



Accessibility Advisory Committee

**Monday, July 20, 2026
4:00 PM**

Darlene Hincks Meeting Room, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Accessibility Advisory Committee
Monday, July 20, 2026**

Approval of Public Agenda**Adoption of Minutes**

Minutes of the meeting held on June 23, 2026.

Administration Reports

ACC26-6 Traffic Bylaw Amendment- Accessible Parking Stall Displacement
Procedures Report

Recommendation

That the Accessibility Advisory Committee receive and file this report.

ACC26-7 Winter Maintenance Policy Update- Sidewalk Snow Clearing

Recommendation

That the Accessibility Advisory Committee receive and file this report.

Adjournment

AT REGINA, SASKATCHEWAN, TUESDAY, JUNE 23, 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: Jonathan Tremblay, in the Chair
Mohammed Ali (virtual)
Patrick Chubb
Michelle Busch (virtual)
Shiza Hirani (virtual)
Dylan Morin
Justin Rayner (virtual)
Vanessa Rodriguez (virtual)

Regrets: Dan Mullan
Mindy Strom
Councillor Sarah Turnbull
Quinn Wilton

Also in Attendance: Council Officer, Jen Gentile
Director, Recreation & Cultural Services, Diana Burton
Manager, Planning & Partnerships, Janine Daradich
Coordinator, Park Development, Jaimy Scott
Accessibility Advisor, Ashley Nemeth

APPROVAL OF PUBLIC AGENDA

Patrick Chubb moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES

Dylan Morin moved, AND IT WAS RESOLVED, that the minutes for the meeting held on April 28, 2026, be adopted, as circulated.

ADMINISTRATION REPORTS

ACC26-5 Parkdale Park Neighbourhood Playground Design

Recommendation

That the Accessibility Advisory Committee receive and file this report.

Administration gave a PowerPoint presentation, a copy of which is on file in 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.

RESULT:	CARRIED [Unanimous]
MOVER:	Member: Rodriguez
IN FAVOUR:	Members: Ali, Busch, Chubb, Hirani, Morin, Rayner, Rodriguez, Tremblay

ADJOURNMENT

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

The meeting adjourned at 4:26 p.m.

Chairperson

Secretary



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,

A handwritten signature in blue ink, appearing to read 'CW', is positioned above the printed name of Chris Warren.

Chris Warren,
Director, Roadways & Transportation

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



Winter Maintenance Policy Update- Sidewalk Snow Clearing

Date	July 20, 2026
To	Accessibility Advisory Committee
From	City Operations
Service Area	Roadways & Transportation
Item No.	ACC26-7

RECOMMENDATION

That the Accessibility Advisory Committee receive and file this report.

ISSUE

City Council approved funding in the 2026 Budget to expand sidewalk snow clearing in areas with high pedestrian traffic. The City of Regina (City) is proposing to broaden its snow-clearing program and is seeking input from the Accessibility Advisory Committee (AAC) to help identify priority routes that are most important to residents, particularly those who experience accessibility challenges during winter conditions.

IMPACTS

Policy Impact

Implementation of this initiative will require an amendment to the City's Winter Maintenance Policy to expand the scope of sidewalk snow clearing.

Inclusion, Diversity, Equity & Accessibility (IDEA)

Sidewalk snow clearing was identified through public engagement for the Regina Accessibility Plan as one of the most significant barriers experienced by residents during the winter months. Snow-covered or uncleared sidewalks limit mobility and create safety risks. Expanding sidewalk clearing on high-pedestrian routes is expected to improve accessibility, reduce barriers and support more inclusive access to transit, services, employment areas and community spaces during winter.

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

OTHER OPTIONS

There are no other options respecting this report.

COMMUNICATIONS & ENGAGEMENT

Administration is currently engaged with internal stakeholders to identify criteria for the high-pedestrian locations and is seeking feedback from the AAC on the proposed locations.

DISCUSSION

Current Sidewalk Clearing Program

The City currently clears approximately 245 kilometres of sidewalks, primarily adjacent to parks, City facilities, transit stops and locations without sidewalk clearing responsibilities. While this network provides important connections, gaps remain that can create challenges for residents using these sidewalks during the winter months.

Identifying Priority Routes

Administration is considering alignment with the primary intensification areas and major transit corridors identified in *Design Regina: The Official Community Plan (OCP)*, to help identify high-pedestrian sidewalk locations. In particular, this includes areas in proximity to locations with the following designation in the OCP Growth Plan:

- Urban Centers represent major activity hubs with higher density and mixed-use development.
- Urban Corridors function as key connections between these hubs and support higher levels of pedestrian activity.

City Center Regina is the commercial, cultural and entertainment hub that attracts residents and visitors year-round. Administration is proposing snow clearing on the above urban corridors and City Center and requesting feedback from the AAC to prioritize additional locations that include school zones, health centers, senior care facilities and the Warehouse District.

Additional Sidewalk Options for consideration and prioritization:

1. **School Zones** represent a designated, highly visible roadway and sidewalk areas near a school where significant pedestrian and vehicular traffic movement happens, especially during children's drop-off and pick-up times. The above areas provide a strong foundation for identifying routes that would benefit most from enhanced winter maintenance.

2. **Health Centers** represent key health and community centers spread citywide offering primary care, walk-in services and mental health and addictions support including Regina Urgent Care Centre, Regina General Hospital area and major community clinics. Several of the sidewalk sections adjacent to these properties are currently cleared by private property owners under *The Clean Property Bylaw, No. 9881*, there may be inconsistent maintenance standards after each major storm. Such locations experience high usage by seniors and people using mobility devices like wheelchairs.
3. **Senior Complexes** include long-term care homes and assisted living residences spread out in different parts of the city. The majority of these locations include facilities housing more than 20 occupants, as well as a few smaller facilities. Although most of the sidewalk sections adjoining these locations are currently cleared by private property owners under *The Clean Property Bylaw, No. 9881*, there may be inconsistent maintenance standards after each major storm. Such locations experience high usage by seniors and people utilizing mobility devices like wheelchairs.
4. **The Regina Warehouse District** represents a vibrant historic zone filled with locally owned restaurants, breweries, unique retail spaces and creative agencies with increasing pedestrian traffic.

Expanding snow clearing on these proposed locations is expected to:

- Improve accessibility for residents on locations that have high pedestrian volumes.
- Enhance safety and reduce slip and fall risks.
- Provide more continuous and reliable pedestrian routes.
- Support access to public transit and key services.
- Encourage walking and active transportation during the winter months.
- Support the City Accessibility Plan and Growth Plan.
- Improve accessibility of City's commercial and cultural hubs.

See Appendix A for OCP Growth Plan Urban Corridor map and more information about the proposed additional sidewalk clearing locations for review and feedback.

Next Steps

Administration will solicit feedback from the AAC on the proposed network of high-pedestrian routes and undertake further analysis on the additional sidewalk location lengths (kilometres), and how the additional locations align with the approved 2026 budget. A formal Winter Maintenance Policy amendment will be brought forward to the AAC, with the recommendation from Administration to the Executive Committee, for consideration and approval by City Council, as part of the Annual Winter Maintenance report in Q3 2026.

DECISION HISTORY & AUTHORITY

On December 19, 2025, City Council considered Item *CM25-19 2026–2027 Budget Deliberations*,

which included funding to expand sidewalk snow clearing, as identified in the Regina Accessibility Plan.

Respectfully Submitted,



Chris Warren
Director, Roadways & Transportation

Prepared by: Neeraj Saroj, Senior Engineer, Roadways & Transportation

ATTACHMENTS

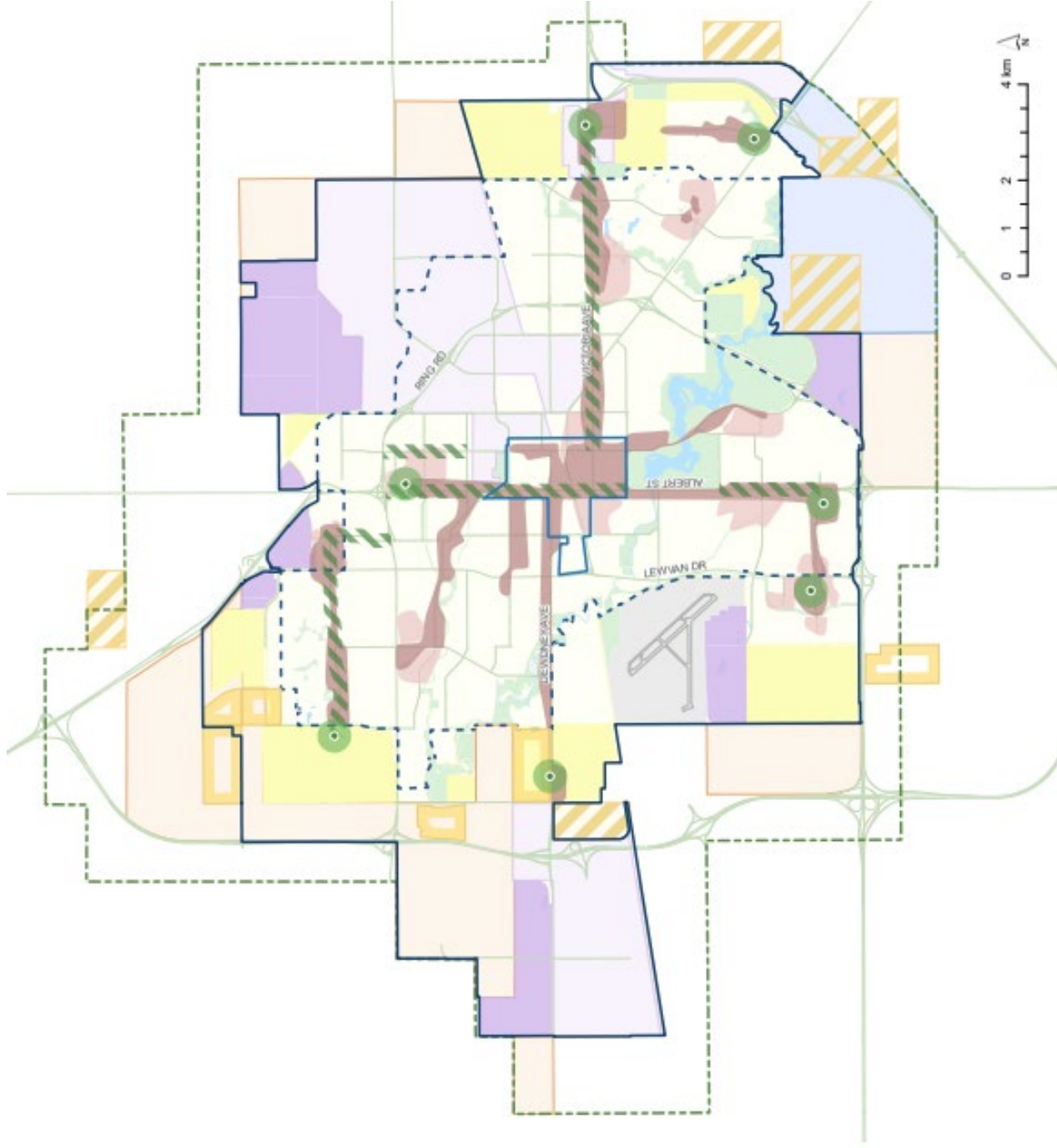
Appendix A-OCP Growth Plan and Examples of Proposed Sidewalk Locations

Appendix A:

OCP Growth Plan -Urban Centers and Urban Corridors

Growth Plan

- Joint Planning Area Perimeter
- City Limits
- City Centre
- - - Intensification Boundary
- Indigenous Rightsholders Lands
- Indigenous Rightsholders Lands (Not Federally Designated)
- Urban Centres
- Urban Corridors
- Primary Intensification Area
- Secondary Intensification Area
- Future Long-Term Growth (~500K)
- Existing Neighbourhoods
- Existing Approved Employment Areas
- New Neighbourhoods
- New Employment Areas
- Airport Lands
- Collaborative Planning Area
- Waterbody
- Greenspace
- Major Roads



Examples of Proposed Additional Sidewalk Locations For Snow Clearing

Location Type	Sidewalk Along Road	From	To
Urban Corridor Primary Intensification Area Clearing	Gordon Road	Queen Street	McTavish Street
Urban Corridor Primary Intensification Area Clearing	Gordon Road	Rae Street	Albert Street West Service Road
Urban Corridor Primary Intensification Area Clearing	Harding Street	Harding Street	Prince Of Wales Drive / Woodhams Drive
Urban Corridor Primary Intensification Area Clearing	Horizons Way	Dewdney Avenue	Canola Avenue
Urban Corridor Primary Intensification Area Clearing	Victoria Avenue	Ottawa Street	Toronto Street
Urban Corridor Primary Intensification Area Clearing	Victoria Avenue	Quebec Street	Winnipeg Street
School Zone Clearing	15th Avenue	Lindsay Street	To End Of 15th Avenue S of Gocki Park
School Zone Clearing	20th Avenue	Douglas Park Crescent	Murray Place
School Zone Clearing	4th Avenue N	Robinson Crescent (West Leg)	Robinson Crescent (East Leg)
School Zone Clearing	6th Avenue	Elphinstone Street	Montague Street
School Zone Clearing	Cameron Crescent	29th Avenue	Garnet Street (North Leg)
School Zone Clearing	Castle Road	Dufferin Road	Hawthorne Crescent
Seniors Complex Clearing	14th Avenue	Garnet Street	Cameron Street
Seniors Complex Clearing	5th Avenue N	Hamilton Street	Rose Street
Seniors Complex Clearing	Halifax Street	College Avenue	Anson Road
Seniors Complex Clearing	Heseltine Road	Heseltine Gate	Heseltine Road End
Seniors Complex Clearing	James Hill Road	Alton Crescent (North)	Alton Crescent (South)
Seniors Complex Clearing	Parliament Avenue	James Hill Road	25th Avenue
Seniors Complex Clearing	Pasqua Street	Kings Road	Regina Avenue
Seniors Complex Clearing	Pasqua Street	Koester Road	Ryan Road
Seniors Complex Clearing	Rae Street	Retallack Street / 29th Avenue	28th Avenue
Warehouse District	8th Avenue	Broad Street	Albert Street
Health Centre Clearing	Parliament Avenue	Rae Street	Albert Street
Health Centre Clearing	Parliament Avenue	Rae Street	Albert Street
Health Centre Clearing	Rae Street	Avonhurst Drive	2nd Avenue North
Health Centre Clearing	St. John Street	12th Avenue	11th Avenue
Health Centre Clearing	Broadway Avenue	Ottawa Street	Montreal Crescent