – Traffic Data Results
Appendix B – Collision Results
Appendix C – Engagement Survey Result

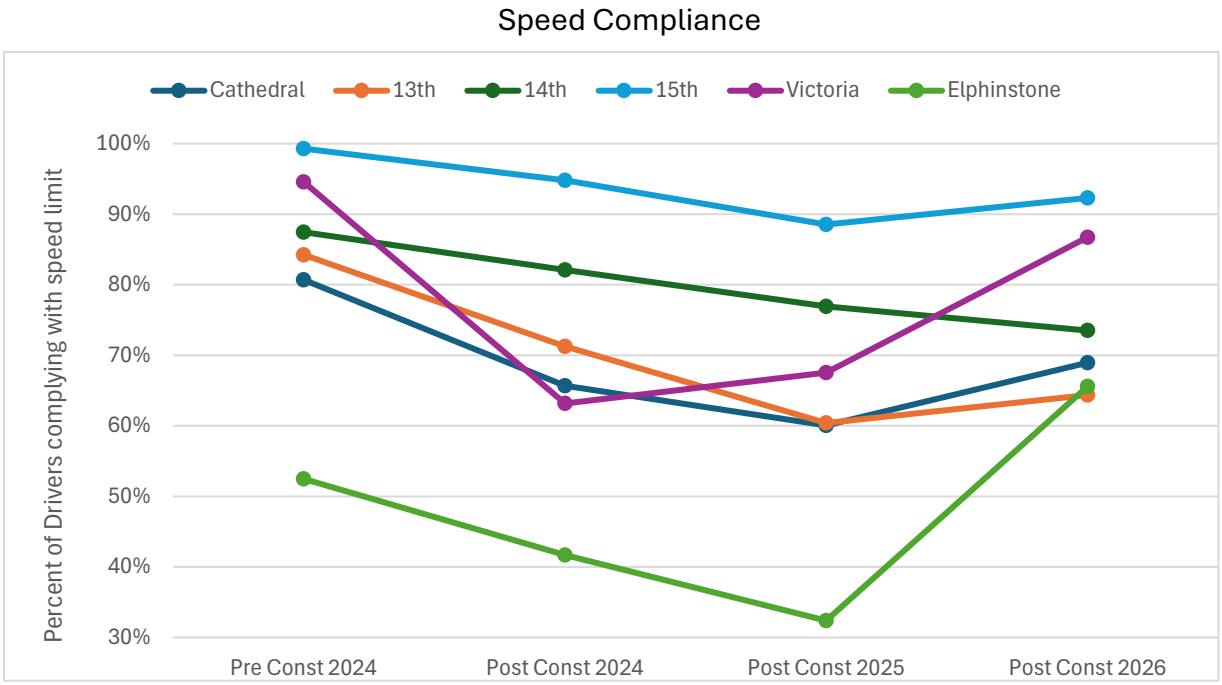
Appendix A – Traffic Data Results

Travel Speed

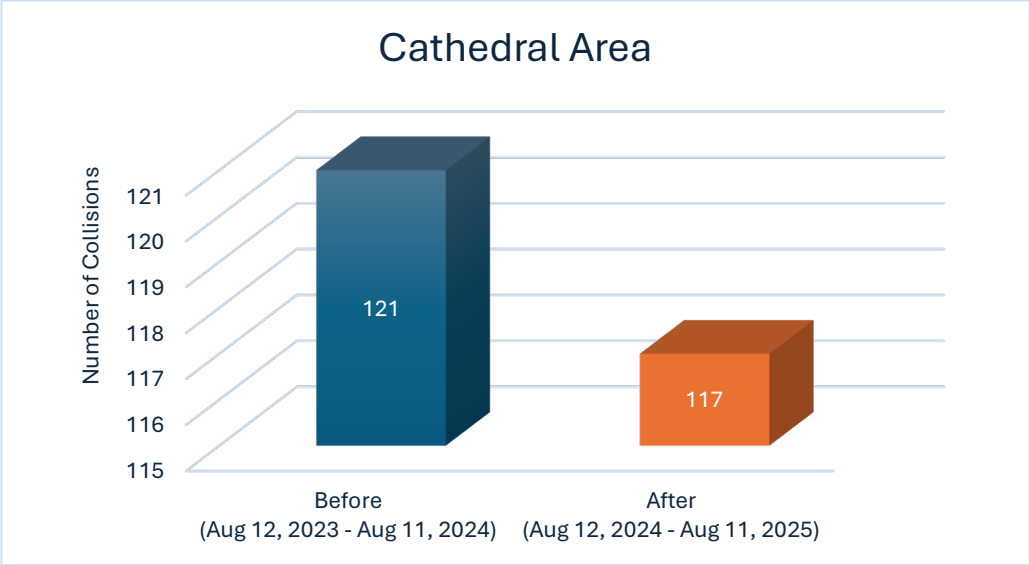


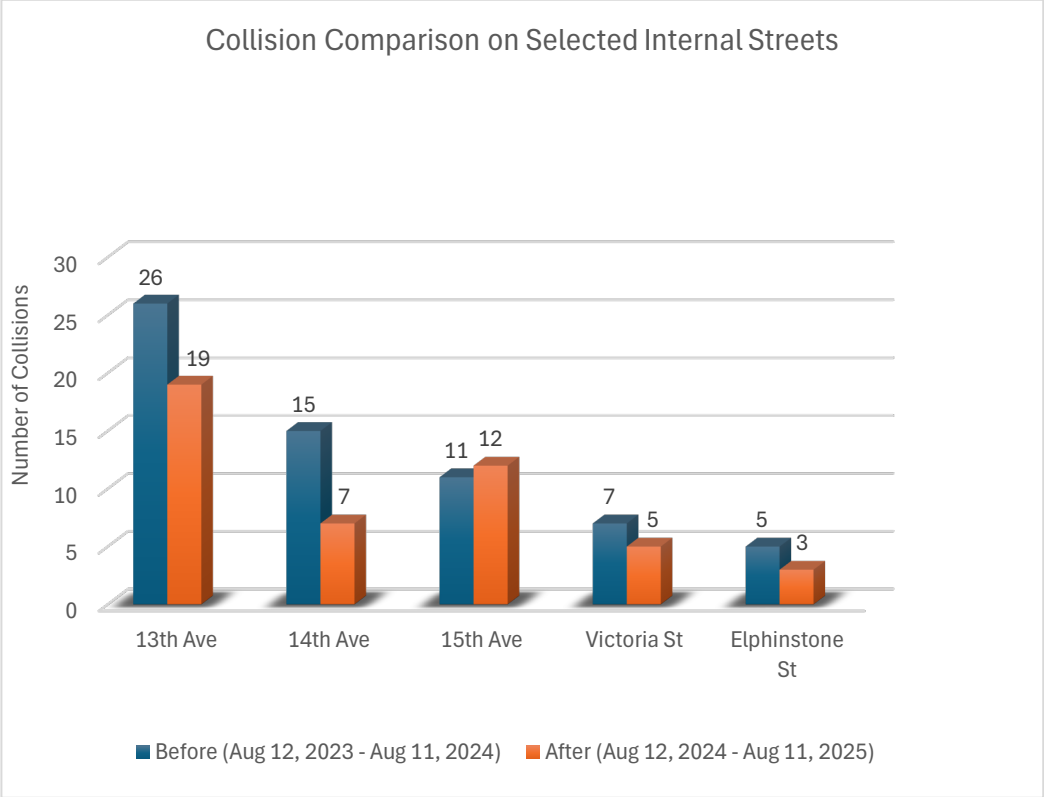


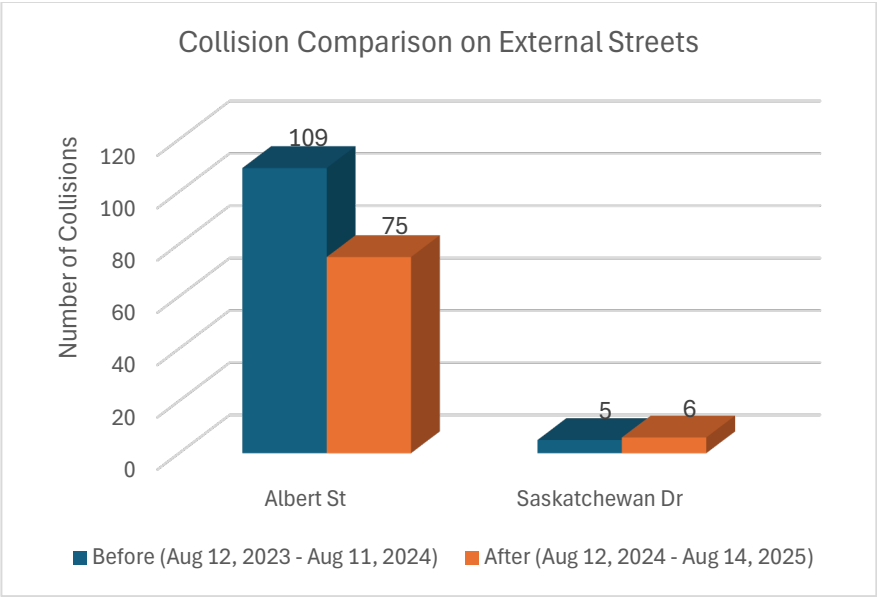

Traffic Volume on External Steets
5000
4000
3000
2000
1000
0
-1000
-2000
-3000
-4000
-5000
Vehicles per day
Sasktchewan Dr
Pasqua St
Albert St


Speed Compliance
Cathedral
13th
14th
15th
Victoria
Elphinstone
100%
90%
80%
70%
60%
50%
40%
30%
Percent of Drivers complying with speed limit
Pre Const 2024
Post Const 2024
Post Const 2025
Post Const 2026

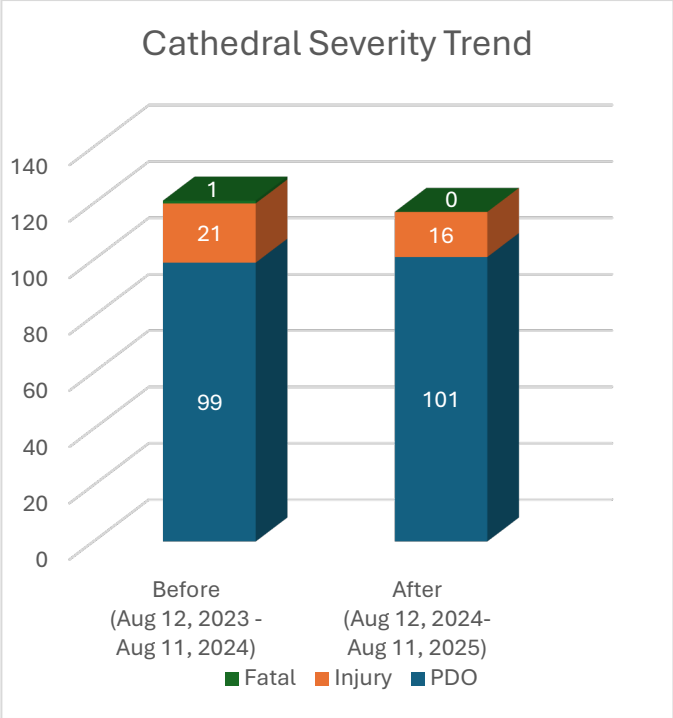
Appendix B – Collision Data

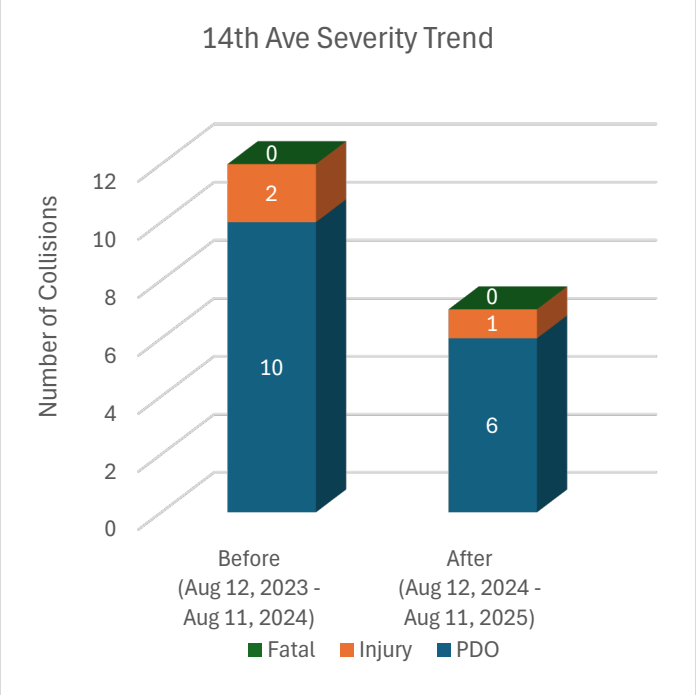


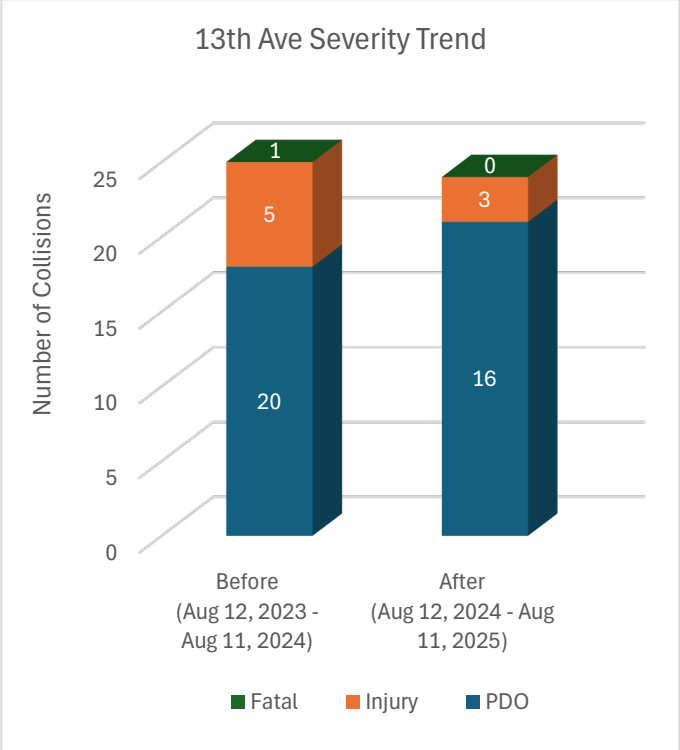


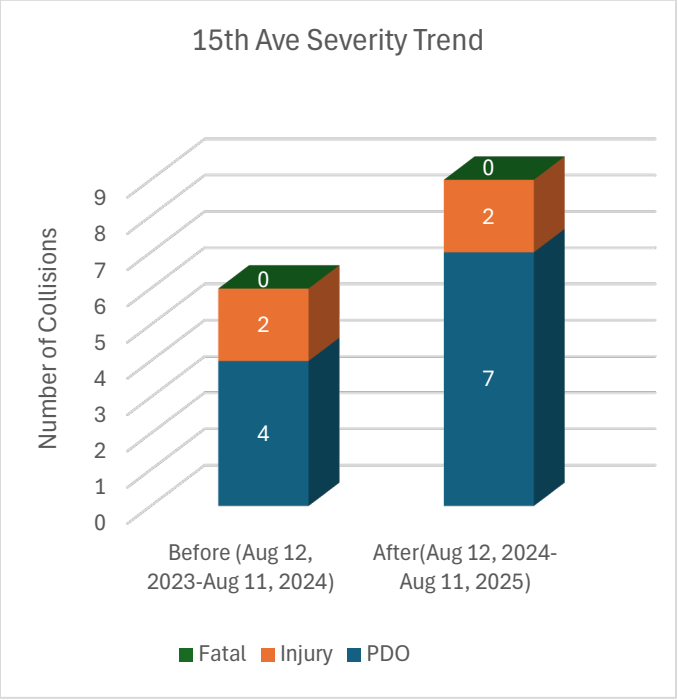

Collision Comparison on External Streets
Number of Collisions
120
100
80
60
40
20
0
109
75
5
6
Albert St
Saskatchewan Dr
Before (Aug 12, 2023 - Aug 11, 2024)
After (Aug 12, 2024 - Aug 14, 2025)

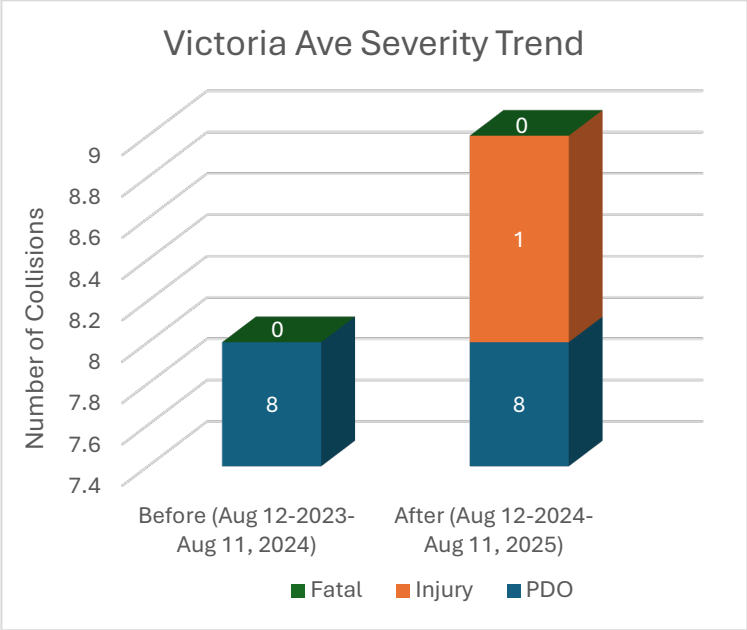
Collison Severity Type
Property Damage Only - PDO

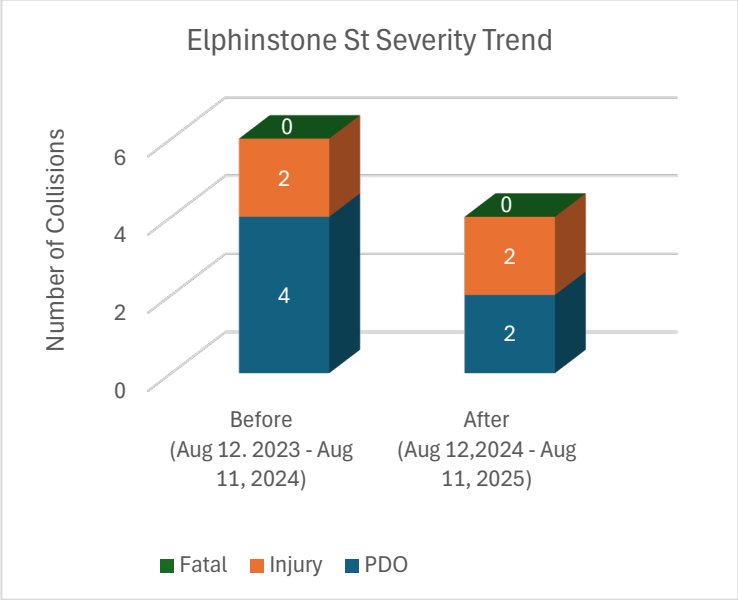









Victoria Ave Severity Trend
Number of Collisions
9
8.8
8.6
8.4
8.2
8
7.8
7.6
7.4
0
8
0
1
8
Before (Aug 12-2023-Aug 11, 2024)
After (Aug 12-2024-Aug 11, 2025)
Fatal
Injury
PDO


Elphinstone St Severity Trend
Number of Collisions
6
4
2
0
0
2
4
0
2
2
Before (Aug 12. 2023 - Aug 11, 2024)
After (Aug 12,2024 - Aug 11, 2025)
Fatal
Injury
PDO

Appendix C – Engagement Summary

What We Asked

- **Respondent Profile and Commuter Habits**
  - **Demographics:** The questions were intended to gather the participants' age and residency status relative to the Cathedral neighborhood.
  - **Travel Behavior:** Understand how people move through the Cathedral area, their mode and how often they commute.
- **Safety and Driver Behavior**
  - **Safety Perceptions:** Measure changes in general traffic safety, road safety beliefs and the ability to react to hazards.
  - **Driver Conduct:** Explore observed shifts in driving habits, such as speed, caution and yielding.
  - **Route Adjustments:** Asks if drivers are actively avoiding the area due to the new speed limits.
- **Livability and Active Transportation**
  - **Quality of Life:** Evaluates the impact of the lower speed on congestion and overall neighborhood well-being.
  - **Active Commuting:** Rates the experience of walking or cycling and checks if families are now more likely to use active transit.
- **Impacts on businesses**
  - **Parking Impacts:** Evaluates perceived changes to parking availability and accessibility and assess how these changes have affected business operations and customer access.
  - **Customer count**: Determine the impact of the speed limit change customer visitation and patronage.
  - **Customer Safety:** Assess the perceptions of customer safety following the implementation of the speed limit changes and safety measures.
  - **Customer feedback:** Gather feedback regarding the effectiveness of the safety initiatives and their overall impacts.
- **Future Recommendations**
  - **Community Safety Zone Expansion:** Asked if similar zones should be established in other areas of the city.

Engagement Methods

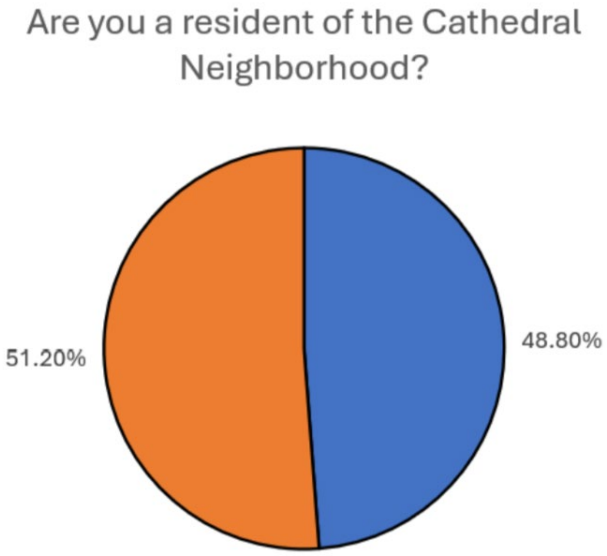
Two distinct sets of survey questions were prepared, one targeting residents and the public and the other targeting area businesses. The surveys were conducted online through the City's Be Heard engagement platform over a three-week period, from June 24 to July 15, 2026.

To complete the survey, residents were required to create a Be Heard account. Businesses were provided with access to their survey through a QR code included in a letter that was hand-delivered by representatives of the City.

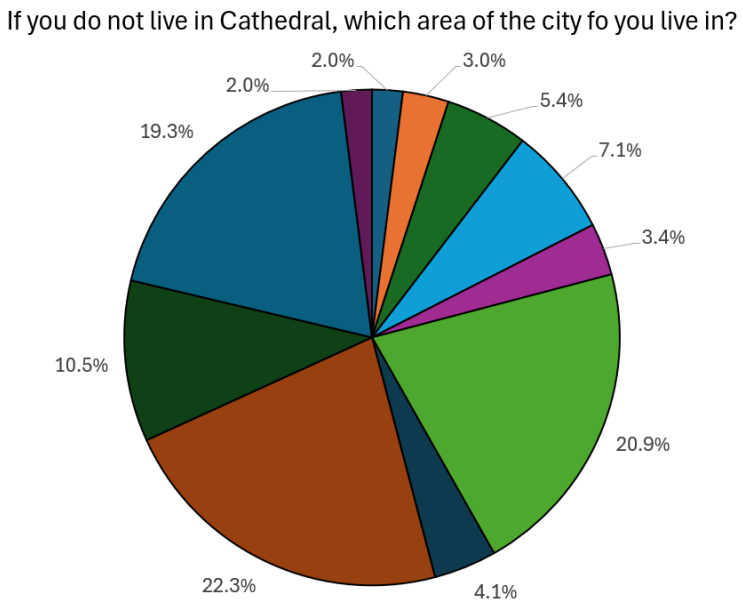
Notification
Communications were issued about the engagement through various channels. Media coverage was provided by outlets like CBC Saskatchewan and 980 CJME, which published news stories about the engagement. The City also issued a news release, participated in media interviews and promoted the engagement through the City of Regina social media platforms. The Cathedral Community Association also supported communication by publishing the information in their newsletters, as well as on their social media platforms. In addition, posters about the engagement were also displayed at key locations throughout the neighbourhood.

Participation by the Numbers
A total of 561 responses were received. Of those, 537 were from residents and members of the public, and 24 responses were from businesses.

Distribution of Respondents
The survey asked respondents to identify their location to better understand and evaluate the impacts of the project. Figure 1 presents the distribution of respondents by residency status. As shown, a slightly higher proportion of respondents resided outside the Cathedral neighbourhood, with commuters accounting for 51 per cent of responses and residents representing the remaining 49 per cent. Figure 2 further illustrates the geographic distribution of commuter respondents across the city. The largest share of commuters originated from Northwest Regina, representing approximately 22 per cent of respondents. Other areas with notable representation included South Regina (21 per cent) and Downtown Regina (19 per cent).



Question Options	Responses	%
Yes	261	48.8
No	247	51.2



Questions Options	Responses	%
I live outside the city limits	6	2.0
East Regina	9	3.0
North Regina	16	5.4
Southeast Regina	21	7.1
North Central Regina	10	3.4
South Regina	62	20.9
Southwest Regina	12	4.1
Northwest Regina	66	22.3
West Regina	31	10.5
Downtown/Central Regina	57	19.3
Other (please specify)	6	2.0

What We Learned

Positives

The Cathedral CSZ was generally perceived as a positive change. Feedback was relatively consistent, with 52 per cent of respondents expressing positive views, 26 per cent was neutral and 22 per cent expressed negative views. The speed reduction was supported by 34 per cent of the respondents. Survey results showed that respondents would like to see speed reductions implemented in additional areas across the city and they also recommended similar establishments in other areas of the city. More than half (56 per cent) of the business respondents reported the safety of customers walking along 13th Avenue has improved. In reference to overall safety, 22 per cent of respondents found the area is safer, while 33 per cent marked a slight improvement in safety. Written comments from 78 per cent of respondents expressed concerns about

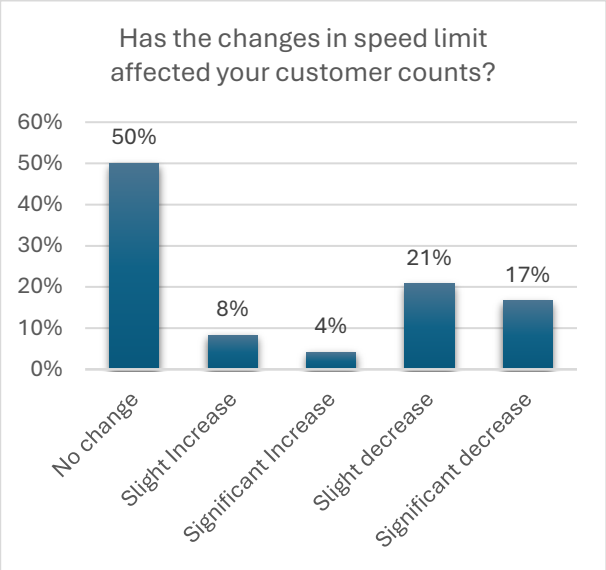
the traffic-calming curbs along 13th Avenue. Some raised concerns about their impact on driving, cycling, parking and overall accessibility.

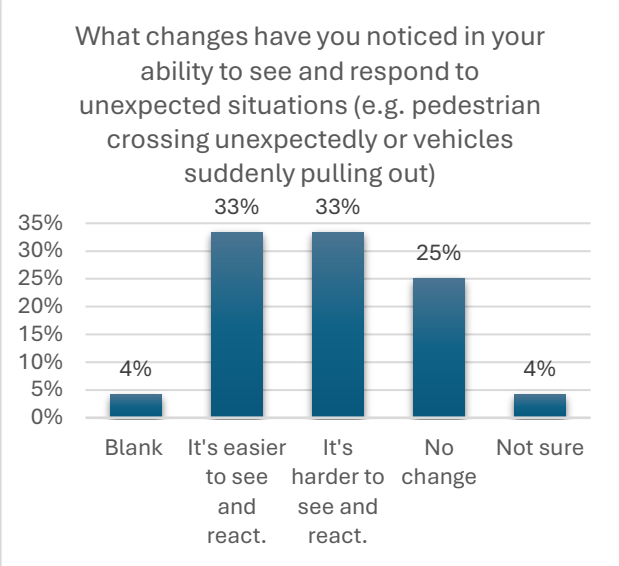
Concerns Raised

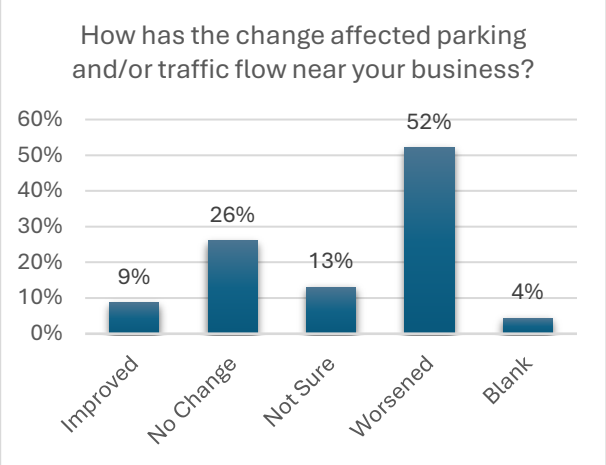
Key concerns related to the traffic-calming curbs included the loss of on-street parking (52 per cent of the respondents mentioned it had gotten harder for their customers to park), the perceived increases in traffic congestion and challenges for both drivers and cyclists, with 11 per cent of cyclist said they found it difficult navigating the roadway. Accessibility and convenience are also issues; 26 per cent of respondents indicated that curbs made left and right turns more difficult. Some respondents also reported difficulties maneuvering around the traffic-calming curbs along 13th Avenue.
Several respondents identified limited police presence and enforcement as a concern, suggesting increased enforcement may improve driver compliance and further improve safety along 13th Avenue.

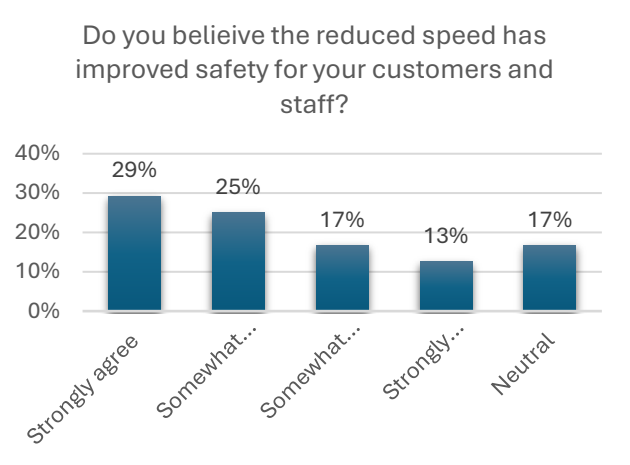
Excessive signage on 13th Avenue was addressed as a concern by 17 per cent of the respondents, who said it requires drivers to process too much information at once.

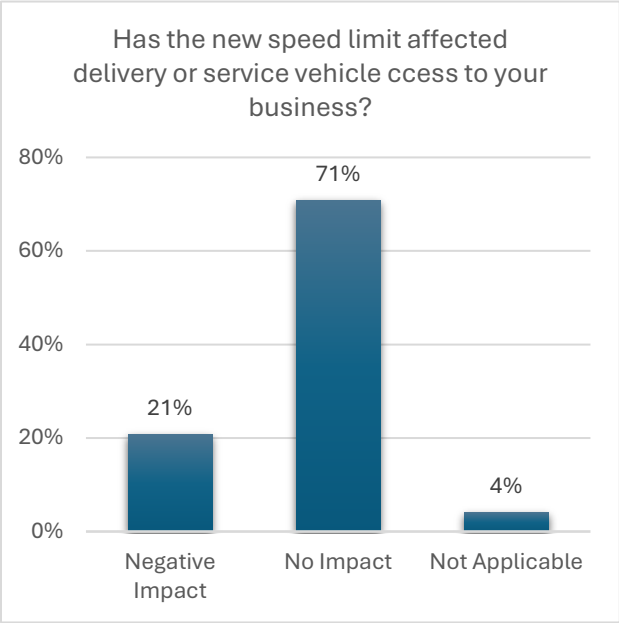
Business Survey Results

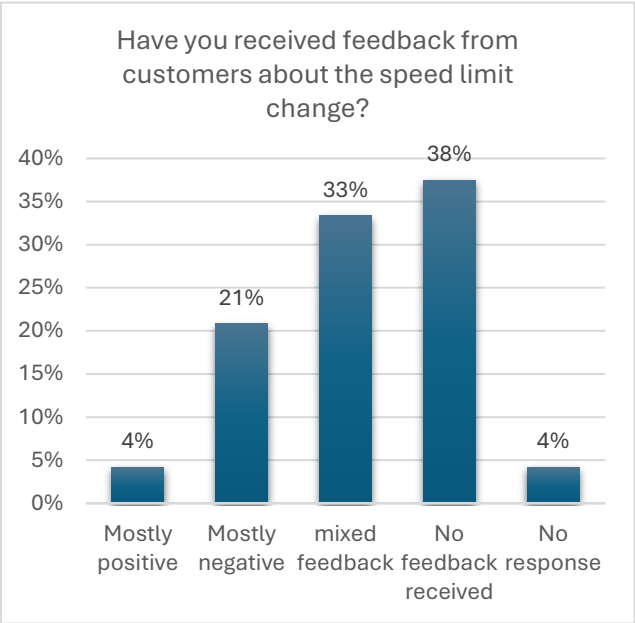




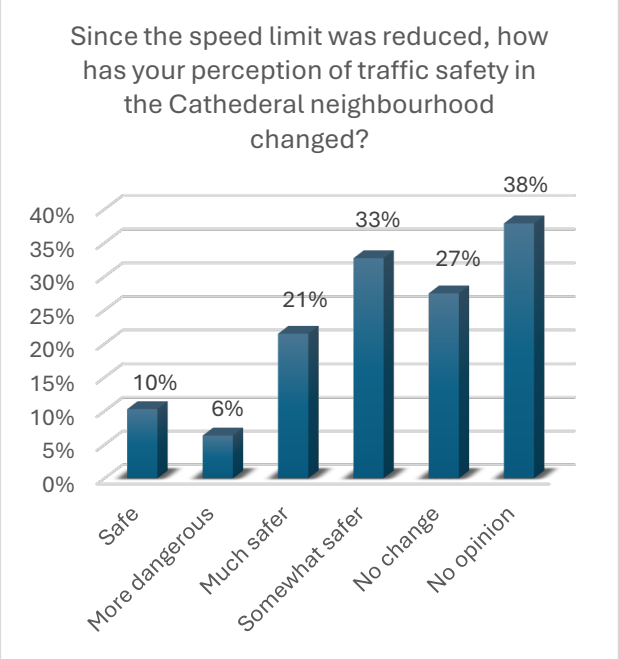


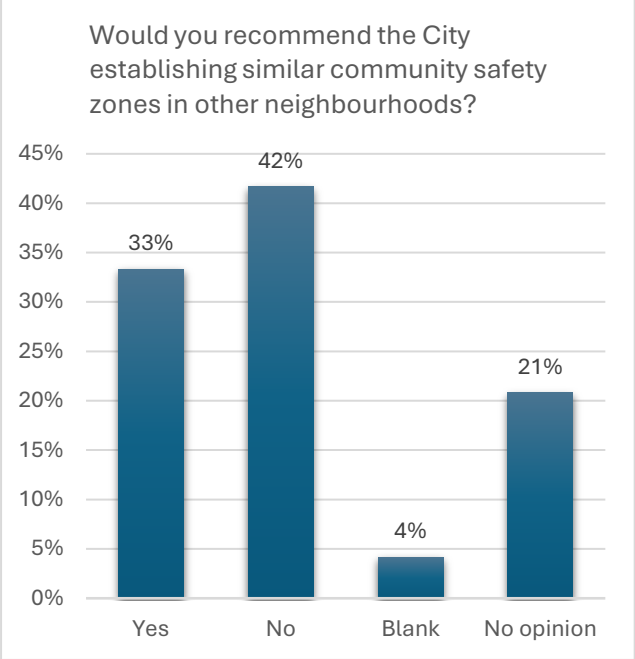


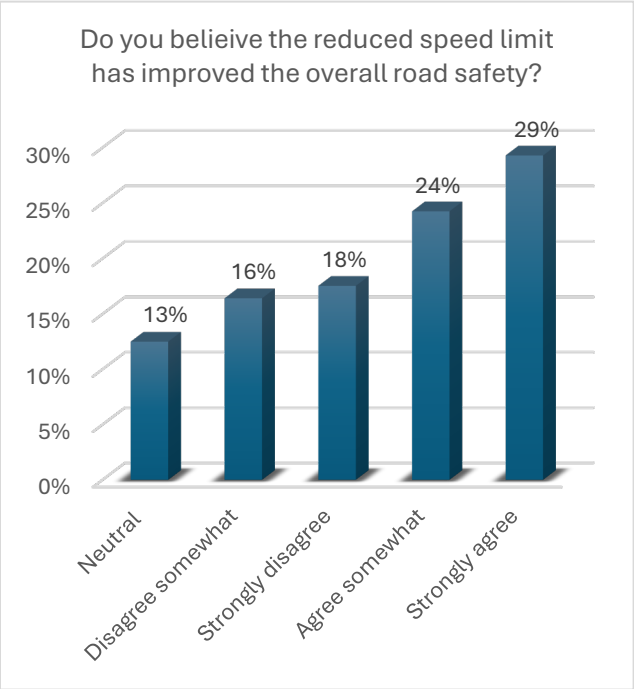


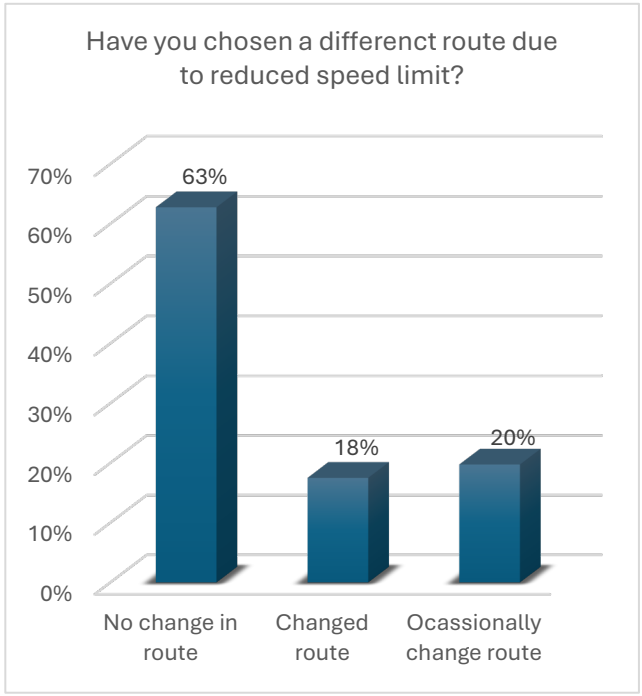


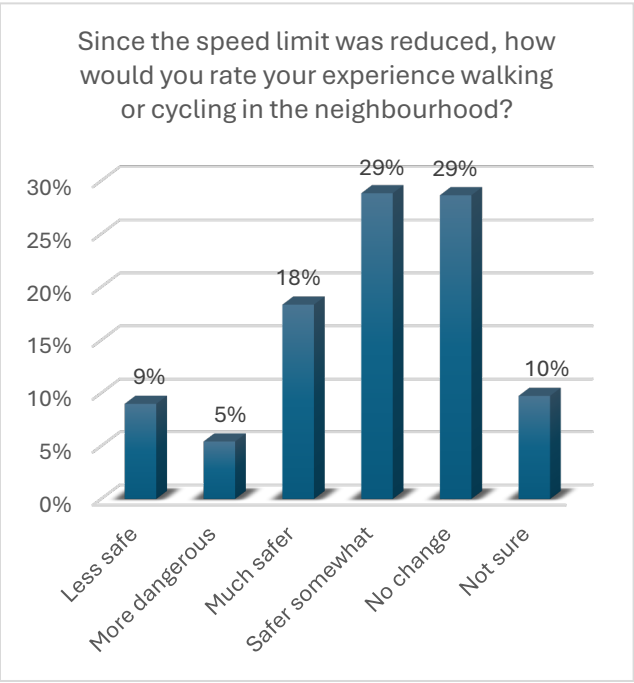
Public (Residents and Commuters)

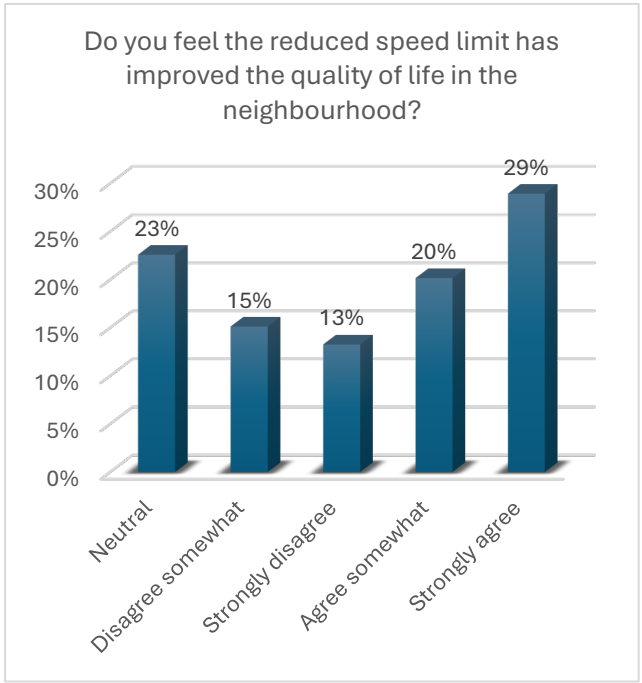


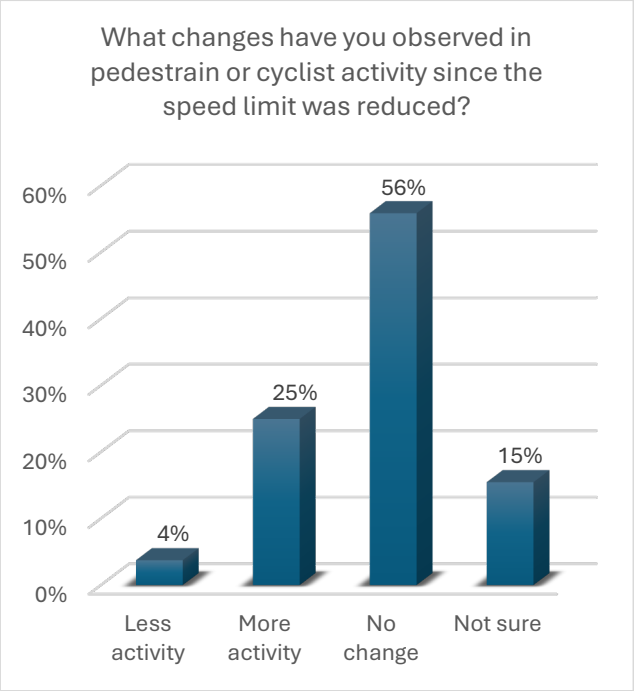


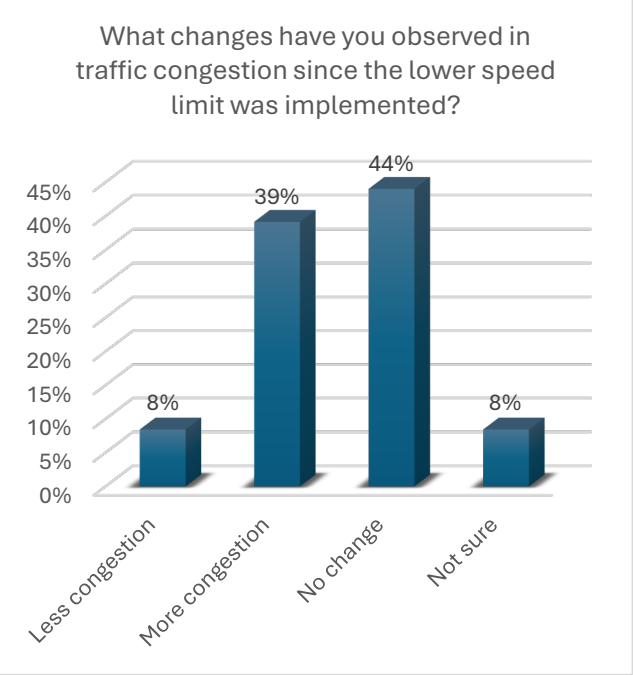

Do you belieive the reduced speed limit has improved the overall road safety?
30%
25%
20%
15%
10%
5%
0%
13%
16%
18%
24%
29%
Neutral
Disagree somewhat
Strongly disagree
Agree somewhat
Strongly agree

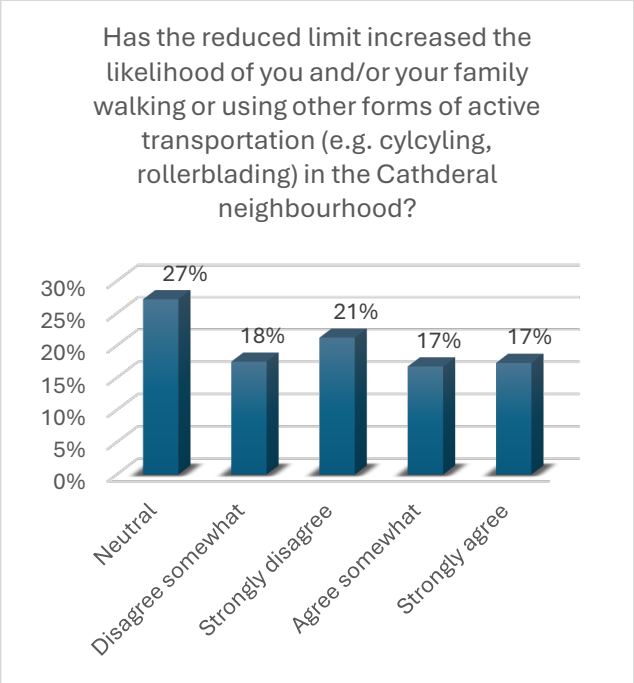

Have you chosen a differenct route due to reduced speed limit?
70%
60%
50%
40%
30%
20%
10%
0%
63%
18%
20%
No change in route
Changed route
Ocassionally change route

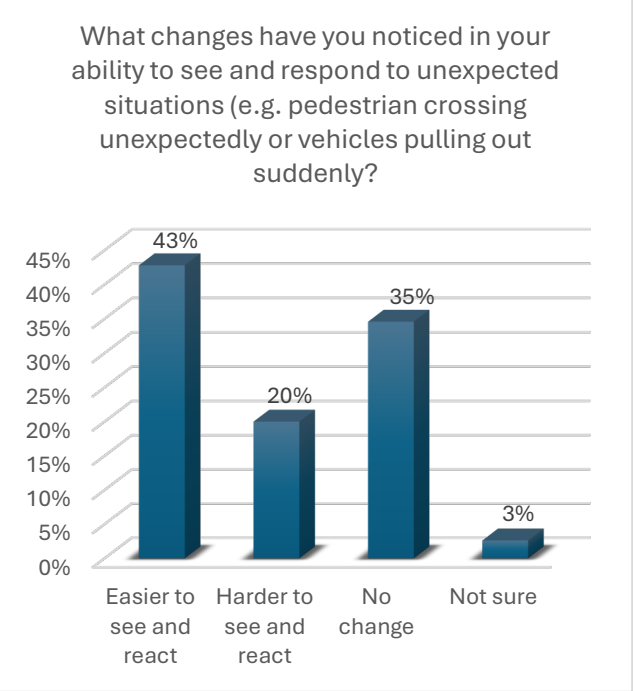

Since the speed limit was reduced, how would you rate your experience walking or cycling in the neighbourhood?
30%
25%
20%
15%
10%
5%
0%
9%
5%
18%
29%
29%
10%
Less safe
More dangerous
Much safer
Safer somewhat
No change
Not sure


Do you feel the reduced speed limit has improved the quality of life in the neighbourhood?
30%
25%
20%
15%
10%
5%
0%
23%
15%
13%
20%
29%
Neutral
Disagree somewhat
Strongly disagree
Agree somewhat
Strongly agree


What changes have you observed in pedestrain or cyclist activity since the speed limit was reduced?
60%
50%
40%
30%
20%
10%
0%
4%
25%
56%
15%
Less activity
More activity
No change
Not sure


What changes have you observed in traffic congestion since the lower speed limit was implemented?
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
8%
39%
44%
8%
Less congestion
More congestion
No change
Not sure


Has the reduced limit increased the likelihood of you and/or your family walking or using other forms of active transportation (e.g. cylcyling, rollerblading) in the Cathderal neighbourhood?
30%
25%
20%
15%
10%
5%
0%
27%
18%
21%
17%
17%
Neutral
Disagree somewhat
Strongly disagree
Agree somewhat
Strongly agree


What changes have you noticed in your ability to see and respond to unexpected situations (e.g. pedestrian crossing unexpectedly or vehicles pulling out suddenly?
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
43%
20%
35%
3%
Easier to see and react
Harder to see and react
No change
Not sure

The Regina Traffic Bylaw 9900 Amendments

Date	October 27, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Roadways & Transportation
Item No.	ACC26-15

RECOMMENDATION

The Accessibility Advisory Committee recommends that the Executive Committee recommend at its meeting on November 25, 2026, that City Council:

1. Approve the amendments to *The Regina Traffic Bylaw, 1997, Bylaw No. 9900* (Traffic Bylaw), as set out in Appendix A of this report;

2. Direct the City Solicitor to prepare amendments to the Traffic Bylaw, as described in Appendix A, to be brought forward to the meeting of City Council following approval of these recommendations by City Council.

ISSUE

Administration regularly reviews the Traffic Bylaw to ensure it is current, aligns with industry best practices and addresses any gaps for enforceability. The Traffic Bylaw Working Group (TBWG), comprised of representatives from City of Regina (City) Administration and the Regina Police Service, has approved the amendments contained within this report.

IMPACTS

Financial Impact

Implementing the reduced Temporary Street Use Permit (TSUP) fee for three-way agreements

associated with eligible work within designated intensification areas is expected to decrease projected revenue by approximately $5,000. Despite this reduction, the revenue generated will continue to offset a portion of the administrative and operational costs associated with managing right-of-way impacts.

Policy Impact
The report recommendations align with *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) intensification policy and certain Recovery & Efficiency Task Force priorities, such as: Priority 1 – A Livable, Sustainable, and Vibrant Downtown, Priority 2 – Attracting Investment with a Focus on Service Delivery and Community Responsibility and Priority 3 – Sustainable and Resilient Growth.

Strategic Priority Impact
The proposed partial TSUP fee reduction for three-way agreement projects in intensified areas aligns with Administration's *2026-2029 Strategic Priorities of Livability, Prosperity, and Infrastructure.* By reducing redevelopment barriers and improving project feasibility, the recommendation encourages investment in underutilized lands, supports sustainable intensification and promotes efficient use of existing infrastructure. This proposal will advance the City's objective of enabling communities to thrive through intentional development, while supporting economic growth and maximizing the value of existing infrastructure assets.

More specifically, this fee reduction will help advance the City's Underutilized Land Improvement Strategy, specifically *Goal 3: Financial, Strategic Action #3-2*, involving incentivizing redevelopment and intensification on underutilized sites through programs and initiatives aimed at reducing developer investment barriers.

Environmental Impact
Intensification in established areas of cities is generally known to contribute to the reduction of energy consumption and associated greenhouse gas emissions in various ways, such as reducing travel distances, encouraging active transportation and use of transit, creating a more compact city by building up existing areas and making more efficient use of land and infrastructure already developed and in place.

The TSUP fee reduction supports these objectives by lowering development costs for projects in key intensification areas, thereby incentivizing redevelopment in locations that align with the City's revitalization, vibrancy and intensification goals, objectives and policies. This encourages the type of infill and intensification needed to help achieve the City's long-term land use, energy, sustainability and emissions reduction goals.

Indigenous Impact
While the proposed amendments are administrative in nature, they support inclusion, accessibility and community well-being through safer shared use of pathways, continued access to accessible parking during temporary disruptions and transportation policies that promote equitable access to public spaces. These outcomes align with Treaty Principles outlined in kâ-nâsihcikêwin, the City's

Indigenous Framework.

Inclusion, Diversity, Equity & Accessibility (IDEA) Impact
While there are no amendments to the Bylaw with respect to IDEA, ensuring language is updated in standard operating procedures is important to maintain accessible parking stalls.

There are no legal or labour impacts respecting this report.

OTHER OPTIONS

OPTION 1 – Revise Traffic Bylaw – RECOMMENDED
This option recommends revising the Traffic Bylaw as outlined in the report. The proposed amendments are intended to improve clarity, consistency, and alignment with industry best practices. The amendments also address identified gaps in the administration and enforcement of the Traffic Bylaw.

OPTION 2 – Revise Traffic Bylaw with a 100 per cent fee reduction for Three-Way Agreement Projects – NOT RECOMMENDED
This option would revise the Traffic Bylaw as outlined in the report; however, instead of applying a 50 per cent TSUP fee reduction for eligible three-way agreement projects, a 100 per cent fee reduction would be implemented. This would eliminate TSUP fee revenue associated with these projects and result in the City recovering none of the related administrative and operational costs. All other proposed amendments would remain unchanged.

OPTION 3 – Revise Traffic Bylaw but include no fee reduction for Three-Way Agreement Projects – NOT RECOMMENDED
This option would revise the Traffic Bylaw as outlined in the report but would not provide a TSUP fee reduction for eligible three-way agreement projects. Contractors would be required to pay the full permit fee. While this option could result in increased permit revenue, it may reduce the incentive for redevelopment projects in designated intensification areas, potentially limiting the intended economic and development benefits. All other proposed amendments would remain unchanged.

OPTION 4 – Do Not Revise Traffic Bylaw (Maintain Status Quo) – NOT RECOMMENDED
This option would maintain the current Traffic Bylaw and not proceed with the proposed amendments. While the proposed changes are largely administrative in nature, they would improve the clarity, consistency, and administration of the Traffic Bylaw and address identified enforcement gaps. As a result, maintaining the status quo is not recommended.

COMMUNICATIONS & ENGAGEMENT

Administration undertook targeted communication with key stakeholders in anticipation of the proposed implementation of TSUP fees for Three-Way Agreement projects.

A briefing note was provided to City Council outlining the proposed change and forthcoming

engagement with the development and construction industry. Notices were also provided to the Regina & Region Home Builders' Association (RRHBA), Saskatchewan Heavy Construction Association (SHCA) and existing permit applicants.

In response, RRHBA requested clarification regarding whether the initiative represented an increase to the existing fee structure or the application of the existing TSUP fee to Three-Way Agreement projects. RRHBA also sought clarification regarding the distinction between construction-related activities and special events and the applicability of the fee schedule. Administration responded directly to RRHBA addressing these concerns.

Regina.ca will be updated with relevant information, along with the amended version of the Traffic Bylaw.

DISCUSSION

Amendment 1 – Three-Way Agreement Temporary Street Use Fee Reduction

Administration recommends introducing a partial reduction for TSUP fees for eligible three-way agreement work associated with infill development within intensification areas as defined in *The Development Application Fee Bylaw, 2008*. This fee reduction helps advance the City's Underutilized Land Improvement Strategy, aimed at incentivizing redevelopment and intensification on underutilized sites through programs and initiatives aimed at reducing developer investment barriers.

Under the Traffic Bylaw, a TSUP is required whenever an individual or organization occupies or utilizes the public right-of-way, with fees determined based on location and space usage. A three-way agreement, also known as an Infrastructure Works Agreement (IWA), is required for third-party work connecting private property to municipal infrastructure and outlines roles, responsibilities and liability between the City, contractor and homeowner.

There are times when reducing the fee would be appropriate given the nature of the development. At present, there is no ability for Administration to reduce the TSUP fee. Having an ability for Administration to reduce the fee in appropriate and limited situations will minimize inefficiencies in managing public right-of-way impacts.

Administration implements TSUP fees for work associated with construction and other uses of the roadway in accordance with the Traffic Bylaw. The fees support efficient project completion, reduce prolonged disruptions and align with Council's direction to improve construction efficiency and minimize impacts to residents.

At the same time, to support the City's intensification objectives, Administration proposes a revised TSUP fee structure that includes a 50 per cent partial fee reduction for eligible infill development projects within the intensified areas, such as the City Center, Heritage and North Central neighbourhoods, defined under *The Development Application Fee Bylaw, 2008*. As this partial

reduction is not currently enabled under the Traffic Bylaw, the proposed amendment will ensure alignment with the existing practice where planning fees, such as discretionary use, Zoning Bylaw amendment, and OCP amendment fees are reduced in these areas while maintaining appropriate management of right-of-way impacts from construction activity.

If approved, the Traffic Bylaw will be amended, specifically Schedule “J” to reflect the new permit fee structure for associated three-way agreement work in these intensification target areas.

Amendment 2 – Pathway Speed Limits

Administration recommends introducing 15 km/h speed limits to pathways for bicycles, e-bikes, and e-scooters to improve safety for all pathway users.

The recommendation responds to concerns raised during the 2026 spring and summer season. Administration received Service Regina requests, Council inquiries, and correspondence regarding excessive speeds on multi-use pathways, particularly involving e-bikes and e-scooters. A review of the existing regulatory framework identified several gaps, including ambiguity regarding pathway speed limits for e-scooters, inconsistencies between shared and privately owned e-scooters, and the absence of a clearly defined speed limit for bicycles and e-bikes.

Multi-use pathways are shared by pedestrians, cyclists, micromobility users, and individuals using mobility aids. Establishing a speed limit aligns with transportation engineering best practices by promoting predictable operating speeds and reducing the likelihood and severity of collisions. A 15 km/h speed limit balances the mobility needs of active transportation users while maintaining a safe environment for other pathway users. Similar pathway speed limits have been adopted by several Canadian municipalities, including Calgary, Toronto, Vancouver, and Montreal.

Under the Bylaw, e-bikes are included within the definition of a bicycle. Under provincial legislation, an e-bike has a speed limit of 32 km/h. Historically, Administration has advised residents that bicycles and e-bikes must operate in a safe and reasonable manner on pathways; however, there are currently no restrictions on the speed an e-bike or bicycle can travel on a pathway. The proposed amendment addresses this gap by establishing a clear and enforceable speed limit. The proposed 15 km/h pathway speed limit would apply equally to bicycles and e-bikes.

The Bylaw currently establishes a maximum speed limit of 24 km/h for e-scooters operating on roads and prohibits their operation on sidewalks. However, the existing reference to a 15 km/h speed limit for e-scooters on pathways may only be enforceable for shared e-scooters. The proposed amendment clarifies that the 15 km/h pathway speed limit applies to both shared and privately owned e-scooters, creating a consistent regulatory framework for all pathway users.

If approved, the Traffic Bylaw will be amended, specifically Part VIII, Cyclists and Scooterists, Restrictions on Bicyclists, Section 82 and Operation of Electric Kick Scooters, Section 84.3. Schedule “L” will also be amended to establish a $60 fine for violations.

Accessible Parking Stall Displacement Procedures

When Administration brought its previous Traffic Bylaw amendment report in 2025, an amendment to the report was passed. This amendment directed Administration to consider amending the Bylaw to create a temporary accessible parking stall whenever an existing accessible stall is displaced by a temporary obstruction such as a construction zone, patio, or event.

When reviewing road permits and traffic accommodation requests, Administration has routinely ensured that when an accessible parking stall is temporarily affected by construction, outdoor restaurant installations, special events, mobile vendors, or disposal bins, a nearby accessible stall is provided. However, this practice was not formally documented in the Traffic Engineering branch's Standard Operating Procedures (SOPs).

Administration engaged several internal and external stakeholders to assess the implications of the amendment and determine whether updates to the Bylaw were required. It was determined that a bylaw amendment was not necessary and updating the SOPs to document the internal city processes would be sufficient and better suited than adding regulatory requirements to the public. This approach will help maintain access for those who rely on accessible parking during temporary disruptions without requiring any changes to the Bylaw.

Administration brought a report detailing these procedures to the Accessibility Advisory Committee in July 2026. After some discussion, the Committee agreed with the changes but emphasized the importance of the SOP so that nothing gets missed. The report received unanimous approval and can be found in Appendix B.

DECISION HISTORY & AUTHORITY

At its July 20, 2019, meeting, City Council considered report *CR19-72 Underutilized Land Improvement Strategy Report* and approved the Underutilized Land Improvement Strategy.

At its September 28, 2022, meeting, City Council considered report *CR22-107 Intensification Annual Report & Initiatives Update Report* and approved amendments to the Development Application Fee Bylaw No. 2008-66. The amendment directed Administration to implement fee reductions for Zoning Bylaw amendment, discretionary use and OCP amendment applications involving an intensified development in the City Centre and expanded the target area for these reductions to other core area neighbourhoods, such as Heritage and North Central.

At its December 3, 2025, meeting, City Council considered report *CR25-156 Traffic Bylaw Changes Report* and approved amendments to the Traffic Bylaw with an amendment. The amendment directed Administration to consider amending the Bylaw to specify that where an accessible parking spot is displaced by an obstacle such as, but not limited to, a patio, event or food truck, a new

accessible parking spot be created for the duration the obstacle occupies the previous accessible parking spot. The new accessible parking spot should include consideration of curb cut locations and travel paths for mobility purposes.

At its July 20, 2026, meeting, the Accessibility Advisory Committee considered report *ACC26-6 Traffic Bylaw Amendment - Accessible Parking Stall Displacement Procedures Report*, which detailed why changes to internal SOPs related to accessible parking stalls would be brought forward rather than amendments to the Bylaw. The report was received and filed.

Respectfully Submitted,

Chris Warren, Director
Roadways & Transportation

Respectfully Submitted,

Kurtis Doney, Deputy City Manager
City Operations

Prepared by: Kyle Harron, Project Engineer, Roadways & Transportation
Igwe Momodu, Senior Engineer, Roadways & Transportation

ATTACHMENTS

Appendix A - Traffic Bylaw Amendment Language
Appendix B - AAC Report - Traffic Bylaw Amendment- Accessible Parking Stall Displacement
Appendix C - Intensification Target Areas - City Centre, Heritage, and North Central

Appendix A – Traffic Bylaw Amendments

Amendment 1: Three-Way Agreement Temporary Street Use Fee Reduction

Section	Existing		Proposed Changes	
Schedule "J", Section 65			*Temporary Street Use Permits:*	
	Minimum Rate	$36.00/permit	Minimum Rate	$36.00/permit
	Paid Parking	$1.62/$m^2$/day	Paid Parking	$1.62/$m^2$/day
	Parking Lane, Sidewalk, or Boulevard	$0.18/$m^2$/day	Parking Lane, Sidewalk, or Boulevard	$0.18/$m^2$/day
	Traffic Lane or Alley	$0.27/$m^2$/day	Traffic Lane or Alley	$0.27/$m^2$/day
			Three-Way Agreement Temporary Street Use Permits within Intensification Target Areas outlined in red in Figure B.1 of Appendix "B" to The Development Application Fee Bylaw, 2008-66.	
			Minimum Rate	$36.00/permit
			Paid Parking	$0.81/$m^2$/day
			Parking Lane, Sidewalk, or Boulevard	$0.09/$m^2$/day
			Traffic Lane or Alley	$0.14/$m^2$/day

Amendment 2: Pathway Speed Limits

Section	Existing	Proposed Changes
82(9)		No person shall operate a bicycle on any pathway in excess of the speed limit of 15 kilometres per hour.
84.3(2)(c)	No person shall operate an electric kick scooter: (c) above the maximum speed limit of 15 km/h in slow down areas, as defined by the City under the permit conditions or signs;	No person shall operate an electric kick scooter: (c) above the maximum speed limit of 15 km/h on pathways, in slow down areas, as defined by the City under the permit conditions or signs;

Add Following Section to Schedule L:

Section	Fine	Description
82(9)	$60.00	Operating a bicycle on any pathway at a speed above 15 kilometres per hour

APPENDIX B

REGINA

Traffic Bylaw Amendment- Accessible Parking Stall Displacement Procedures Report

Date	July 20, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Roadways & Transportation
Item No.	ACC26-6

RECOMMENDATION

That the Accessibility Advisory Committee receive and file this report.

ISSUE

City Council directed Administration to consider amending *The Regina Traffic Bylaw*, Bylaw No. 9900 (the "Bylaw") to create a temporary accessible parking stall whenever an existing accessible stall is displaced by a temporary obstruction such as a patio event or a food truck. Administration is seeking feedback from the Accessibility Advisory Committee on the proposed strategy outlined in this informational report.

IMPACTS

Inclusion, Diversity, Equity & Accessibility (IDEA)
Removing accessible parking stalls creates barriers for those with mobility challenges, forcing residents to travel longer distances or navigate unsafe routes to get to their destination. Ensuring that any stalls removed are properly replaced aligns with the goals of the City's Accessibility Plan.

There are no financial, legal, policy, strategic priority, labour, environmental or Indigenous impacts respecting this report.

OTHER OPTIONS

There are no other options with respect to this report.

COMMUNICATIONS & ENGAGEMENT

Traffic Engineering has engaged internal and external stakeholders following City Council's amendment at the December 3, 2025, City Council meeting. Consultations were held with Community Wellbeing, Parking Services, Licensing, Bylaw Enforcement and the Regina Police Service to assess the implications of the amendment and determine whether updates to the Bylaw were required.

DISCUSSION

When reviewing road permits and traffic accommodation requests, Administration has routinely ensured that when an accessible parking stall is temporarily affected by construction, outdoor restaurant installations, special events, mobile vendors, or disposal bins, a nearby accessible stall is provided. However, this practice was not formally documented in Traffic Engineering's Standard Operating Procedures (SOPs).

Following discussions with internal stakeholders, Traffic Engineering reviewed and updated its SOPs for outdoor restaurant permits and traffic accommodation plans. The updated procedures now clearly require staff to identify and provide a nearby alternative accessible parking stall whenever an existing stall is temporarily removed or blocked.

Whenever possible, the temporary stall will be located near a curb cut, and accessible travel routes will be considered to ensure safe and convenient access for people with mobility needs.

Stakeholders also agreed that a bylaw amendment may not be necessary because these changes relate primarily to internal City processes rather than creating new requirements for the public.

These updates formalize an existing practice, promote consistency across permitting and planning activities, and ensure accessibility considerations are built into City processes. This approach helps maintain access for people who rely on accessible parking during temporary disruptions without requiring changes to the Bylaw.

Administration is seeking feedback from the Accessibility Advisory Committee on this proposed approach.

DECISION HISTORY & AUTHORITY

At its meeting on December 3, 2025, City Council considered item *CR25-156 Traffic Bylaw Changes*

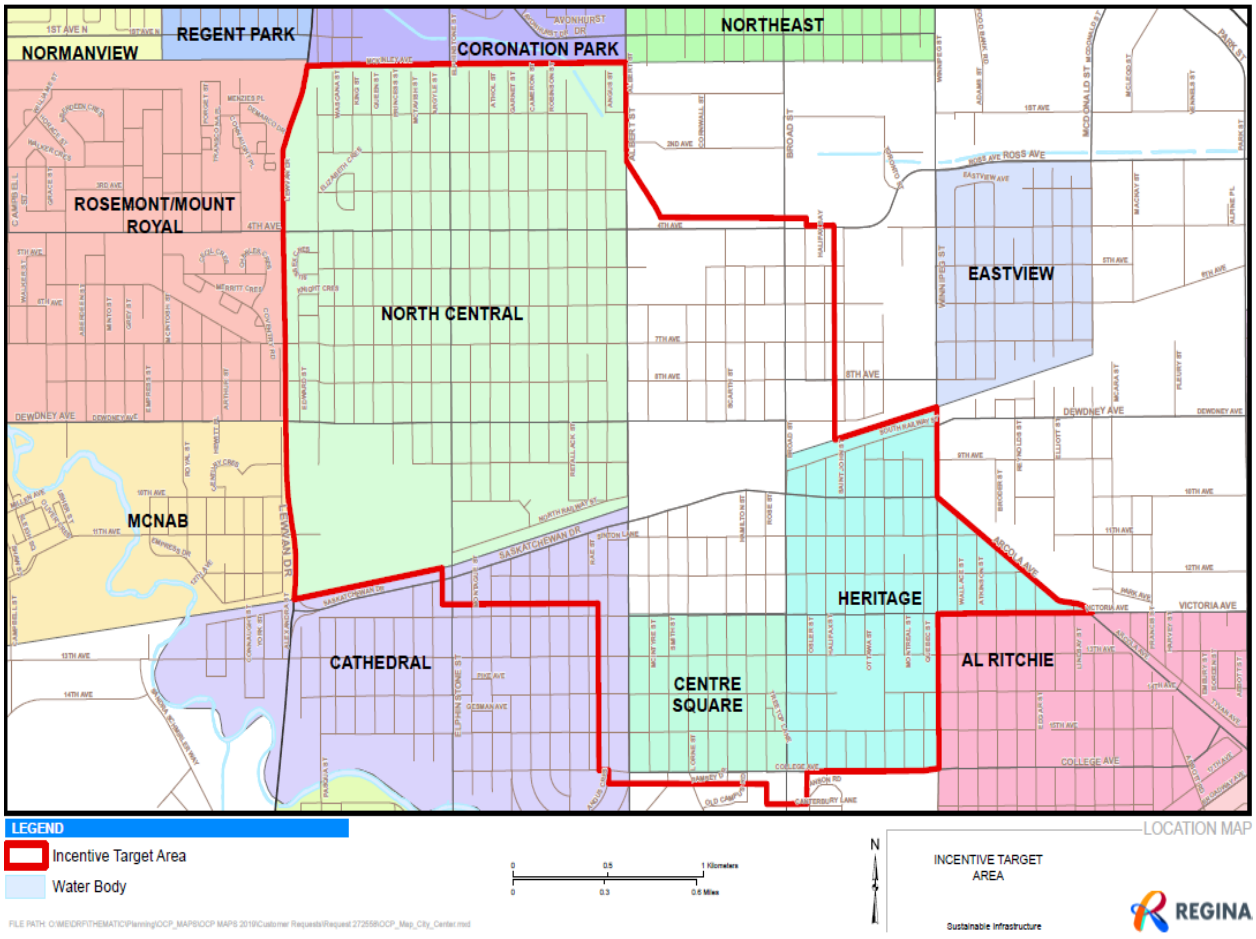
Report and approved amendments to *The Regina Traffic Bylaw* with an amendment. The amendment directed Administration to consider amending The Traffic Bylaw, Bylaw No. 9900 to specify that where an accessible parking spot is displaced by an obstacle such as, but not limited to, a patio, event or food truck, a new accessible parking spot be created for the duration the obstacle occupies the previous accessible parking spot. The new accessible parking spot should include consideration of curb cut locations and travel paths for mobility purposes.

Respectfully Submitted,

Chris Warren,
Director, Roadways & Transportation

Prepared by: Kyle Harron, Project Engineer, Traffic Engineering
Vikas Ravada, Manager, Traffic Engineering

Figure B.1 – City Centre, Heritage and North Central



For specific details or clarifications, the City maintains a Geographic Information System Map that it will utilize to confirm where the lands are located, such determination shall remain at the City's sole discretion.

Playgrounds

Date	October 27, 2026
To	Accessibility Advisory Committee
From	City Planning & Community Development
Service Area	Recreation & Cultural Services
Item No.	ACC26-16

RECOMMENDATION

The Accessibility Advisory Committee recommends that the Executive Committee recommend at its meeting on November 4, 2026, that City Council:

1. Approve the playground service levels as outlined in this report;
2. Direct Administration to update the Recreation Master Plan, through the 2027 refresh, with approved playground service levels;
3. Direct Administration to share future Destination Playground designs and City Neighbourhood Playground designs using innovative or new products affecting accessibility with the Accessibility Advisory Committee;
4. Approve updates to the Accessible Playground Design Standard as outlined in Appendix F;
5. Consider approval of operating funding for an ongoing accessible playground grant program through the 2027 Budget deliberations;
6. Remove *MN25-5 Playground Accessibility* and *MN26-3 Accessible Playground Guidelines Related to Grant Program* from the list of outstanding items; and
7. Approve these recommendations at its meeting on November 18, 2026.

ISSUE

Through *MN25-5 Playground Accessibility* (MN25-5), Council requested that Administration report back on:

- Testing of engineered wood fibre as an accessible surface.
- Investigation of a location for an indoor playground that is centrally located and 300 m².
- A grant program for accessible playgrounds.
- Sharing playground designs with the Accessibility Advisory Committee prior to final decision and purchase.
- A strategic plan for the location of Destination Playgrounds with a maximum travel time of 25 mins on a transit route or 8 mins by car. Prioritizing locations with adjacencies to schools, child-care centres, community centres, group homes, senior centres and health centres.

Subsequently, Council approved, *MN26-3 Accessible Playground Guidelines Related to Grant Program* (MN26-3), which requested Administration conduct community engagement to identify opportunities to address challenges that community organizations were experiencing implementing the Accessible Playground Design Standard (APDS).

Administration also committed to share information with Council on the management of the City's current playground inventory including lifecycle costing prior to budget deliberations.

IMPACTS

Financial Impact

Accessible Playground Grant Funding: As part of the 2026 Budget deliberations, Council approved $160,000 in one-time capital funding to establish the Accessible Playground Grant Program (APGP). Continuation of the APGP would require allocation of $160,000 in operating funding ongoing through the 2027 Budget deliberations.

Capital Playground Renewal Funding: The proposed 2027 Capital Budget currently includes $610,000 in capital funding for playground renewal. Future budget requirements will be determined through the development of the playground renewal plan in 2027 and funding will be requested through future budgets.

Policy Impact

Recommendations provided through this report align with the:

- *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP), Goal 2 – Access to Recreation Programs and Services.
    - Ensure access to a variety of recreation programs and services in all neighbourhoods.
        - 9.64 Recreation programs will consider the needs of the most vulnerable populations.

- Recreation Master Plan's (RMP) strategic action to increase provision of accessible playgrounds, both in quantity and quality.
- Parks Master Plan recommendation to create asset inventories to form a comprehensive database for use in planning, management and budgeting.
- Corporate Accessibility Plan guiding principle that all community members should have equal opportunity to fully and meaningfully participate in community life in Regina with autonomy and dignity.

Strategic Priority Impact
Accessibility is increased for residents and visitors by enhancing neighbourhood recreation amenities that promote physical activity, mental well-being and community connection.

Recommendations in this report also advance the City's goals of maintaining modern, safe infrastructure that supports existing communities and future growth, while creating vibrant places and spaces that foster community pride, inclusion and overall well-being specifically addressing the following strategic priorities:

- Infrastructure: Modernized, safe infrastructure supporting existing communities and future growth.
- Vibrancy: Places, spaces and programs enabling community connection, city pride and well-being.

Indigenous Impact
Indigenous world view considers the whole person and their connection to the land and community. Parks and playgrounds play a significant role in promoting physical activity, mental well-being and community connection. This supports the kâ-nâsihcikêwin (Indigenous Framework) principle of wihci-atoskêwin askîhk (WEE-chey-AH-toe-skay-win AHS-keek) – living together on the land, in harmony.

Inclusion, Diversity, Equity & Accessibility (IDEA)
The recommendations in this report will directly enhance the accessibility and inclusivity of playgrounds and the gathering spaces surrounding them, therefore fostering an equitable environment and removing barriers to promote inclusive participation for all.

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

OTHER OPTIONS

Option #1 – Approve Playground Service Levels as Outlined in this Report – RECOMMENDED
Based on the geospatial mapping analysis in Appendix A, Administration is recommending that the approved service level targets remain unchanged.

- The current approved level of service for Destination Playgrounds is one every three kilometres, which leads to a requirement for nine Destination Playgrounds.

    - There are currently three Destination Playgrounds and a fourth planned at the Indoor Aquatic Facility.
    - To achieve this target an additional five destination playgrounds would be required.
- The current approved level of service for Neighbourhood Playgrounds is one every 800 metres, which leads to a requirement for 103 Neighbourhood Playgrounds.
    - There are currently two Neighbourhood Playgrounds that meet the APDS, with a third under construction at Parkdale Park.
    - As the current supply of Neighbourhood Playgrounds exceeds the established level of service, divesting of select playgrounds is recommended. Through further analysis and consultation as described in this report, Administration will bring forward a divestment strategy.

Impacts of Recommended option:

- Provides access to accessible playgrounds for most residents at the APDS service level.
- Supported by the OCP, Strategic Plan, RMP and the Corporate Accessibility Plan.
- Reduces inventory to manage cost, while still meeting service levels.
- Requires further consultation through the RMP refresh as an inventory reduction may not be supported by residents.
- The annualized cost for the recommended option is $3.3 million.
- Funding gap of approximately $2.3 million.

Other options demonstrating different service level targets, required funding and potential impacts can be found in Appendix B.

COMMUNICATIONS & ENGAGEMENT

In response to MN26-3, Administration conducted stakeholder feedback sessions with:

- Community Associations and School Community Councils planning or implementing playground projects using the APDS.
- The RCS Disability Reference Group.
- The Accessibility Advisory Committee.
- School Boards.
- Local developers and design professionals.

A summary of stakeholder feedback is provided in Appendix C.

DISCUSSION

Background

The City currently maintains an inventory of 152 playgrounds, 46 per cent of which are in poor or fair condition. Currently only five playgrounds (three Destination and two Neighbourhood) meet the approved APDS. The new playground to be located at the Indoor Aquatic Facility will add a fourth Destination Playground and the new playground under construction at Parkdale Park will add a third

Neighbourhood Playground. This means it will be decades before the levels of service are met.

Establishing the APDS was an important step toward improving equitable access to play opportunities for residents of all ages and abilities; however, Administration did not have the information available at the time to present the full lifecycle costs associated with the playground inventory and the revised service level. This report revisits the APDS in context of lifecycle cost and seeks to confirm service levels.

In addition, this report responds to Council approved MN25-5 and MN26-3. MN25-5 requested Administration report back on several items related to the delivery and service levels of playgrounds. MN26-3 asked Administration to consider opportunities to modify the APDS to address concerns raised through community feedback. These motions can be found in the decision history of this report.

Analysis and Findings

The following responds to specific items within the two motions and provides additional analysis that should be considered when confirming the level of service laid out in the APDS.

Engineered Wood Fibre as an Accessible Playground Surface MN25-5, 1 a.

Through MN25-5, additional information was requested regarding the use of Engineered Wood Fibre (EWF) on pathways and playgrounds, including the maintenance requirements necessary to achieve ASTM F1951 accessibility standards.

To assess these requirements, three playground locations were selected for testing and enhanced maintenance. The sites were chosen based on usage levels and planned maintenance activities. Details of the testing methodology, maintenance activities to achieve ASTM F1951 standard and costing analysis are provided in Appendix D.

The results demonstrated that EWF can achieve ASTM F1951 compliance; however, doing so is labor-intensive and costly. While EWF has a lower initial capital cost than poured-in-place rubber surfacing, the ongoing maintenance required to maintain ASTM F1951 compliance results in comparable lifecycle costs. Furthermore, due to the loose-fill nature of EWF, accessibility cannot be reliably maintained, as surface conditions can change immediately through regular use.

Based on these findings, Administration recommends that EWF continue not to be used as an accessible playground surfacing material.

Indoor Playground Investigation – MN25-5, 1 b.

The RMP recommends exploring opportunities to provide one or more publicly operated indoor playgrounds and incorporating indoor play space into future recreation facilities. Motion MN25-5 further asked Administration to investigate opportunities for a centrally located indoor, year-round Destination Playground of at least 300 m², including potential City-owned, Regina Exhibition Association Limited (REAL) Campus and private partner locations.

Investigation results:

- No existing City recreation facilities currently contain sufficient vacant space to accommodate a playground of this size.
- Existing private indoor play facility locations of varying types exist throughout Regina. Most operate on a fee-for-service basis and their accessibility standards are unknown.
- REAL Campus is a potential location for an indoor playground. However, given the ownership and governance changes that have occurred since Motion MN25-5 was adopted, further discussions regarding a municipally operated indoor playground at this location are premature.

Administration recommends that:

- The need and priority for a municipally supported indoor playground continue to be explored through the RMP refresh.
- Opportunities at the REAL Campus or private partnership opportunities could be explored following the RMP refresh.

Any private partnership opportunities should be pursued through an open and transparent public call for partnerships, following the Recreation Amenity Partnership Framework, which is also being reviewed through the RMP refresh.

Accessible Playground Grant Program – MN25-5, 1 d & MN26-3, 1.

There are two streams of funding through the current Community Investment Grant Program that organizations can apply to for capital playground projects.

Funding Stream	Eligible Applicants	Eligible Funding Amount	Funding Model	Accessible Playground Project Eligibility
Sport & Recreation	Non-profits and School Community Councils	Up to $40,000 combine funding	50/50 matching	Eligible
Adapted Sport & Recreation	Non-profits and School Community Councils	Up to $200,000	No matching funds required	Eligible

As part of the 2026 Budget deliberations, Council approved $160,000 in one-time funding to establish the APGP. The program was intended to augment the grant funding already available (shown above) to support the capital development of publicly available accessible playgrounds, by non-profit organizations and school community councils. In 2026, the entire budget was allocated to three planned playground projects. Full details on the 2026 APGP can be seen in Appendix E.

If Council chooses not to allocate ongoing operating funding for the continuation of the Accessible Playground Grant as part of the 2027 Budget deliberations, the Sport & Recreation and Adapted Sport & Recreation Stream funding will continue to be available.

Sharing Playground Designs with the Accessibility Advisory Committee – MN25-5, 1e.
Through MN25-5, Council asked Administration to report back on presenting playground designs to the Accessibility Advisory Committee (AAC) for review prior to procurement. In 2026, Administration presented design options for new Destination Playgrounds and a Neighbourhood Playground, which will pilot a new type of ASTM F1951 playground surfacing, to the AAC for review. This review process added approximately two months to the approval timeline of playground designs.

Currently playgrounds are built by the City, developers and community organizations on private and City-owned property. Although all playgrounds being constructed on City-owned property or receiving City funding are reviewed for compliance with the APDS by a qualified Landscape Architect and the Accessibility Advisor, they are not all shared with AAC.

City grant funded and developer-built playgrounds have timeline service standards that are set from the time of application to the time of approval. This provides a clear understanding to applicants of when they can expect approval, allowing them to schedule their projects accordingly. Adding an AAC review to these processes would mean that current service standards would not be met. For this reason, Administration recommends continuing the process of a professional design compliance review by Administration, without an additional review by the AAC.

For City-led Neighbourhood Playground replacements, procurement timelines are typically shorter due to the lower complexity of these projects. Playground designs must be approved during contract negotiations so that pricing can be finalized and the contract awarded. Requiring all Neighbourhood Playground designs to be reviewed by the AAC would extend the procurement process and could result in contract award and construction delays. However, Administration recommends seeking AAC feedback when a project proposes a new playground surfacing type or an accessible play experience that has not been used previously, as these elements may introduce new accessibility considerations.

Administration is also recommending that Destination Playground designs continue to be reviewed by Administration for compliance as well as the AAC due to their broader community impact. In addition, these projects are typically more complex with a longer negotiation period during procurement, which allows time to share designs with AAC without incurring project delays.

Accessible Playground Guidelines Related to Grant Program – MN26-3, 1.
The 2026 APGP required applicants to implement the APDS through their playground designs. This requirement garnered concern from some community organizations. In response, Council approved MN26-3 asking Administration to seek community feedback and consider potential updates to the APDS.

Consultation included school boards, community associations and school community councils

designing playgrounds, AAC, RCS Disability Reference Group and local developers and design professionals.

Community organizations indicated that the cost of meeting the APDS requirements was disproportionately high relative to the grant funding available. Organizations also requested greater flexibility in applying the standard, particularly for school community council and other community-led playground projects. In response, Administration reviewed the feedback and is proposing changes to reduce project costs while maintaining accessibility objectives. For playground projects developed by community organizations on City-owned property, gathering space elements such as site furniture, shade trees, and accessible parking will be funded by the City, subject to available capital funding. For projects on private property that receive City funding, gathering space elements will no longer be required. A summary of community feedback and the proposed APDS amendments is provided in Appendix C.

The requirement for ASTM F1951 compliant playground surfacing is unchanged, for the reasons shared earlier related to EWF. With the reduction in costs for gathering space requirements for community projects on City-owned land and for schools, Administration feels the APGP, if continued, can assist groups in offsetting costs related to playground surfacing and pathway development.

City playground replacements and developer-built playgrounds, which become City assets, will continue to follow all the playground and gathering space requirements in the APDS. The proposed revised APDS can be found in Appendix F.

Strategic Playground Plan – MN25-5, 1c.
Playground level of service is defined by the type and level of accessibility (Destination or Neighbourhood), the number of each type of playground and the geographic service area each playground serves or level of access to playgrounds. A strategic plan needs to balance the service goals, cost of the service and the City's fiscal and human resource capacity. The following provides background information on the existing playground inventory, service level analysis and associated lifecycle costs.

Service Level Analysis
In 2019 playground service levels were set through the approval of the RMP. Subsequently in 2025, City Council approved the APDS, establishing a new level of service target for Destination Playgrounds and minimum accessibility requirements that must be followed for all new, upgraded or replaced playgrounds as well as playground projects receiving City funding. The following provides a breakdown of the playground service level targets:

Playground Type	2019 Recreation Master Plan (RMP)	2025 Accessible Playground Design Standards (APDS)
Destination Playgrounds	One for every 45,000	One within a 3-kilometre

	residents.	driving distance of most households (85% of residents).
Neighbourhood Playgrounds	One within an 800-metre walking distance of most households (85% of residents).	No change

Analysis was completed to compare different levels of access, number of playgrounds to achieve those levels of access, and the lifecycle costing of those different scenarios. MN25-5 offered an alternative level of service for access to Destination Playgrounds than what is included in the APDS, which also formed part of the service level analysis. Appendix A includes a summary of the geospatial analysis of the different service levels.

Using this analysis, the recommendation is to maintain the access to playground level of service as three kilometres driving distance from most households for Destination Playgrounds and 800 metres walking distance from most households for Neighbourhood Playgrounds. As the Neighbourhood Playground analysis demonstrates, some areas of Regina exceed the target for Neighbourhood Playgrounds and the total complement of accessible Neighbourhood Playgrounds can be reduced to 103, while the number of accessible Destination Playgrounds would be increased to nine.

Current State
There are two annual program budget lines that are used to fund playground maintenance, renewal and replacement. These budgets total $1.035 million and are split into:

- Operating & Maintenance – This budget line is typically $425,000 per year. This is used to fund the day-to-day operations and maintenance of existing playgrounds, such as inspections, cleaning and replacing bolts. This budget is also used for minor renewal (parts under $15,000).

- Capital Renewal, Upgrades and Replacement – This budget line is currently projected to be $610,000 per year over the next five years. This budget is used for the renewal, upgrades and replacement of playgrounds and surfacing to meet CSA Z614 children's playground equipment (CSA) and the APDS where possible. Funding has typically been used for one to two replacements a year or renewal of up to three playgrounds depending on the required repairs.

Currently, work to complete playground operating, maintenance, renewal, upgrades and replacements are shared between the Parks & Open Space Services Department and the Recreation & Cultural Services Department. These functions are necessary to ensure City playgrounds remain compliant with CSA standards and that upgrades and replacements meet the APDS.

As playground assets age, components become worn or damaged and replacement parts are often no longer available from original manufacturers. Staff then research, source, procure and install compatible replacement components that meet CSA requirements, a process that is both time-consuming and resource intensive. In addition, staff delivering City playground design, upgrades and replacements are also responsible for all playground renewal planning, restoration and park redevelopment projects, and assisting with design and managing community projects in City parks. This challenges staff capacity to maintain service levels.

Lifecycle Costing Analysis

To understand the true costs of an asset, analysis includes associated costs for maintaining, operating, renewing, upgrading and replacing the asset over its life. The term *annualized costing* is commonly used in asset management planning to describe these costs distributed evenly over each year of the assets entire useful life.

Annualized costing also considers the Average Annual Asset Consumption (AAAC), which is similar to depreciation. By considering the eventual replacement cost and useful life of the infrastructure, the AAAC estimates the annual value of infrastructure being used up or consumed each year. Comparing renewal investment to AAAC helps determine whether the organization is investing enough to sustain its assets, prepare for the eventual cost of replacement of the assets and avoid a growing infrastructure deficit.

Based on the analysis completed, the average annualized cost of the recommended service level to operate, maintain, renew, upgrade and replace playgrounds is approximately $3.3 million. This represents a shortfall of approximately $2.3 million.

Future playground operating and capital budgets would require an increase to a level that can sustainably achieve this level of service. The recommendation also includes the divestment of up to 40 playgrounds as they are not required to achieve the recommended level of service and maintaining additional playgrounds increases the financial need to support this service. Divestment of playgrounds could mean demolition of the playgrounds at end of useful life and converting the space to grass to match the surrounding park space. This will have an impact on surrounding residents and may not be supported by community. The process for the decommissioning of recreation assets in addition to residents' willingness to fund access to recreation assets will be explored through the refresh of the RMP taking place in 2027. Through that refresh a divestment strategy will be developed and shared with Council in 2028.

As noted, it will take decades to achieve a playground network that fully achieves the recommended level of service. Upon the approval of these recommendations and completion of the RMP refresh, Administration will undertake development of a Playground Asset Management Plan. That plan will include locations for new Destination Playgrounds using the criteria from MN25-5 as a guide, a divestment strategy and lifecycle management and costing for all playgrounds. The plan will also consider the required human resources, equipment and materials to deliver the work. The asset management plan will be used to inform future budget requirements and the pace at which the new APDS standards can be implemented for the entire playground network. Future capital budgets will

need to balance upgrading or replacing playgrounds to the APDS while also making appropriate investments in renewal of non-standard playgrounds when components are at end of life or required attention to maintain safety and functionality of the playground until proper replacement can be achieved.

Next Steps

The approval of service level targets is the first step toward the development of a long-term plan for the management and funding of City-owned and maintained playgrounds. The following provides steps that will be taken by Administration in follow-up to this report.

- Over the winter of 2026 and 2027, staff will compile an interim prioritized list of playground renewal projects, including costing, to maintain the current playground inventory.
- Prioritization of playgrounds as part of the delivery of recreation and sport amenities will be confirmed through the refresh of the RMP in 2027.
- A process for the potential decommissioning of recreation assets will be explored through the refresh to the RMP in 2027.
- Through consultations on the RMP, different approaches to recreation amenities in neighbourhoods with higher density will be considered. This could include discussions regarding size and numbers of playgrounds in new development areas and areas of intensification.
- Upon completion of the RMP refresh, Administration will return to Council with a Playground Asset Management Plan that will include:
    - A divestment strategy.
    - Lifecycle management and costing of all playgrounds, including required human resources, equipment and materials to deliver the work.
    - A plan for the proposed locations of new Destination Playgrounds, taking into consideration the criteria approved by Council as part of MN25-5, as well as other neighbourhood planning considerations. The plan will also share proposed timing of capital investments.

DECISION HISTORY & AUTHORITY

At its meeting held on March 26, 2025, City Council considered item *MN25-5 Playground Accessibility* and adopted a resolution to:

1. Direct Administration to make the following changes to the City of Regina Accessible Playground Standard effective immediately respecting all new and ongoing projects:
    a. Definition of accessible playground: Accessibility is about travel, movement, and approach or entry. A playground that is accessible is one that is easy for a person who uses a mobility device to maneuver to and around.
    Definition of inclusive playground: designed to meet the needs of a variety of disabilities such as visual impairments, hearing impairments, communication, cognitive disabilities, sensory sensitivities, physical disabilities etc, designed thoughtfully to encourage engagement and interaction of multiple abilities.

Both Neighborhood and Destination playgrounds are to meet the principals of both accessible and inclusive playgrounds.

b. Accessible play elements must be appropriate for a person with a mobility device to maneuver around. Neighborhood playgrounds have a minimum accessible element changed from 40% to 50%;
c. both destination and neighborhood playgrounds are constructed with only accessible surfacing to meet ASTM1951 standards and remove engineered wood fiber as an acceptable choice;
d. A maximum of 15% of the accessible elements require a person to exit their mobility device;
e. accessible play routes have a minimum width of 1100mm;
f. sensory planting beds should have a minimum of 20% of the beds raised to the following accessibility dimension requirements; Have a top surface of 860 mm maximum; and Have knee and toe space for a front approach that is 735 mm minimum high at the front edge, 500 mm minimum deep, and 900 mm minimum wide;
g. Transfer stations are not to be included within an accessible route;
h. All areas designed for accessibility devices including quiet spaces also to include space for an adult caregiver or friend;
i. Sensory plantings or plants are not to be included in the count as play components;
j. Destination playgrounds are to be located on a transit route;
k. A minimum of a 1525mm turning diameter, must be provided at the end of an accessible path, walkway or corridor, including platforms for slides/poles/climbing structures;
l. One of each type of play experience is to be accessible. Type of play experiences is listed in Appendix B. Preference for side-by-side play of varying abilities;
m. Destination Playgrounds: Consideration of service dog accommodations and consideration for mobility device/stroller parking;
n. Minimum size for a Destination Playground is to be 300m2;
o. Elevated play is not a requirement of an accessible playground;
p. Washroom is not a requirement of an accessible playground, but is encouraged.

2. Designate that playgrounds and parks that do not meet the standard of the Regina Accessible Playground Standard are not identified or labelled as accessible and are removed from the destination playground map and other published materials.

3. Direct Administration to utilize the Regina Accessible Playground Standard when preparing future park and playground site reports.

4. Require developers to follow the Regina Accessible Playground Standard for new playgrounds.

5. Direct Administration to report back in Q4 2026 in advance of the budget deliberation for

2027/2028 respecting:

a. Current pathways or playgrounds constructed with Engineered Wood Fiber be tested to meet ASTM1951 levels with a Rotational Penetrometer, with a subsequent recommendation to outline maintenance or replacement solutions to keep surfaces maintained to an ASTM1951 level.
b. Investigation of a central indoor location for the creation of an indoor all year-round destination playground, minimum 300m2 in size. Include City of Regina properties, REAL properties and possible private partnerships. Include within recreational master plan.
c. Develop a strategic playground plan to develop access to a destination playground for all residents within a maximum travel time of 25 mins on a transit route or 8 mins by car. Prioritize locations with adjacencies to schools, child-care centers, community centers, group homes, senior centers and health centers. Include possible partnerships, timelines and cost options to achieve full community coverage. Include strategic playground plan within the recreational master plan, with a minimum recommendation of renewing a playground annually.
d. Investigate options to create or utilize an existing grant program for community groups who are upgrading or creating new playgrounds to meet the Regina Accessible Playground Standard. Include stakeholder engagement to understand effective financial incentives and groups.
e. Present proposed new playground design to accessibility committee for review prior to final decisions and purchase.

At its meeting held on March 25, 2026, City Council considered item *MN26-3 Accessible Playground Guidelines Related to Grant Program* and directed administration to consult with school boards, representatives of school community councils, community associations and the Accessibility Advisory Committee to investigate avenues to modify the APDS to address concerns.

Respectfully Submitted,

Diana Burton, Director
Recreation & Cultural Services

Respectfully Submitted,

Deborah Bryden, Deputy City Manager
City Planning & Community Services

Prepared by: Janine Daradich, Manager, Planning & Partnerships

ATTACHMENTS
Appendix A - Mapping Analysis of Playgrounds

Appendix B - Service Level Options
Appendix C - APDS Community Feedback
Appendix D - Engineered Wood Fibre Testing
Appendix E - Accessible Playground Grant
Appendix F - Proposed Updates to APDS

Appendix A – Mapping Analysis of Playgrounds

A geospatial mapping analysis was completed to analyze several service levels to determine how they compared to the base level of service in the Recreation Master Plan (RMP). The base level of service in the RMP is: “Every resident will have reasonable access to publicly supported recreation opportunities”. The document then goes on to define reasonable as 85 per cent of residents. This base level of service was used for all analysis unless otherwise requested.

For the purposes of this analysis, the Indoor Aquatic Facility is shown as an existing Destination Playground, as it is planned and is a commitment made to community by the previous Council.

LIST OF MAP FIGURES

Figure 1 – Destination Playgrounds 5 Kilometre Driving Distance of Most Households
Figure 2 – Playgrounds 800 Metre Walking Distance of Most Households
Figure 3 – Destination Playgrounds 3 Kilometre Driving Distance of Most Households
Figure 4 – Destination Playgrounds, 8 Minute Drive from All Residents
Figure 5 – Existing Destination Playgrounds, 25 Minute Transit Trip from All Residents
Figure 6 – Destination Playgrounds APDS Service Level, 25 Minute Transit from Most Households
Figure 7 – Neighbourhood Playgrounds 1,600 Metre Walking Distance of Most Residents

PLAYGROUND SERVICE LEVELS – RMP

Prior to the issuance of the Accessible Playground Design Standard in 2025, the RMP directed playground service levels, as noted below:

Destination Playgrounds – RMP (2019)

The service level for Destination Playgrounds is one Destination Playground for every 45,000 residents. This service level is illustrated in **Figure 1**. Geospatial analysis completed determined that this service level would equate to one playground within five kilometers driving distance of most households. Achieving this service level requires the addition of one Destination Playground in the north and one in the southeast. With these additions, the recommended service level would be met.

In the figure, intensification areas are shown in dark green and red. The five-kilometer driving distance from the existing Destinations is shown in blue and the green areas in the north and southeast demonstrate how gaps could be filled and the service level met.

Neighbourhood Playgrounds – RMP (2019)

The service level for Neighbourhood Playgrounds is one playground within 800-metre walking distance of most households. This service level is illustrated in **Figure 1**: Destination Playgrounds 5 Kilometre Driving Distance of Most Households (1/45,000 residents)

. The figure identifies existing residential areas (red hatch) not currently served, which are within the 15 per cent allowed through the RMP base level of service. Areas shown in yellow are located within an 800-metre walking distance of a playground. Areas with a higher concentration of playgrounds, or exceeding the service level target, are shown in darker shades progressing to blue, indicating overlapping service coverage.

PLAYGROUND SERVICE LEVELS – Accessible Playground Design Standard (APDS)

The Accessible Playground Design Standard, 2025 increased the service level for Destination Playgrounds from the RMP as noted below, while the service levels for Neighbourhood Playgrounds remains unchanged from the RMP.

Destination Playgrounds – APDS (2025)

The service level for Destination Playgrounds is one Destination Playground within a three-kilometre driving distance of most households. This service level is illustrated in **Figure 3**. The analysis shows the three-kilometre service area in green around each of the four Destination Playgrounds in relation to the city's intensification areas, shown in dark grey and blue. The analysis determined that five additional Destination Playground locations (for a total of nine) would be required to achieve the recommended base level of service. The orange areas demonstrate how gaps could be filled and the service level met.

Neighbourhood Playgrounds – APDS (2025)

The service level for Neighbourhood Playgrounds in the APDS remains unchanged from the Recreation Master Plan and continues to be one Neighbourhood Playground within 800 metres walking distance of most households. This service level is illustrated in **Figure 1**: Destination Playgrounds 5 Kilometre Driving Distance of Most Households (1/45,000 residents)

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COUNCIL MOTION MN25-5 SERVICE LEVEL ANALYSIS

Through Motion MN25-5, Council requested analysis of the following playground service levels for Destination Playgrounds:

Eight-Minute Driving Distance

MN25-5 requested that Administration analyze the service level of one Destination Playground within an eight-minute drive of all residents. This service level is illustrated in **Figure 4**. The analysis demonstrates that all residents are within an average eight-minute drive of the existing four Destination Playgrounds, and no additional Destination Playgrounds would be required to meet this service level.

Twenty-Five-Minute Transit Travel Time

Council Motion MN25-5 also requested that Administration analyze a service level of one Destination Playground within a maximum transit travel time of 25 minutes for all residents. This analysis did not consider paratransit, as paratransit service will drop registered users at any park or recreation facility.

When considering conventional transit trips for the Destination Playgrounds, the work had to be completed manually, so there may be a margin of error. **Figure 5** illustrates the areas of the city that will be within a 25-minute transit ride of the four existing Destination Playgrounds. This measure does not align with the base level of service target in the RMP. Administration also analyzed the APDS service level for Destination Playgrounds against the 25-minute transit ride. This service level is illustrated in **Figure 6**. With nine Destination Playgrounds the base level of service is met.

ALTERNATE SERVICE LEVEL OPTIONS ANALYSIS

Neighbourhood Playgrounds – Option 4

Option 4 in Appendix B introduced a revised service level target for Neighbourhood Playgrounds of one every 1,600-metre walking distance from most households. **Figure** demonstrates how the adjusted service level could be achieved and illustrates the distribution of playgrounds required to meet the revised target in purple. For Option 4, local non-accessible playgrounds would then be used to fill in the gaps to achieve the 800-metre walking distance of most households.

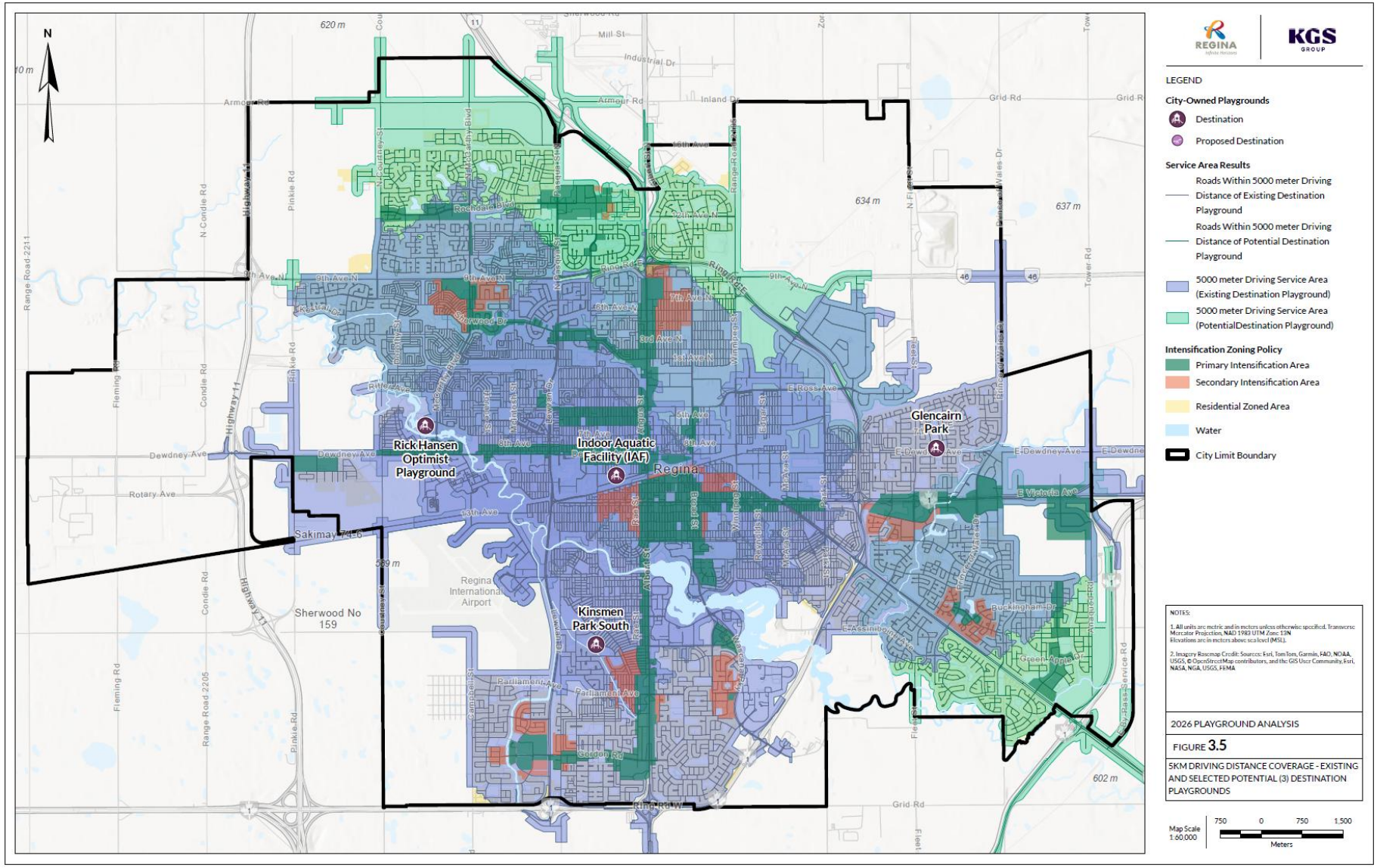


Figure 1: Destination Playgrounds 5 Kilometre Driving Distance of Most Households (1/45,000 residents)

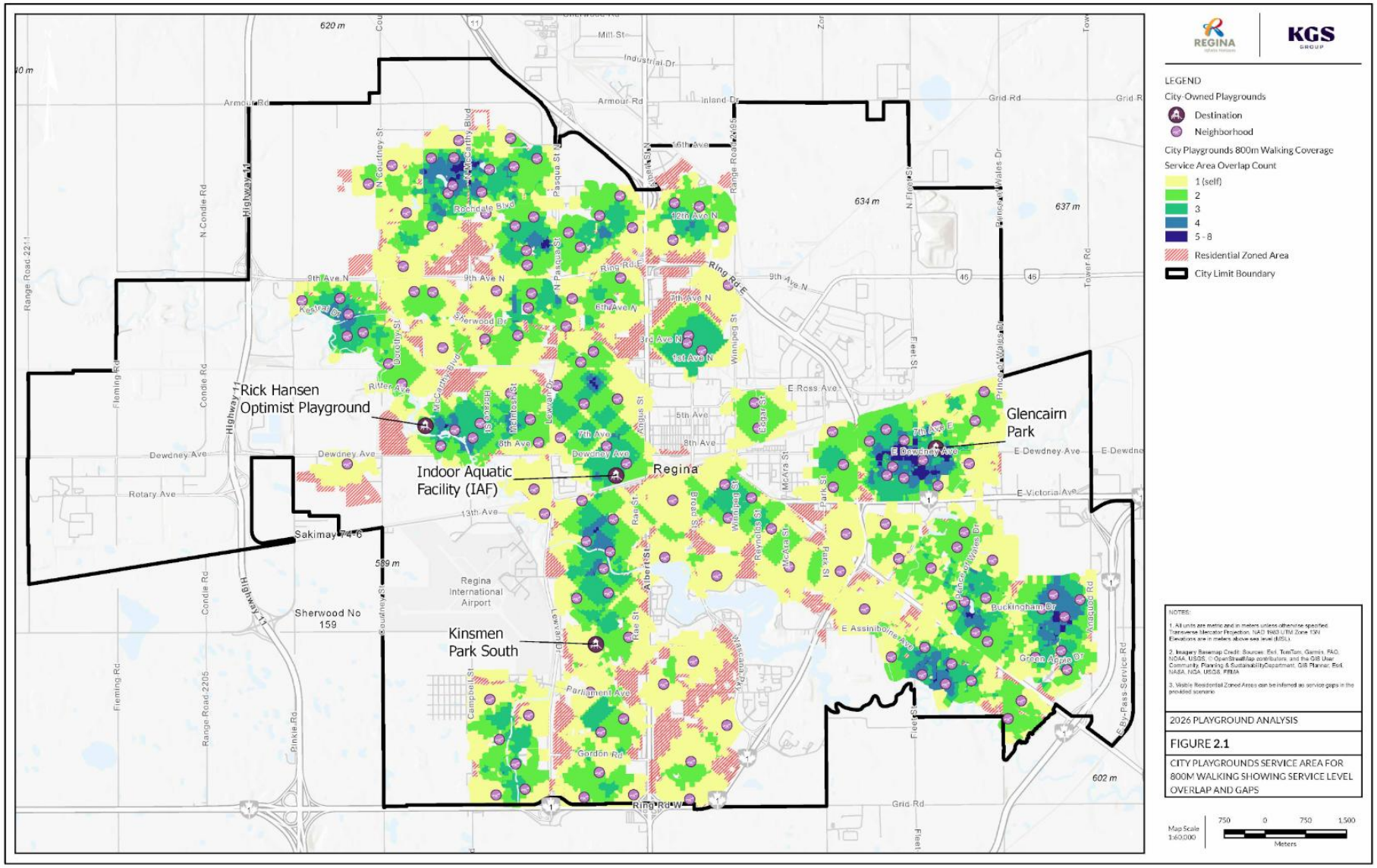


Figure 2: Playgrounds 800 Metre Walking Distance of Most Households

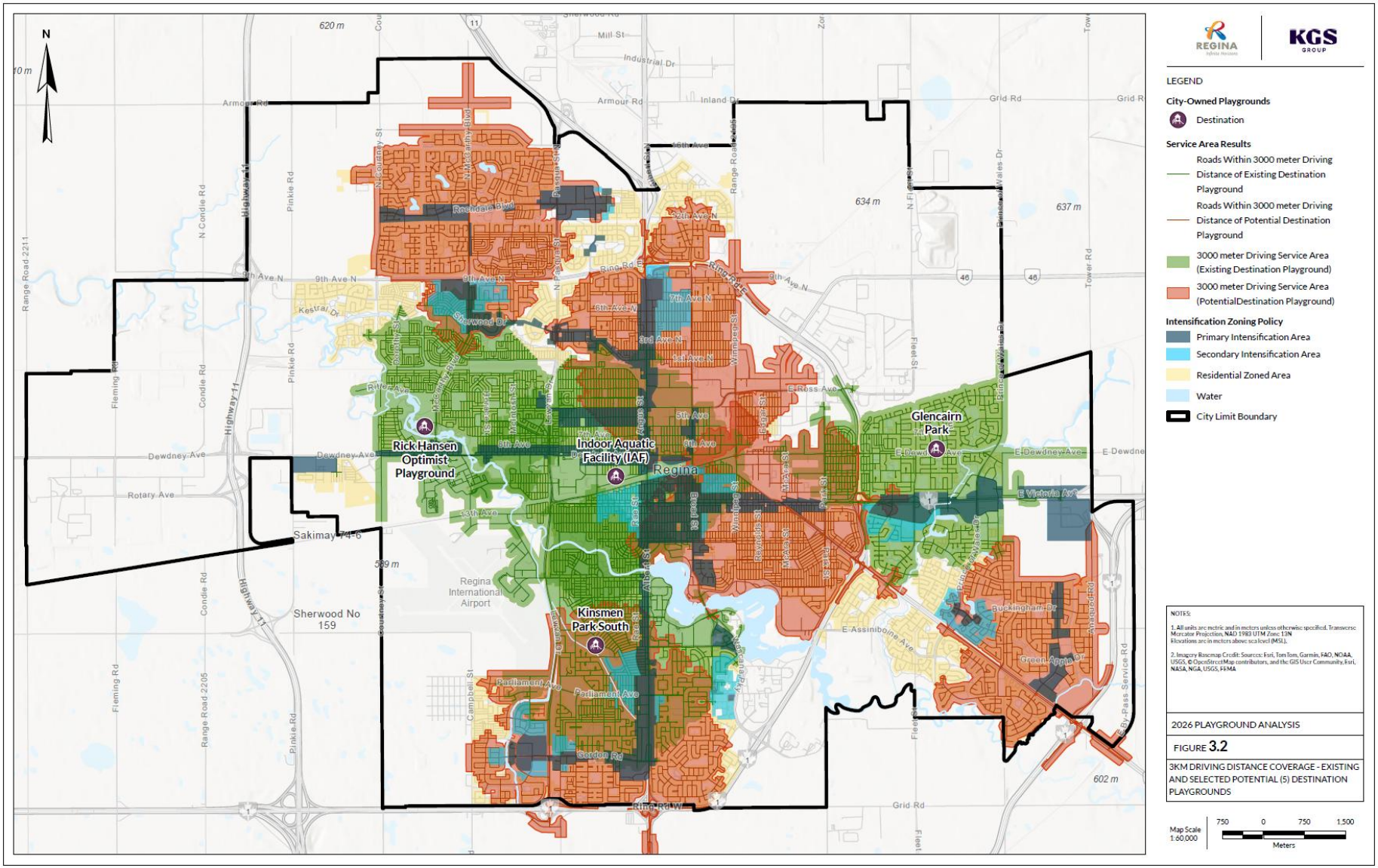


Figure 3: Destination Playgrounds 3 Kilometre Driving Distance of Most Households

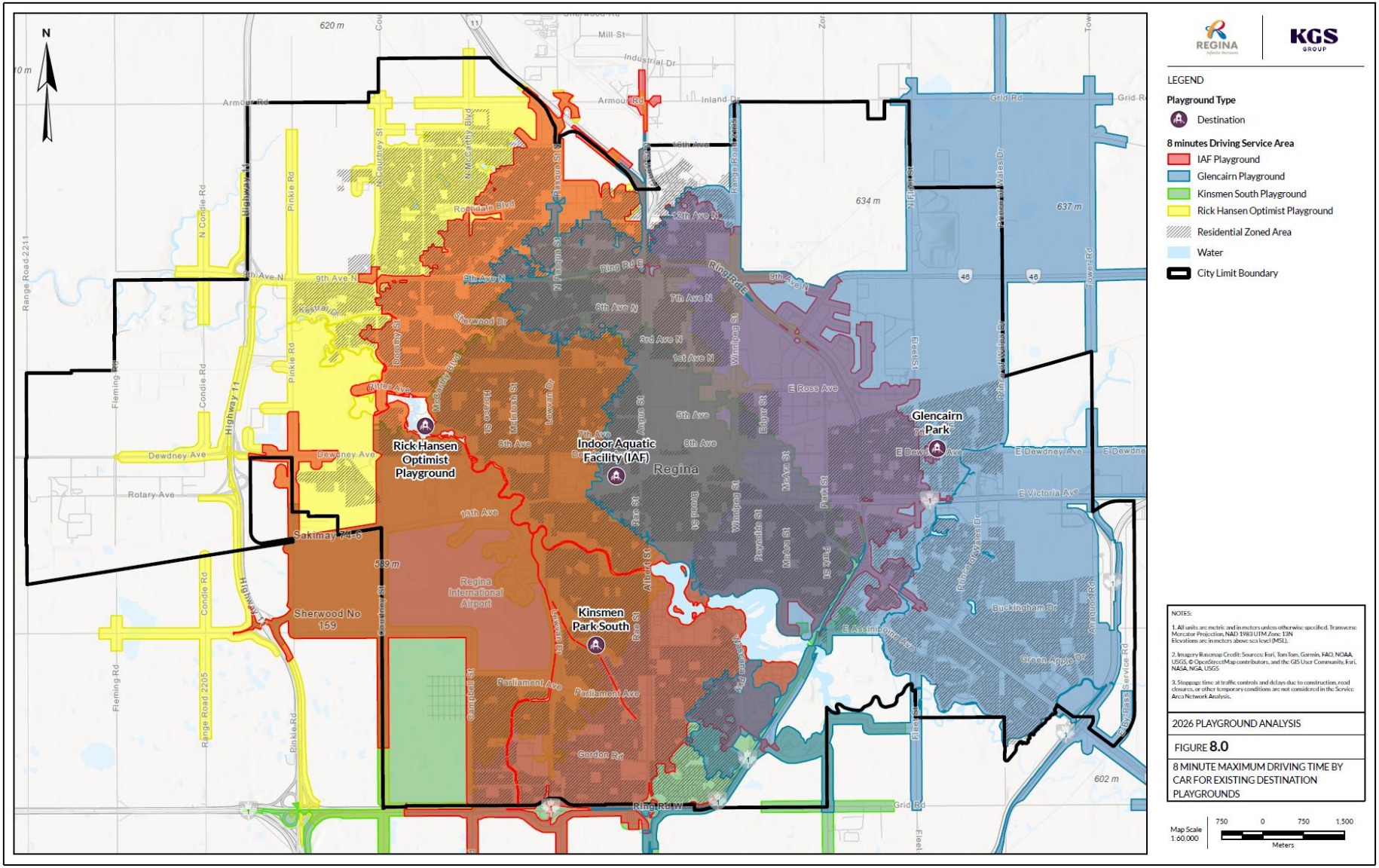


Figure 4: Destination Playgrounds, 8 Minute Drive from All Residents

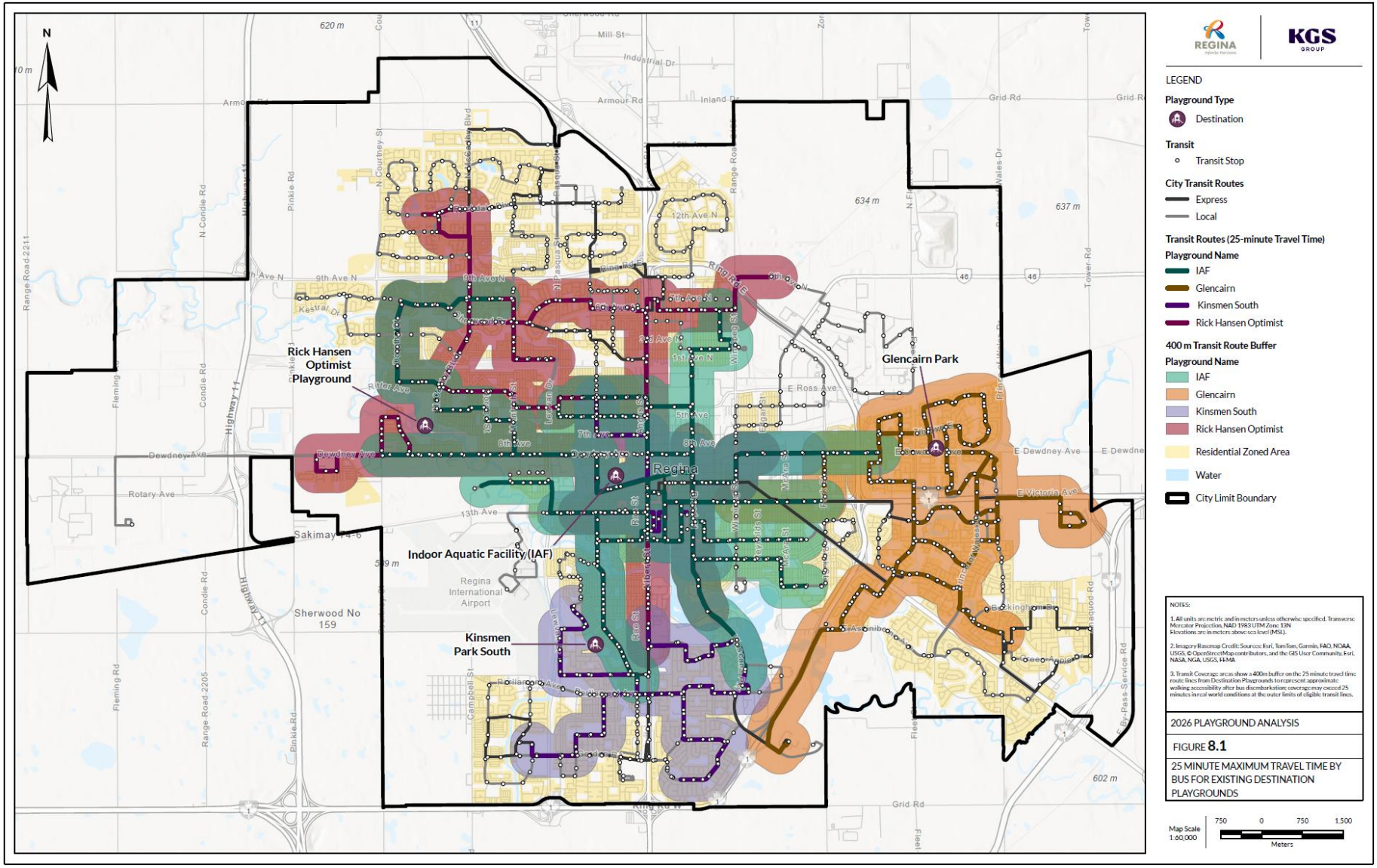


Figure 5 – Existing Destination Playgrounds, 25 Minute Transit from Most Households

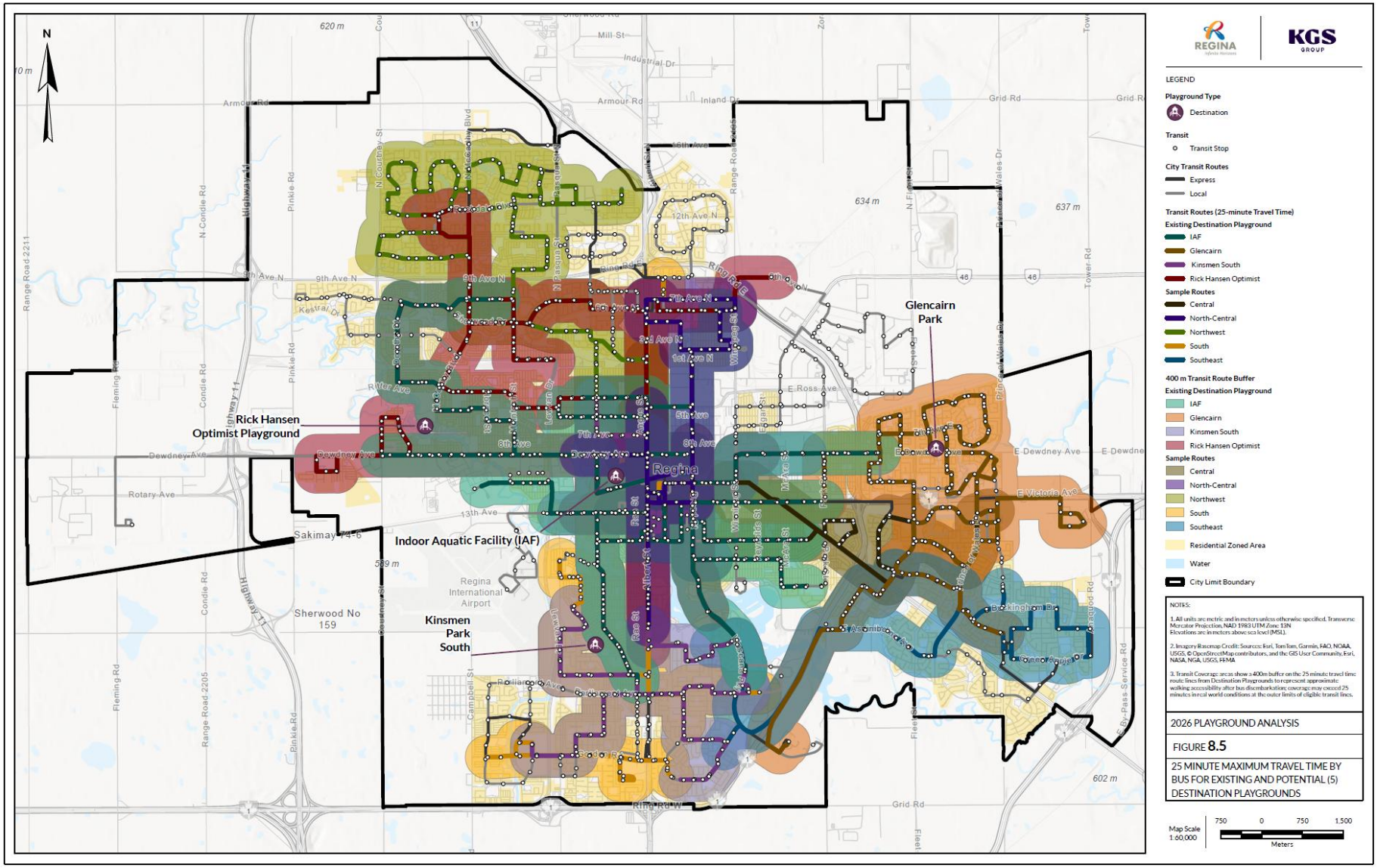


Figure 6 – Destination Playgrounds APDS Service Level, 25 Minute Transit from Most Households

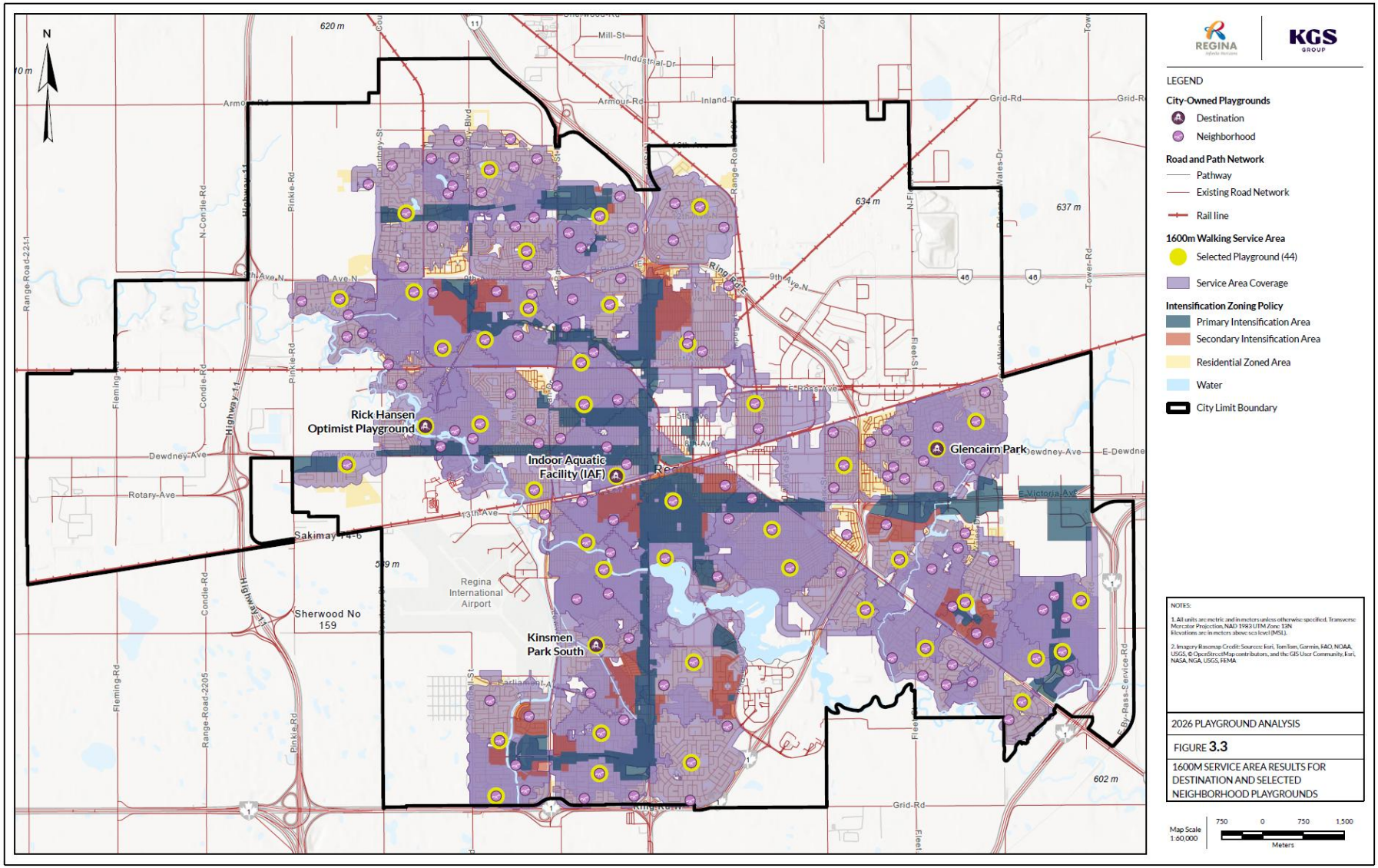


Figure 7: Neighbourhood Playgrounds 1,600 Metre Walking Distance of Most Residents

Appendix B – Service Level Options

Service Level Options	Service Level for Destination Playground (DP)	# DP ($41.4 K - $46 K/PG)	Service Level for Neighbourhood Playgrounds (NP)	# NP ($27 K - $31 K/ PG)	Service Level for Local Playground (LP) (not build to APDS)	# LP (or other) ($11.5 K - $14.2 K/PG)	# Divest-ments	Total Annualized Life Cycle Cost ($/Yr)	Impacts
Option 1 - Current Approved Service Level from APDS 2025 (RECOMMENDED)	**1 DP within in 3 km driving distance of most households**	**9**	**1 NP within 800 m walking distance of most households**	**103**	**N/A**	**N/A**	**40**	**$ 3.3 million**	• **Provides access to accessible playgrounds for most residents at the APDS service level.** • **Supported by Strategic Plan and City policy.** • **Reduces inventory to manage cost, while still meeting service levels.** • **Inventory reduction will require consultation and may not be supported by residents.** • **Funding gap of approximately $2.3 million.**
Option 2 -Current State (Status Quo)	N/A	3	N/A	3	N/A	146 (varying sizes, configuration and cost)	0	$2.2 million (Note: Average Annual investment has been $1.04 million)	• Does not provide accessible playgrounds for most residents. • Is not supported by Strategic Plan and City Policy. • Funding gap of approximately $1.2 million.
Option 3 - Upgrade or replace all current playgrounds to accessible	1 DP within 3 km driving distance of most households	9	1 NP within 800 m walking distance of most households	143	N/A	N/A	0	$4.4 million	• Provides access to accessible playgrounds for most residents. • Supported by Strategic Plan and City Policy. • Exceeds service level for Neighbourhood Playgrounds • Does not reduce inventory • Funding gap of approximately $3.4 million.
Option 4 - Adjusted Service Level 1 – Some Non-accessible Playgrounds and Divestments	1 DP within an 8 min by car or 25 min by transit ride (Specified in MN25-5)	6	1 NP within 1600 m walking distance of most households	40	1 LP within 800 m walking distance of most households	66	40	$2.2 million	• Provides access to accessible playgrounds for residents at a lower service level. • Vibrancy and accessibility of neighbourhoods affected. • Reduces inventory to manage cost. • Inventory reduction may not be supported by residents. • Does not increase funding gap any more than the current inventory which is approximately $1.2 million.
Option 5 - Adjusted Service Level 2 – Only Accessible Playgrounds and Divestments	1 DP within 3 km driving distance of most households	9	N/A	65	N/A	0	78	$2.2 million	• Provides access to accessible playgrounds at a lower service level. • Vibrancy and accessibility of neighbourhoods affected.

									• Reduces inventory significantly to manage cost. • Reduction in inventory may not be supported by residents. • Does not increase funding gap any more than Option 2 and 4 which is approximately $1.2 million.
Option 6 – Adjusted Service Level 3 - Destination Playgrounds at Current Service Level, Some Accessible Neighbourhood Playgrounds and Significant Divestment - No change to average annual budget	1 DP within 3 km driving distance of most households	9	N/A	24	N/A	0	119	$1.04 million	• Provides access to accessible playgrounds at a lower level. • Vibrancy and accessibility of neighbourhoods affected. • Reduces inventory significantly to manage cost. • Reduction in inventory may not be supported by residents. • No additional funding required.

Appendix C – Community Feedback

The following is a high-level summary of feedback heard from community non-profits and people with lived experience that were engaged by the City of Regina regarding the Accessible Playground Design Standard, dated July 2025 (Standard).

Comments received from community non-profit groups addressed the following sections of the Standard: 1. Scope, 5. Design Requirements: Gathering Area and 6. Design Requirements: Playground. General comments were also received regarding the playground design and review process. Comments in the tables below have been organized by the section of the Standard they relate to.

Abbreviations:
PIP = Poured in Place Rubberized Safety Surfacing
EWF= Engineered Wood Fiber Safety Surfacing

Table A – 1. Scope

Accessible Playground Design Standard Design Requirement	Feedback Received	Administration's Proposed Updates to APDS
1. Scope: This accessible playground standard shall guide the design of playgrounds in City of Regina (City) parks, including existing playgrounds that have been selected by the City for refurbishment or replacement. This Standard shall also guide the design of all City funded or partially funded playgrounds. This design standard does not apply to fitness equipment.	**Community Feedback:** • Feedback indicated that the Standard is overly rigid and should allow greater flexibility to allow groups to partially meet the Standard. For example, only install a communication board or only upgrade safety surfacing to rubber. **Feedback from People with Lived Experience:** • There was mixed support for partially following the Standard.	**Playgrounds located on City Property – Developers and City of Regina** 1. All new, replaced and upgraded playgrounds located on City property shall comply with all gathering area and playground requirements. **Playgrounds located on City Property – Non-profit-led** 1. If a non-profit community organization has upgraded, replaced or built a Neighbourhood Playground located on City property, it shall follow the playground requirements and the City shall fund and install gathering space requirements.

		Playgrounds not located on City Property – Non-profit-led 1. Non-profit organizations who will receive City funding for the purpose of upgrading, replacing or building a new public playground not located on City property shall meet all playground requirements.
1. Scope (con't) This standard describes design requirements for two types of City playgrounds: 1. Neighbourhood Playground with Accessible Elements 2. Destination Accessible Playground	**Community Feedback:** • There should be a third playground which serves a specific, much smaller group of residents. • Could there be a third Standard created only for schools and develop it in collaboration with the school boards. **Feedback from People with Lived Experience:** • Mixed feedback. Some felt schools should not be held to different standards and others felt the school divisions should make their own decision on accessible playground standards.	• See proposed update above. • Schools only required to follow the Accessible Playground Design Standard when receiving City funding.

Table B – 5. Design Requirements: Gathering Area

Accessible Playground Design Standard Design Requirement	Feedback Received	Administration's Proposed Updates to APDS
5.2 Accessible Pathway: Accessible Pathways shall have a slip-resistant, continuous and even surface.	**Community Feedback:** • Allow accessible pathways and site furnishing pads to be made of crusher dust to save on cost. **Feedback from People with Lived Experience:** • Asphalt or concrete is a dependable material which remains wheelchair accessible. Crusher dust moves around and can become uneven; it is not dependable.	• No updates proposed as accessibility of crusher dust cannot be guaranteed.
5.3 Shade The Gathering Areas shall provide trees for users to rest in shade.	**Community Feedback:** • Remove requirement for shade trees as the cost to plant and care for them is expensive and in the case of schools is not always supported by the school divisions. **Feedback from People with Lived Experience:** • Shade is very important to help those who are unable to easily regulate or sense their body temperature. • Allows people to stay at the playground/park longer.	• Required for playgrounds on City property. • If a community-led project on City property, the City will fund shade trees as budget allows. • Requirement of shade trees removed for school playgrounds receiving City funding.
5.4 Site Furnishings <u>Benches:</u> Minimum quantity of benches required at neighbourhood playgrounds: two (2) Benches shall have good sightlines to play area.	**Community Feedback:** • Site furnishings are expensive and should not be the responsibility of the community groups to provide, especially if furnishings exist but are in poor condition. **Feedback from People with Lived Experience:**	• Required for playgrounds on City property. • If a community-led project on City property, the City will fund as budget allows. • Requirement for benches and trash units removed for school playgrounds receiving City funding.

Benches shall have a back and arms. Any other bench style to be approved by the City's Manager, Planning & Partnerships or designate. <u>Trash Units:</u> Minimum quantity of trash units required at neighbourhood playgrounds: one (1)	• Benches are required for people who may not have the ability or stamina to stand at the playground for an extended amount of time. • Benches with backs and arms provide more support to those that require it.	
5.6 Park Amenities Playgrounds shall provide accessible on-street parking.	**Community Feedback:** • Remove requirement for designated street parking at neighbourhood playgrounds as they are frequented by those walking. • Relax requirement for accessible parking at neighbourhood parks by only making it a required for locations where street width is wide enough. **Feedback from People with Lived Experience:** • Mixed feedback received. While some felt that it should not be assumed parking isn't needed for neighbourhood playgrounds, others felt it was most important at destination playgrounds. • Some felt that if accessible parking can be accommodated at a neighbourhood playground then it should be considered.	• Neighbourhood parking will be included where possible. • For community-led projects on City property, the City will fund where budget allows. • Requirement for accessible parking removed for School playgrounds receiving City funding.

Table C – 6. Design Requirements: Playground

Accessible Playground Design Standard Design Requirement	Feedback Received	Administration's Comments and Proposed Updates to APDS
6.3 Accessible + Inclusive Playgrounds All new playgrounds are to meet the definitions of accessible and inclusive playgrounds.	**Community Feedback:** • Confusion around which play components meet the definition of accessible. • Allow play components that require transfer from mobility device to count as accessible. **Feedback from People with Lived Experience:** • Understand it can be confusing since different definitions of accessibility are used. The spectrum of disability is very broad, but mixed feedback on including a definition for mobility device accessible.	• **ADD** the following term to clarify the definition of accessible playground: **Mobility Device Accessible:** A play component or play experience that is appropriate for a person with a mobility device to maneuver around and allows the person to remain with their mobility device. Users are not required to transfer away from their mobility device to participate in the intended play activity. • **ADD** sentence to existing definition of accessible playground. • 'An accessible playground will provide a minimum percentage of mobility device accessible play components based on its Playground Type.' • Additions will help clarify the emphasis on accommodating people using mobility devices.
6.5 Materials – Safety Surfacing Loose materials, including but not limited to, EWF, sand and pea stone shall not be accepted as accessible safety surfacing material at new or refurbished City playgrounds.	**Community Feedback:** • Rubberized surfacing makes up a large percentage of a project's cost and EWF should be allowed. **Feedback from People with Lived Experience:** • Accessible playgrounds require surfaces that are truly accessible and maintain accessibility over time.	• No updates proposed as accessibility of EWF cannot be guaranteed. • Lifecycle costs for EWF is comparable to PIP and provide a greater assurance of accessibility for people with lived experience.

	• Some find rubberized servicing smoother to navigate on with a white cane. • Some felt communities should have flexibility to use either surface material. Providing options reduces costs through vendor competition.	
6.8 Play Components Neighbourhood playground: Minimum percentage of play components along an accessible route: **50 per cent** A maximum of **15 per cent** of accessible play components requires a person to exit their mobility device.	**Community Feedback:** • 50 per cent for neighbourhood level and 75 per cent for destination level playgrounds is too high, especially for rebuilds and the smaller playgrounds. • Consider reducing the requirements as the standards for accessible play are restrictive and reduce the level of fun at a playground as a lot of the fun elements require you to leave a mobility device. • Remove 15 per cent requirement. **Feedback from People with Lived Experience:** • Understood how it could be confusing and could be limiting for certain types of play components. • To increase the number of physical play elements could consider removing swings and slides from the component counts.	• To allow for more variety of components: **ADD**: Swings and slides can be excluded from the total count of play components.
6.10 Sensory Cues and Contrast A play structure's surface colours (platforms/ramps) shall be in high contrast to its vertical elements (hand/guard rail colour) e.g dark brown ramp and light blue handrail. A high contrast colour shall be used on accessible safety surfacing to indicate obstacles, such as the end of the slide or free-standing items like a post of a swing set. Additionally, high-	**Community Feedback:** • Relax the standard and make sensory cues and contrast requirements for the PIP optional as they add cost to the surfacing. • Understanding colour contrast and where it is needed can be confusing. **Feedback from People with Lived Experience:** • The consensus was that these requirements are an important accessibility feature and should remain in the Standard.	• No updates to the requirement for colour contrast proposed. • Supplementary information and images will be appended to the Standard to confirm contrasting colours, through consultation with CNIB.

contrast colour shall indicate the safety areas of swinging, spinning or other movement-based play features. A high-contrast colour shall be used to indicate the boundary or perimeter of the playground.		

Table D – General Feedback on Accessible Playground Standards Received from Community Groups

Community Feedback:	Administration Response to Feedback:
Process Improvements • Process for development of community led capital projects on City property could be improved as it can be confusing.	• Administration will lay out the process in a one pager that can be shared with organizations wanting to implement projects on City property. • City's Community Consultants will act as first point of contact for community groups.
Document is confusing, too technical • Accessible Playground Design Standard is technical and hard to understand. • There should be one document for the design professionals/ playground suppliers and another document for community members.	• Once the Standard is approved, Administration will create graphics to help describe requirements. • A checklist will be available to be a quick reference for design professionals and community. • The destination and neighbourhood playground requirements have been separated to reduce confusion.
Grant Funding • Applying for grant funding is very competitive. There isn't enough money to go around.	• The City understands that grant programs are competitive, but change would require addition budget.

Appendix D – Engineered Wood Fiber Testing

MN25-5, 1a. Engineered Wood Fiber ASTM F1951 Accessibility Testing and Playground Operations

Background

Engineered Wood Fibre (EWF) has been used nationally as an accessible playground surface for several years. This usage was based on the CSA Z614:20, which is a national standard for Children's Play Equipment and Surfacing (CSA Standard). In Annex D – Recommended Protective Surfacing, table D.1, lists EWF as wheelchair accessible. However, the same CSA Standard in Annex H references ASTM F1951, which is a standard for the determination of mobility device accessibility of surfaces.

MN25-5 directed Administration report back on *"*current pathways or playgrounds constructed with EWF be tested to meet ASTM1951 levels with a rotational penetrometer, with a subsequent recommendation to outline maintenance or replacement solutions to keep surfaces maintained to an ASTM1951 level*"*. Based on this direction, the Parks & Open Space Services Department conducted ongoing testing and costing analysis this spring/summer at three locations to determine the true accessibility of EWF as a playground surface.

Test Sites

Currently the City has 42 playgrounds with EWF surfacing out of 152 playgrounds in the current inventory.

The playgrounds selected for testing were high-traffic sites, that required top up and maintenance of the EWF, which provided good conditions for assessing accessibility and costing.

Testing Methodology

ASTM F1951 testing was completed using a rotational penetrometer device, which measures surface firmness and stability, by assessing the depth and resistance of an impression in the surfacing material. The test is intended to evaluate whether a mobility device wheel can effectively maneuver over the surface.

The testing process involves using a calibrated rotational penetrometer device to take several readings at various locations throughout the playground along routes of travel between playground features.

Sites were tested twice per week in June and July.

Testing Process:

- Sites were first tested for compliance.
- If additional EWF was required, material was added.
- EWF was raked and redistributed.
- The surface was watered to allow for compaction.
- Surface was then compacted with a tamping machine.
- Sites were then retested for compliance and the process repeated until the EWF met the ASTM F1951 requirements.

By July 2026, all three EWF sites were able to achieve a passing ASTM F1951 measurement.

Testing Results and Findings

Key observations from the testing program included:

- EWF surfacing can be maintained to meet ASTM F1951 accessibility requirements when sufficient material depth and compaction are achieved.
- Additional material, watering and compaction were generally required to achieve passing test results.
- Current staffing and funding levels do not allow for the rigorous schedule that would be required for the testing and required maintenance procedures to meet ASTM F1951 requirements.
- Due to the loose nature of the EWF material, accessibility is difficult to maintain and cannot be guaranteed for every visit.

Current and Estimated Annualized Cost

Administration’s analysis found that the annualized cost of EWF, including the maintenance required to maintain accessibility, is approximately $24,000, compared to $28,000 for Poured in Place Rubber (PIP) surfacing. Considering the marginal cost difference, PIP represents a more effective investment, as it provides a consistently accessible surface while accessibility cannot be assured with EWF due to the loose nature of the material.

Appendix E – Accessible Playground Grant

MN25-5, 1d. – 2026 Accessible Playground Grant Program Summary

As part of the 2026 Budget process, City Council approved $160,000 in one-time funding for an Accessible Playground Grant Program. The program was intended to support the development of publicly accessible playgrounds by non-profit organizations and school community councils.

2026 Accessible Playground Grant Program Eligibility and Requirements

The main eligibility criteria for the Accessible Playground Grant Program:

- The playground would be available for public use.
- The project would meet the City's Accessible Playground Design Standard.
- At least 40 per cent of total project costs had already been secured by the applicant organization.
- Applicants were only eligible for up to $80,000 combined grant funding for a specific playground project.
- The playground had to be constructed two years from notification of a successful grant application.
- Priority would be granted to projects on City-owned land.
- Other program requirements and project criteria were met.

Accessible Playground Grant Program Results

The call for applications originally resulted in:

- Three applications requesting a combined total of $203,900.
- Allocation of the full $160,000 available through the program.

After the application deadline, Administration was notified of one additional application that was submitted to an incorrect email address. Following review, this project was awarded $20,000 through the Grant Appeals Fund from the Community Investment Grant Program, which is available to address process-related issues and exceptional circumstances.

Following notification of funding decisions, one successful applicant advised the City that it would no longer proceed with its project under the Accessible Playground Grant Program. The organization sited an inability to raise the remaining project funding within the two-year timeframe established by the program for the return of funds.

As a result, $20,000 in grant funding was declined by the applicant.

Funded Project Status

Based on information provided by successful applicants:

- Two playground projects were completed in 2026.
- One playground project is planned for construction in 2027.

These projects will contribute to the expansion of publicly available accessible playgrounds within the community.

Appendix F - Accessible Playground Design Standard

Revision date: October 27, 2026

Note:

Proposed updates to the Accessible Playground Design Standard, dated July 2025, have been highlighted in yellow.

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1. SCOPE OF STANDARD

1.1. The Accessible Playground Design Standard (Standard) shall guide the design of:

.1 All new, replaced or upgraded playgrounds located on City of Regina (City) property.

.2 All new, replaced or upgraded public playgrounds that will receive City funding.

1.2. See 8. Glossary of Terms **Playground Development Terms**

1.3. for definitions.

1.4. This Standard does not apply to fitness equipment.

2. REFERENCE DOCUMENTS

2.1. City of Regina Recreation Master Plan

2.2. City of Regina Parks Master Plan

2.3. CSA Z614:20 Children's playground equipment and surfacing

2.4. ASTM F1951-21 Standard Specification for Determination of Accessibility of Surface Systems Under and Around Playground Equipment

3. PLAYGROUND TYPES

3.1. This Standard describes design requirements for two types of City playgrounds:

Neighbourhood Playground

A Neighbourhood Playground shall function as a community amenity intended to serve residents of the surrounding neighbourhood. Key features of a Neighbourhood Playground include a minimum of 50 per cent of play components being accessed via an accessible route, mobility device accessible safety surfacing that meets ASTM F1951, an accessible pathway connecting users to the playground, and a shaded area for rest.

Destination Playground

A Destination Playground shall be located at a **Community Recreation Hub** that serves residents from across the City and could accommodate large groups of visitors. Key features of a Destination Playground include a minimum of 75 per cent of play components being accessed via an accessible route, mobility device accessible safety surfacing that meets ASTM F1951, an accessible pathway connecting users to the playground, a shaded area for rest, designated accessible parking and access to an accessible washroom.

4. ACCESSIBLE + INCLUSIVE PLAYGROUND DEFINITIONS

4.1. All new, replaced or upgraded Destination and Neighbourhood playgrounds shall meet the definitions of accessible, inclusive and mobility device accessible playgrounds as defined below.

Accessible Playground:

Accessibility is about travel, movement and approach or entry. A playground that is accessible is one that is easy for a person who uses a mobility device to maneuver to and around. An Accessible Playground will provide a minimum percentage of **Mobility Device Accessible** play components based on its playground type.

Inclusive Playground:

An Inclusive playground is designed to meet the needs of a variety of disabilities such as visual impairments, hearing impairments, communication, cognitive disabilities, sensory sensitivities, physical disabilities etc., designed thoughtfully to encourage engagement and interaction of multiple abilities.

Mobility Device Accessible:

A play component or experience that is appropriate for a person with a mobility device to maneuver around and allows the person to remain with their mobility device. Users are not required to transfer away from their mobility device to participate in the intended play activity.

4.2. See **Glossary of Terms**

4.3. for additional definitions used throughout this Standard.

5. WHICH REQUIREMENTS APPLY?

This section identifies which requirements of this Standard apply based on playground location and project proponent (e.g., non-profit community groups, developers, City)

5.1. **Playgrounds located on City Property – Developers & City of Regina**

.1 All new, replaced and upgraded Neighbourhood Playgrounds located on City property shall comply with all Neighbourhood Playground design requirements N1-N11 identified in this Standard, including both Gathering Area and Playground requirements.

.2 All new, replaced and upgraded Destination Playgrounds located on City property shall comply with all Destination Playground design requirements D1-D15 identified in this Standard, including both Gathering Area and Playground requirements.

.3 This includes projects undertaken by the City, non-profit community groups, and developers, whether for the upgrade or replacement of an existing playground or the construction of a new playground.

5.2. **Playgrounds located on City Property – Non-profit-led**

.1 Non-profit community organizations who upgrade, replace or build a new playground on City-owned property shall, at a minimum, supply and install design requirements for a Neighbourhood Playground N1-N8.

.2 If a non-profit community organization has upgraded, replaced or built a Neighbourhood Playground located on City property, the City shall fund and install design requirements N9-N11.

5.3. Playgrounds not located on City Property – Non-profit-led

.1 Non-profit organizations who will receive City funding for the purpose of upgrading, replacing or building a new public playground not located on City property shall, at a minimum, supply and install design requirements for a Neighbourhood Playground N1-N8.
.2 Design requirements N-9-N-11 are not required for compliance of this Standard.

5.4. Playgrounds not located on City Property and not funded by City

.1 Non-profit organizations who do not receive City funding for the purpose of upgrading, replacing or building a new public playground on non-city-owned lands are not subject to this Standard.

6. DESIGN REQUIREMENTS – NEIGHBOURHOOD PLAYGROUND

6.1. Playground Design Requirements - Neighbourhood (N1-N10)

N.1 Accessible + Inclusive Playgrounds

.1 All Neighbourhood Playgrounds shall meet the definitions of **Accessible Playground** and **Inclusive Playground** defined in this Standard.

N.2 Materials – Play Component

.1 Play component materials shall meet safety standards described in CSA Z614:20 Children's playground equipment and surfacing.
.2 Manufactured playground components shall be made of metals and plastics. Other manufactured play component materials to be approved by the Manager, Planning & Partnerships or designate.

N.3 Materials – Safety Surfacing

.1 Safety Surfacing shall meet safety requirements as described in CSA Z614:20 Children's playground equipment and surfacing.
.2 Accessible safety surfacing shall meet ASTM F1951 standards.
.3 All high-wear locations e.g. bottom of slides, under swings etc. shall double the thickness of the specified Poured in Place Rubber wear layer to provide increased durability.
.4 Loose materials, including but not limited to, Engineered Wood Fibre (EWF), sand and pea stone shall not be accepted as an accessible safety surfacing material.

N.4 Accessible Play Route

.1 An accessible play route within a playground's fall zone, shall be safety surfacing that meets ASTM F1951 standards, a play structure ramp or a play structure platform accessed by a ramp.
.2 Transfer stations shall not act as the primary means of access to an accessible play route but may be included as a secondary access

option. e.g. An elevated accessible play surface requires a ramp as the primary means of access.

.3 A transfer station may be used as the primary means of access to individual play components (e.g. slide) that otherwise meet the requirements of this Standard.

.4 An accessible play route shall have a minimum width of 1100mm.

.5 A minimum of a 1525mm turning diameter, must be provided at the end of accessible play routes.

N.5 Play Components

.1 At a Neighbourhood Playground a **minimum of 50 per cent** of play components shall be accessed by an Accessible Play Route

.2 Preference for side-by-side play of varying abilities.

.3 Of the 50 per cent of play components along the accessible route, a maximum of 15 per cent of those play components can require a person to exit or transfer away from their mobility device to play with the component. Therefore, a minimum of 85 per cent of play components required along the accessible route shall be **Mobility Device Accessible**.

.4 A minimum of one of each type of play experiences (sensory, social and physical), shall be **Mobility Device Accessible** and located along an accessible route. See Appendix D-1 Play Experience Types.

.5 Elevated play not required. However, if elevated play is provided, the Mobility Device Accessible portion of the elevated play route shall have play components along its route and/or shall have a **Mobility Device Accessible** play component at its terminus.

.6 Counting play components:

.1 Functionally linked play elements, such as a parkour climbing system, where the primary type of play provided is 'climbing', will be counted as one play component. Similarly, if five stepping-stones and a balance beam are grouped together, they would be counted as one play component, promoting balance.

.2 Each play panel may be counted as one play component, so long as each play panel provides a different play experience to the play panel(s) located adjacent.

.3 Swings and slides can be excluded from the total count of play components.

.4 Sensory plantings or plants are not counted as play components.

.5 Communication boards are not counted as play components.

N.6 Sensory Cues + Contrast

.1 Play structure surface colours (platforms/ramps) shall be in high contrast to its vertical elements (hand/guard rail colour). e.g. dark brown ramp and light blue handrail.

.2 High contrast colour horizontal strips shall be located along the edge of each stair tread and at the top and bottom of each ramp to demarcate a change in elevation e.g. dark blue ramp and yellow horizontal strip.

.3 A high contrast colour shall be used on accessible safety surfacing to:
   i. indicate obstacles e.g. the end of a slide, a free-standing swing-set post etc.
   ii. indicate high activity areas that could lead to physical injury e.g. swing zone/path of swing, areas around spinning or other movement-based play features etc.

.4 A high contrast colour shall be used to indicate the boundary or perimeter of the playground. This may be achieved through using a high contrast safety surfacing colour or by painting the curb around the safety surfacing a high contrast colour.

N.7 Communication Board

.1 The playground shall provide a City-approved communication board containing Boardmaker® symbols, or equivalent approved by the City. Preference is for the City of Regina to supply a digital file of the communication board design for organizations to use for sign fabrication.

N.8 Accessible Pathway

.1 An accessible pathway shall be provided that meets the following criteria:
   i. provides a direct route of travel to playground from park entrance(s).
   ii. provides a direct route of travel to playground from designated accessible parking stall(s), where applicable.
   iii. provides a direct route of travel to playground from accessible washroom, where applicable.
   iv. be constructed of a slip-resistant, continuous and even surface
   v. provides ramps, wherever required, to overcome a difference in elevation greater than 13 mm. e.g. at sidewalks, parking areas, transition from pathway into safety surfacing etc.
   vi. Existing pathways shall have a minimum width of 1,100 mm.
   vii. New pathways shall have a minimum width of 1,600 mm.
   viii. has a maximum vertical slope five per cent.
   ix. has a maximum cross slope one per cent.

.2 If plant material is adjacent to pathways, plant material shall:
   i. not drop any fruit or debris that can create a barrier on pathways for mobility devices;
   ii. shall not impede the clear headroom of 2,100 mm when overhanging accessible routes/pathways; and/or
   iii. shall be planted away from playground safety surfacing to avoid fruit and needles falling onto the playground's safety surfacing.

6.2. Gathering Area Design Requirements - Neighbourhood (N9-N11)

All new or refurbished Neighbourhood Playgrounds located on City property shall meet the following Gathering Area design requirements.

N.9 Shade

.1 The Gathering Areas shall provide a place for users to rest in shade.

.2 Trees are the preferred form of shade provision and should be prioritized wherever feasible. Tree species selection shall be approved by Manager, Parks Technical Services.

.3 A permanent shade structure e.g. shade sail, gazebo, picnic shelter etc. shall only be considered upon approval by the Manager, Planning & Partnerships.

N.10 Site Furnishings - required

.1 All site furnishings shall be commercial grade and tamper resistant.

.2 Benches

i. A minimum of two benches shall be provided in the gathering area.

ii. All benches shall:

a. be accessed by an accessible pathway or accessible play route.

b. be installed on a reinforced concrete pad and will accommodate a stroller or mobility device beside the bench.

c. have good sightlines to play area.

iii. A minimum of one bench shall:

a. be located in shade.

b. have back and arms. Any other bench style to be approved by the Manager, Planning & Partnerships or designate.

.3 Trash Units

i. A minimum of one trash unit shall be provided in the gathering area.

ii. All trash units shall:

a. be a 32-gallon top-loading receptable complete with bin liner and lid.

b. be accessed by an accessible pathway.

c. be anchored onto a reinforced concrete pad.

d. be located away from benches, play structure, picnic tables and other gathering places to reduce user's proximity to odors and insects.

N.11 Designated Accessible Parking

.1 City Traffic Engineering shall be engaged by City Landscape Architect to determine feasibility to accommodate on-street designated accessible parking at a Neighbourhood Playground.

.2 If City Traffic Engineering identifies a location to accommodate designated accessible parking, the parking stall shall:

i. be connected to the playground via an accessible pathway, including pedestrian ramps, where needed.

ii. be clearly designated with City-approved signage.

.3 If City Traffic Engineering identifies that on-street designated accessible parking can not be accommodated, then it is not required.

6.3. Optional Design Features - Neighbourhood (N12-N15)

Design features N15-N18 are optional site improvements and are not required for compliance with this Standard.

N.12 Site Furnishings – Optional

.1 All site furnishings shall be commercial grade and tamper resistant.
.2 Bike Racks
  i. If a bike rack is provided, it shall:
    a. be anchored onto a reinforced concrete pad;
    b. be accessed by an accessible pathway.
.3 Picnic Tables
  i. If a picnic table is provided, it shall:
    a. be accessible such that the table will accommodate a minimum of one wheelchair user;
    b. be anchored onto a reinforced concrete pad;
    c. be accessed by an accessible pathway.

N.13 Mobility Device/Stroller Parking – Optional

.1 If mobility device/stroller parking is provided, it shall:
  i. provides a level accessible surface for mobility devices and/or strollers to park. This space shall be in addition to the space for mobility devices next to benches;
  ii. be accessed by an accessible pathway;
  iii. be constructed of a slip-resistant, continuous and even surface;
  iv. has a maximum cross slope one per cent; and
  v. has a minimum dimension of 1,525 mm x 1,800 mm.

N.14 Sensory Relief Area – Optional

.1 If a sensory relief area is provided, it shall:
  i. create a quieter or cozy spot to find refuge and/or rest, located in the gathering area.
  ii. Is on an accessible pathway;
  iii. includes space for a friend or adult caregiver.

N.15 Sensory Planting Beds – Optional

.1 . If a sensory planting bed is provided, it shall:
  i. provide sensory experiences including sounds, sight, touch and smell through provision of planting beds composed of trees or woody shrubs. Perennial plants to be considered at the discretion of the Manager, Parks Maintenance or designate;
  ii. Is on an accessible play route and/or accessible pathway; and
  iii. have a minimum of 20 per cent of the beds raised to the following accessibility dimension requirements; have a top surface of 860 mm maximum; and have knee and toe space for a front approach that is 735 mm minimum high at the front edge, 500 mm minimum deep and 900 mm minimum wide.

7. DESIGN REQUIREMENTS – DESTINATION PLAYGROUND

All new, upgraded or replaced Destination Playgrounds located on City property shall meet all Playground design requirements listed below.

7.1. Playground Design Requirements - Destination (D1-D9)

D.1 Accessible + Inclusive Playgrounds

.1 All Destination Playgrounds shall meet the definitions of **Accessible Playground** and **Inclusive Playground** defined in this Standard.

D.2 Materials - Play Component

.1 The design requirements of Section N.2 shall apply.

D.3 Materials – Safety Surfacing

.1 The design requirements of Section N.3 shall apply.

D.4 Total Play Area

.1 All new or refurbished Destination Playgrounds shall have a minimum total area of 300 m^2.

D.5 Accessible Play Route

.1 The design requirements of Section N.4 shall apply.

D.6 Play Components

.1 The design requirements of Section N.5 shall apply, except:

i. At a Destination Playground a **minimum of 75 per cent** of play components shall be along an Accessible Play Route

ii.

D.7 Sensory Cues + Contrast

.1 The design requirements of Section N.6 shall apply.

D.8 Communication Board

.1 The design requirements of Section N.7 shall apply.

D.9 Accessible Pathway

.1 The design requirements of Section N.8 shall apply.

7.2. Gathering Area Design Requirements – Destination (D10-D15)

All Gathering Areas at new or refurbished Destination Playgrounds shall meet all Gathering Area design requirements listed below.

D.10 Shade

.1 All Destination Playgrounds shall provide a place for users to rest in shade of trees and a permanent shade structure e.g. shade sail, gazebo, picnic shelter.

.2 Size, materials, construction and location of shade structure to be approved by the City's Manager, Planning & Partnerships or designate.

D.11 Site Furnishings

.1 Site furnishings at Destination Playground Gathering Areas shall be commercial grade and tamper resistant.

.2 Benches

i. A minimum of four benches shall be provided at Destination Playgrounds.

ii. A minimum of two out of four benches shall:

a. have back and arms. Any other bench style to be approved by the Manager, Planning & Partnerships or designate.
b. be accessed by an accessible pathway or accessible play route.
c. be installed on a reinforced concrete pad and will accommodate a stroller or mobility device beside the bench.
d. shall have good sightlines to play area.
e. will be located in shade.

.3 Trash Units

i. A minimum of three trash units shall be provided at Destination Playgrounds.

ii. All three trash units shall:

a. be along an accessible pathway.
b. be located away from benches, play structure, picnic tables and other gathering places to reduce user's proximity to odors and insects.
c. Be anchored onto a reinforced concrete pad.
d. be a 32-gallon top loading receptable complete with bin liner and lid.

.4 Bike Racks

i. One or more bike racks shall be provided at Destination Playgrounds to accommodate a minimum of 6 bikes.

ii. The bike rack(s) shall:

a. be anchored onto a reinforced concrete pad;
b. be along an accessible pathway.

.5 Picnic Tables

i. A minimum of three picnic tables shall be provided at Destination Playgrounds.

ii. All three picnic tables shall:

a. accommodate a minimum of one wheelchair user;
b. be anchored onto a reinforced concrete pad;
c. be along an accessible pathway.

iii. A minimum of one out of three picnic tables shall be located in shade.

D.12 Supporting Amenities

.1 Washroom facilities

i. Destination Playgrounds shall provide access to an accessible washroom.

.2 Designated accessible parking

i. Destination Playgrounds shall provide designated accessible parking.

ii. Off-street parking is the preferred style of parking and should be considered first, however on-street parking may be accepted.
iii. If the site does not accommodate off-street parking, City Traffic Engineering shall be engaged to determine location for and quantity of on-street parking stalls.
iv. Designated accessible parking shall:
    a. be connected to the playground via an accessible pathway, including pedestrian ramps, where needed; and
    b. be clearly designated with City-approved signage.

D.13 Mobility Device/Stroller Parking

.1 All Destination Playgrounds shall provide mobility device/stroller parking that shall:
    i. provide a level accessible surface for mobility devices and/or strollers to park. This space shall be in addition to the space for mobility devices next to benches;
    ii. be along an accessible pathway;
    iii. be constructed of a slip-resistant, continuous and even surface;
    iv. have a maximum cross slope one per cent; and
    v. have a minimum dimension of 1,525 mm x 1,800 mm.

D.14 Sensory Relief Area

.1 Destination Playgrounds shall provide a sensory relief area that shall:
    i. create a quieter or cozy spot to find refuge;
    ii. be located away from the playground;
    iii. be along an accessible pathway; and
    iv. include space for a friend or adult caregiver.

D.15 Perimeter Fencing

.1 Perimeter fencing shall be provided at Destination Playgrounds.
.2 Perimeter fencing shall:
    i. define the boundary of the playground and gathering area to reduce the risk of children leaving the playground unattended.
    ii. be 1,070 mm height black chainlink fence, or equivalent material approved by Manager, Planning & Partnerships or designate;
    iii. provide limited number of person entry/exit points (typically 2). The quantity of entry points may vary depending on the size of the playground and gathering area.
    iv. Person entry/exit points shall:
        a. have a minimum clear opening width of 1,100 mm and maximum clear opening of 2,000 m.
        b. not have a latching gate. Preference is for the entry/exit points to have an overlap of fence with 1,525 mm clear space measured at a right angle to the entry way.

7.3. Optional Design Features - Destination (D18)

D.16 Sensory Planting Beds

.1 The provision of sensory planting beds at a Destination Playground is optional. If a sensory planting bed is provided, the design requirements of Section N.5 – Sensory Planting Beds shall apply.

8. GLOSSARY OF TERMS

For definitions of **Accessible Playground**, **Inclusive Playground** and **Mobility Device Accessible**, see Section 4. , mobility device accessible safety surfacing that meets ASTM F1951, an accessible pathway connecting users to the playground, a shaded area for rest, designated accessible parking and access to an accessible washroom.

Accessible + Inclusive Playground Definitions.

"Accessibility means that all people can take part in their communities through work, play and other daily activities. Accessibility is about removing barriers so people can feel included and have independence. Accessibility is important for everyone, especially people with disabilities." - The Accessible Saskatchewan Act - Summary | Accessibility Legislation for Saskatchewan, 2023

Accessible Pathway: An accessible pathway is a continuous, connected and unobstructed pathway that leads directly from park entrance(s) and park amenities to the playground's safety surfacing.

Accessible Play Route: An accessible play route is an unobstructed route that connects users to play components and has a minimum width of 1,100 mm. An accessible play route shall be monolithic safety surfacing (e.g. poured in place rubber surfacing), a ramp or play structure platform accessed by a ramp.

Accessible Playground: See Section 4. , mobility device accessible safety surfacing that meets ASTM F1951, an accessible pathway connecting users to the playground, a shaded area for rest, designated accessible parking and access to an accessible washroom.

Accessible + Inclusive Playground Definitions

Community Recreation Hub: A park with 4 or more recreation amenities or a City owned and operated recreation facility.

Disability: A complex term that is based on a person's physical body experiencing barriers created by the environment that prevent a person from fully participating in the community to the greatest extent possible. Many members of the disability community prefer the term disability, however this is not necessarily the case for everyone and other terms may be preferable for some members of the community.

The Accessible Saskatchewan Act defines **disability** as:

"Any impairment that, in interaction with a barrier, hinders an individual's full and equal participation in society and includes:

(a) a physical, mental, intellectual, cognitive, learning, communication or sensory impairment; and

(b) a functional limitation; whether permanent, temporary or episodic in nature, or

evident or not." - *The Accessible Saskatchewan Act - Summary | Accessibility Legislation for Saskatchewan, 2023*

Inclusion: "Inclusion is a universal human right and its objective is to accept, welcome and embrace all people irrespective of race, gender, disability, medical or other need. Inclusion consists of the efforts and practices to ensure groups or individuals with different backgrounds are culturally and socially accepted and treated equally." – What is Inclusion? Inclusion Ontario. 2022

Inclusive Playground: See Section 4. , mobility device accessible safety surfacing that meets ASTM F1951, an accessible pathway connecting users to the playground, a shaded area for rest, designated accessible parking and access to an accessible washroom.

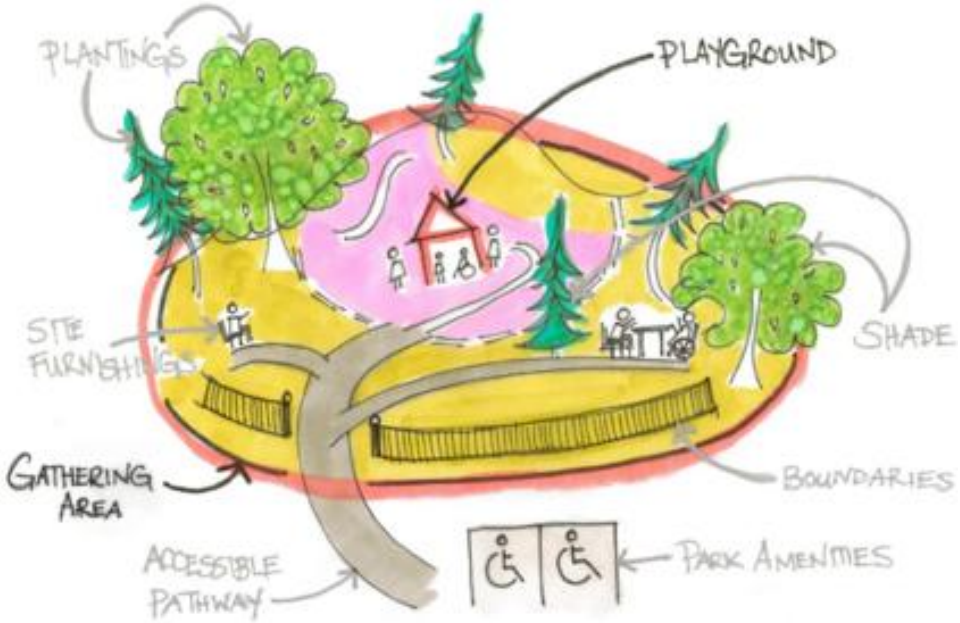
Accessible + Inclusive Playground Definitions.

Gathering Area: A portion of a park surrounding and/or adjacent to a playground with supporting amenities for the purpose of creating a welcoming environment to rest and socialize. See below: Playground & Gathering Area Diagram

Mobility Device Accessible: See Section 4. , mobility device accessible safety surfacing that meets ASTM F1951, an accessible pathway connecting users to the playground, a shaded area for rest, designated accessible parking and access to an accessible washroom.

Accessible + Inclusive Playground Definitions.

Playground: A portion of a park intended for play that meets safety requirements described in CSA Z614:20. A playground typically includes a play structure within an area of safety surfacing defined by an edger or curb. See below: Playground & Gathering Area Diagram.



Playground & Gathering Area Diagram

Alt Text: A drawing illustrates a pink and red playground surrounded by green trees with a grey

pathway that leads to it. Benches and a picnic table are shown next to the pathway. The pink and red play structure is labeled ‘Playground’. Encircling the whole scene is an orange/red circle labeled ‘Gathering Area’.

Play Components: An element intended to generate specific opportunities for play, socialization, or learning. Play components shall meet safety standards described in CSA Z614:20.

Playground Development Terms

New Playground: The installation of a playground in a location where there is no existing playground.

Playground Renewal: The repair or replacement of existing playground that has become worn or no longer function as intended to meet CSA Z614:20.

Playground Replacement: The demolition of an existing playground that has met its useful life and is being replaced with a new playground that meets the Accessible Playground Design Standard.

Playground Upgrade: Changes to an existing playground to increase accessibility to meet the Accessible Playground Design Standard.