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,

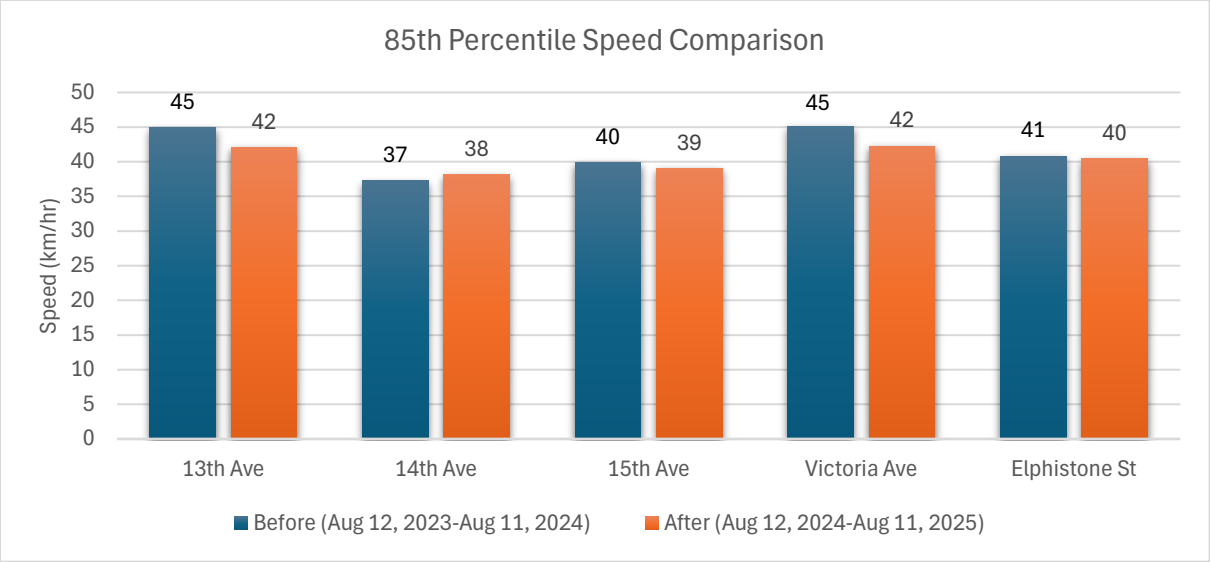
Kurtis Doney, Deputy City Manager
City Operations

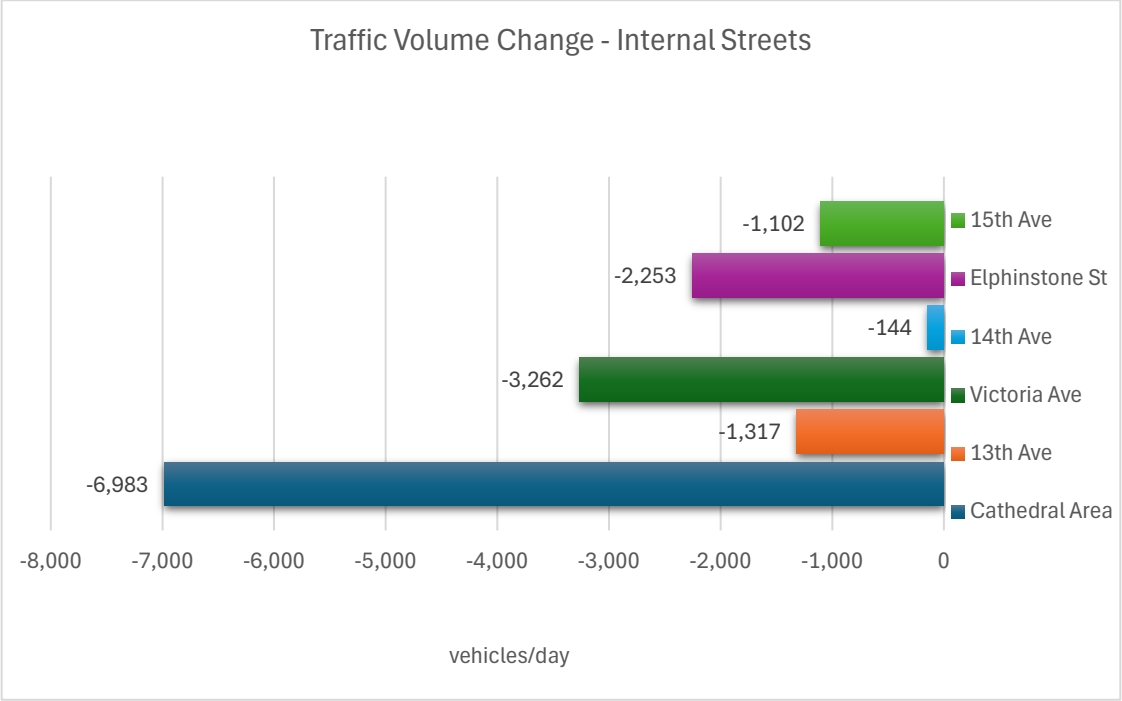
Prepared by: Gloria Bansah, Senior Engineer, Roadways & Transportation

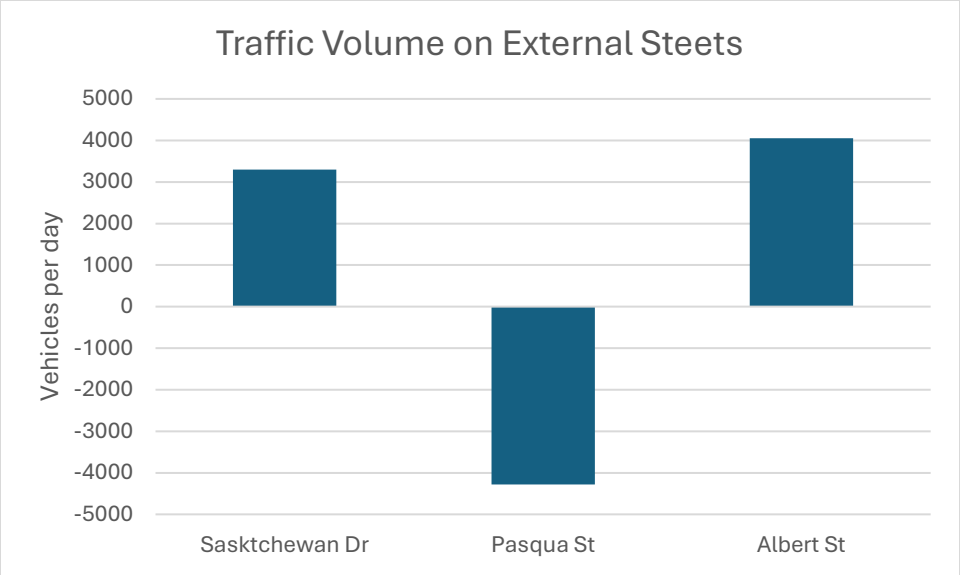
ATTACHMENTS
Appendix A – Traffic Data Results
Appendix B – Collision Results
Appendix C – Engagement Survey Result

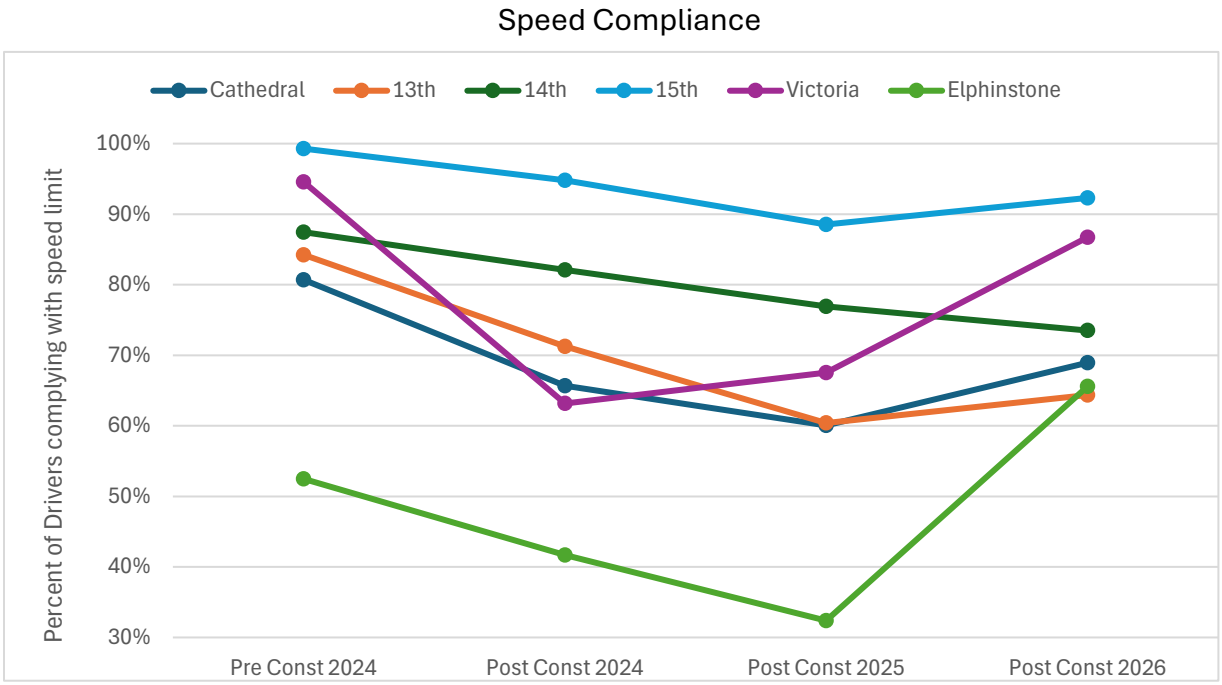
Appendix A – Traffic Data Results

Travel Speed

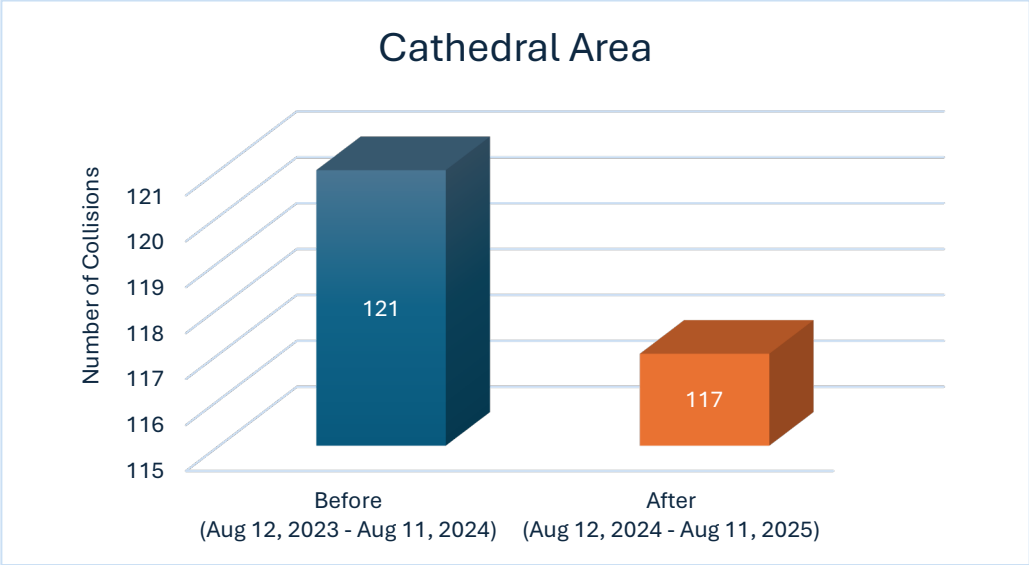


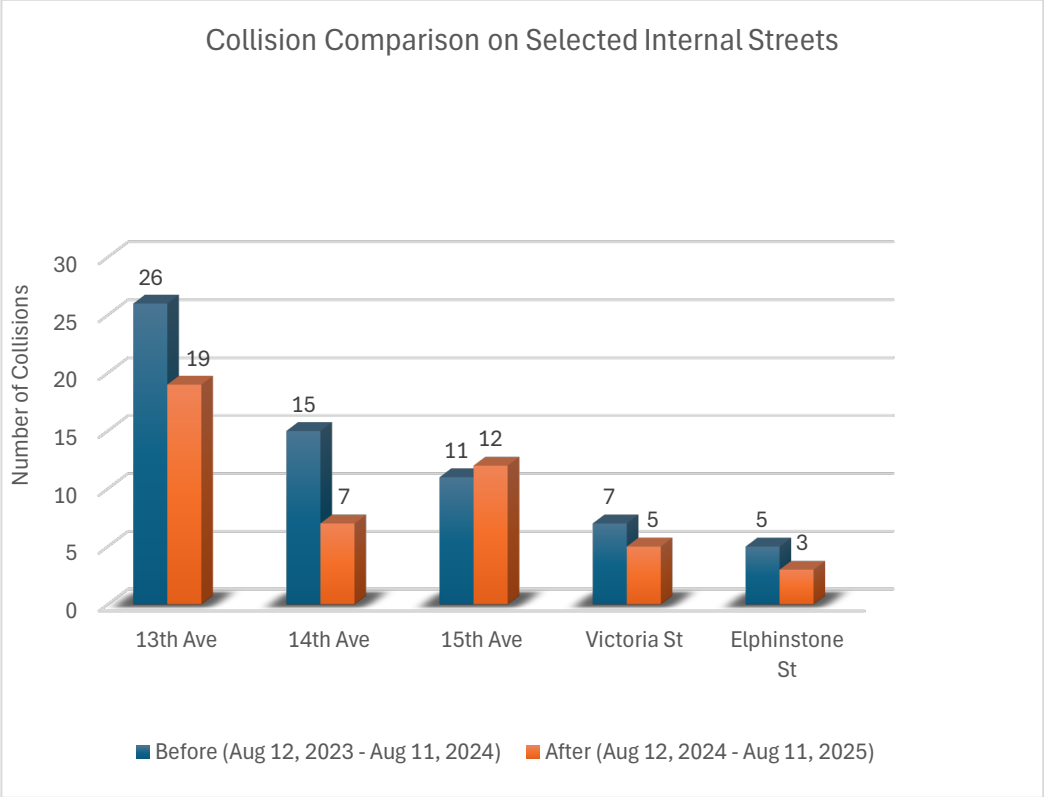


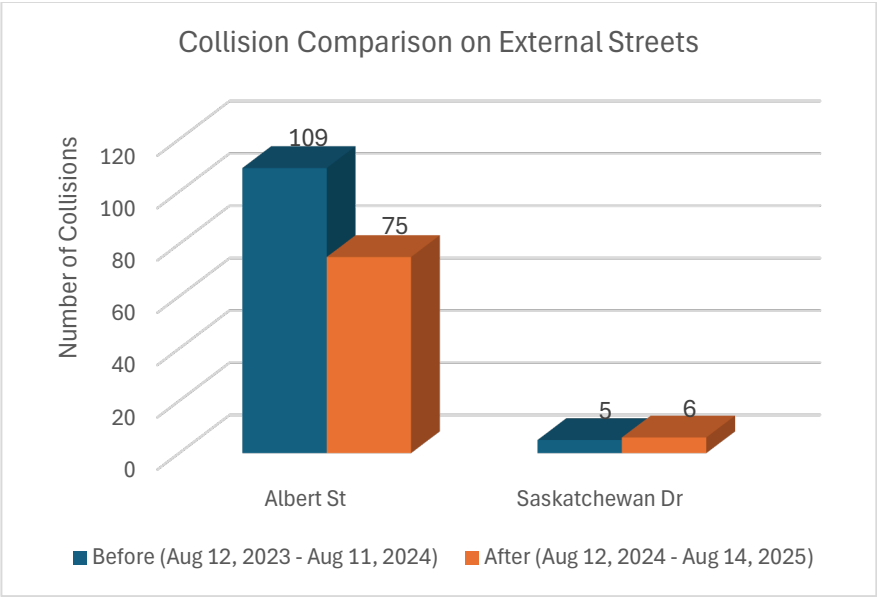

Traffic Volume on External Steets
5000
4000
3000
2000
1000
0
-1000
-2000
-3000
-4000
-5000
Vehicles per day
Sasktchewan Dr
Pasqua St
Albert St


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

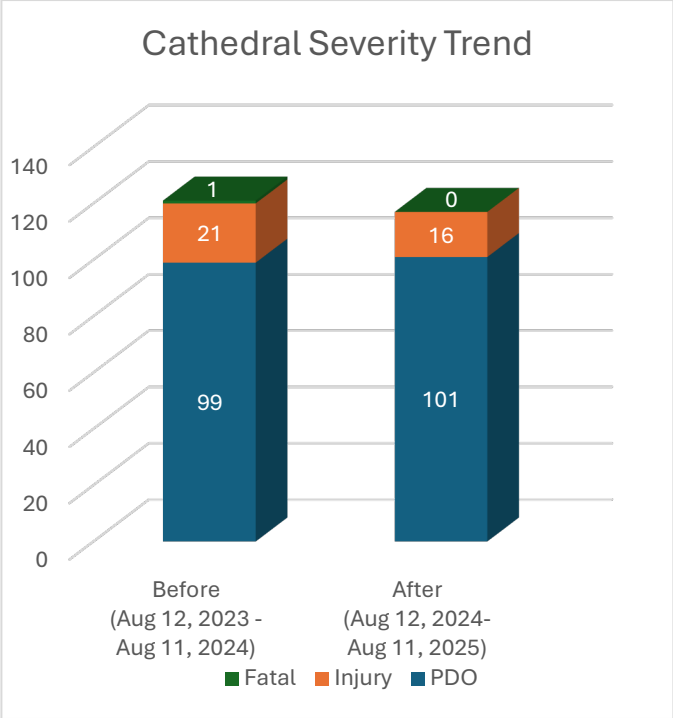
Appendix B – Collision Data

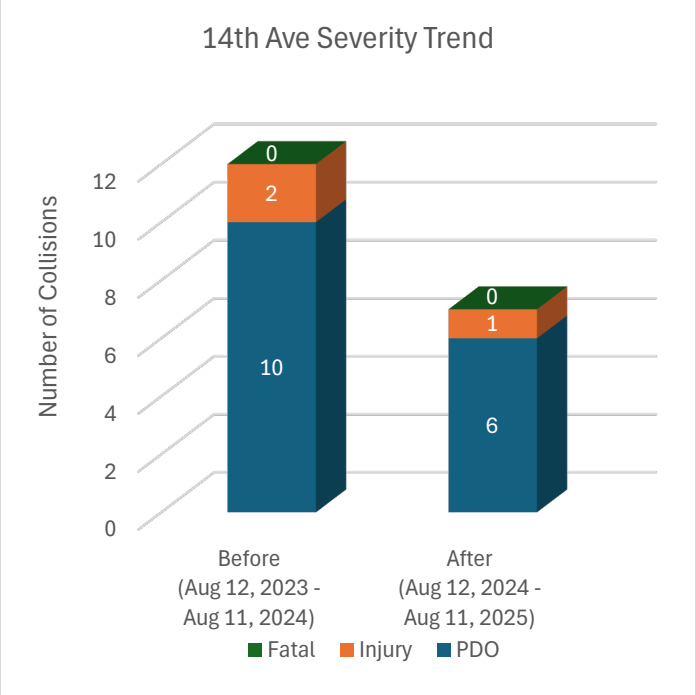


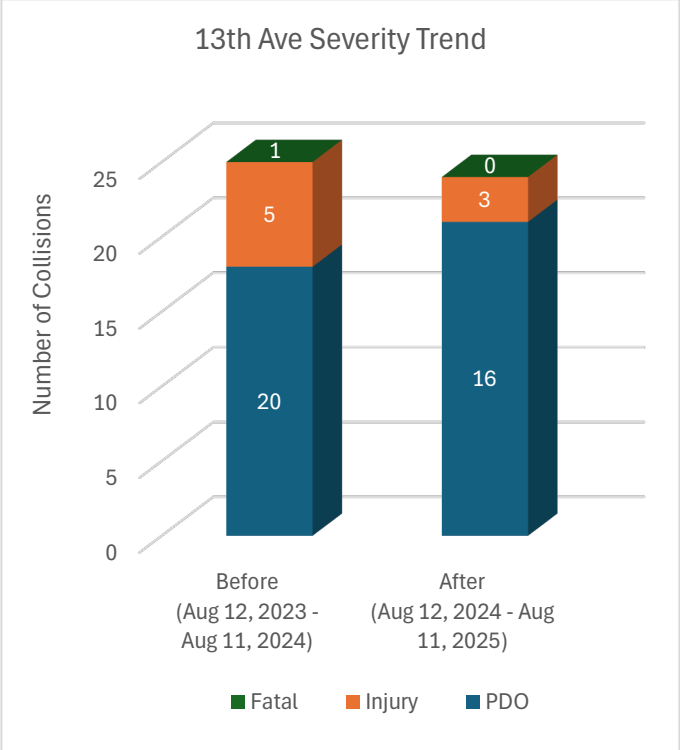


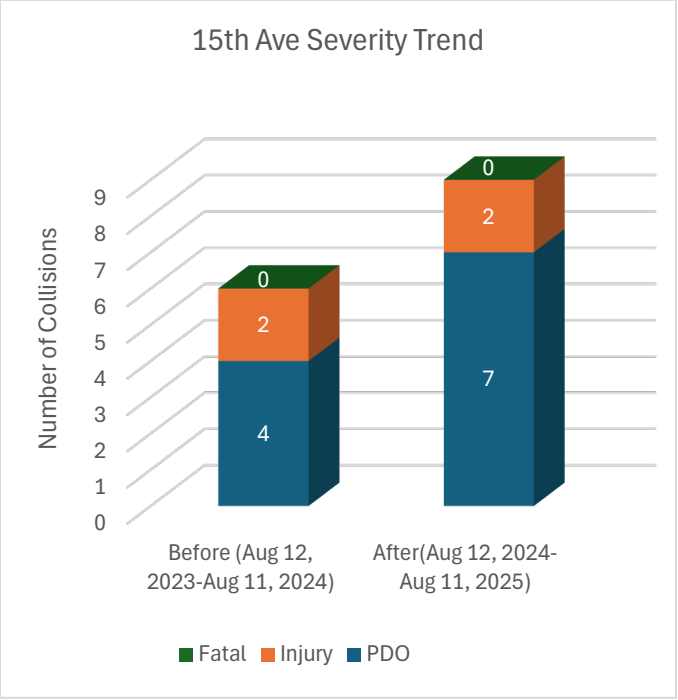

Collision Comparison on External Streets
Number of Collisions
120
100
80
60
40
20
0
109
75
5
6
Albert St
Saskatchewan Dr
Before (Aug 12, 2023 - Aug 11, 2024)
After (Aug 12, 2024 - Aug 14, 2025)

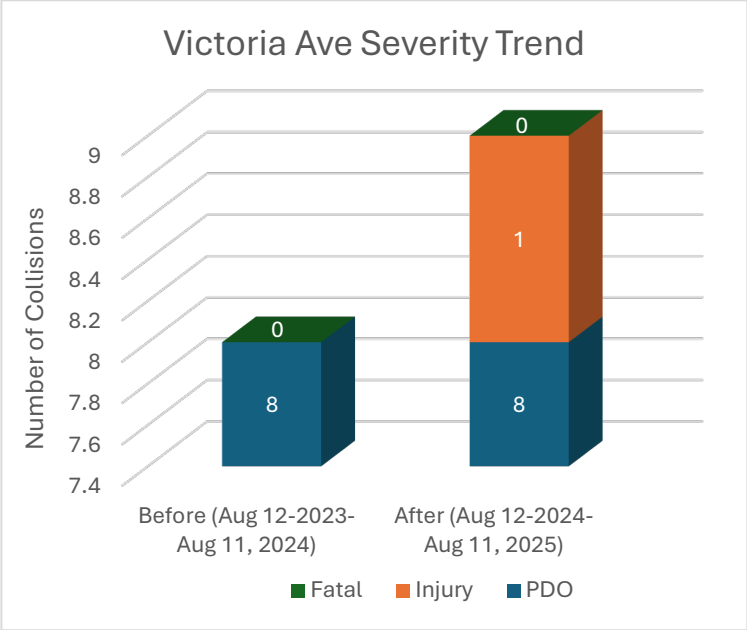
Collison Severity Type
Property Damage Only - PDO

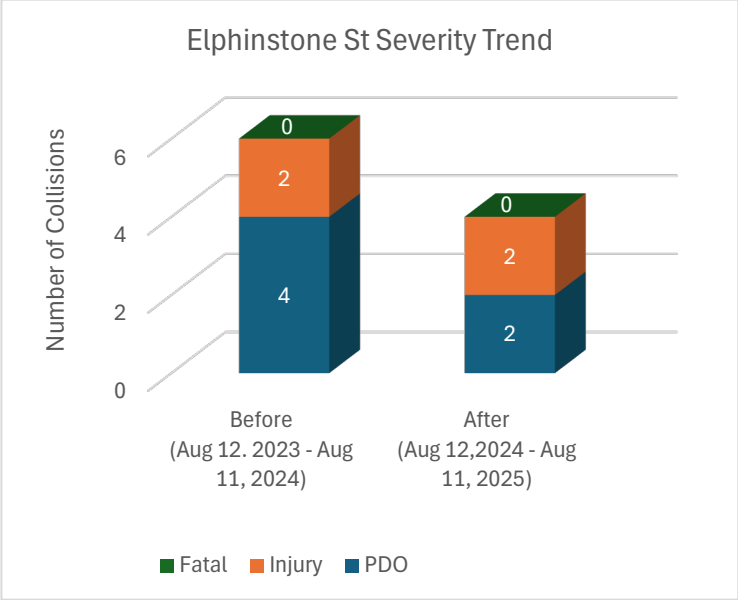









Victoria Ave Severity Trend
Number of Collisions
9
8.8
8.6
8.4
8.2
8
7.8
7.6
7.4
0
8
0
1
8
Before (Aug 12-2023-Aug 11, 2024)
After (Aug 12-2024-Aug 11, 2025)
Fatal
Injury
PDO


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

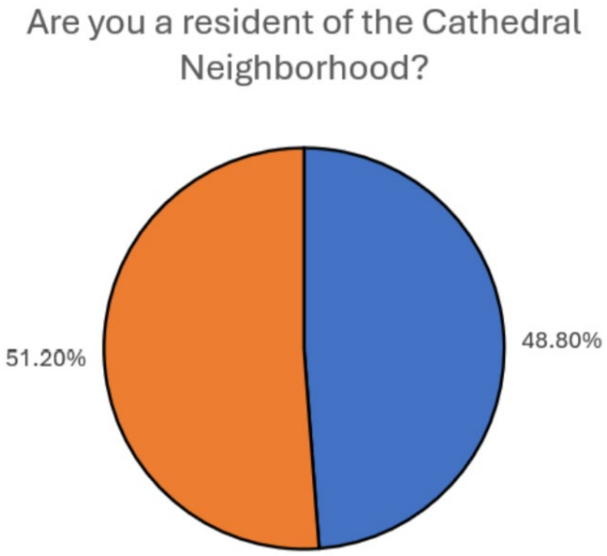
Two distinct sets of survey questions were prepared, one targeting residents and the public and the other targeting area businesses. The surveys were conducted online through the City's Be Heard engagement platform over a three-week period, from June 24 to July 15, 2026.

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.

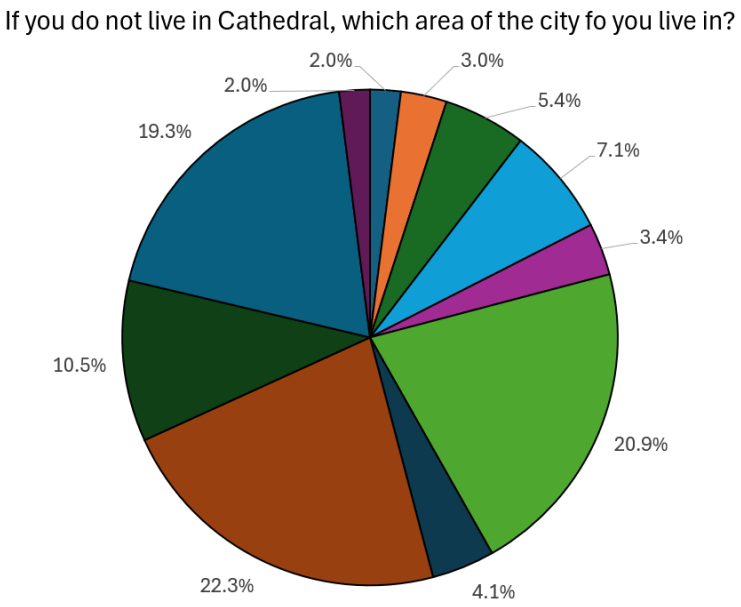
Notification
Communications were issued about the engagement through various channels. Media coverage was provided by outlets like CBC Saskatchewan and 980 CJME, which published news stories about the engagement. The City also issued a news release, participated in media interviews and promoted the engagement 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

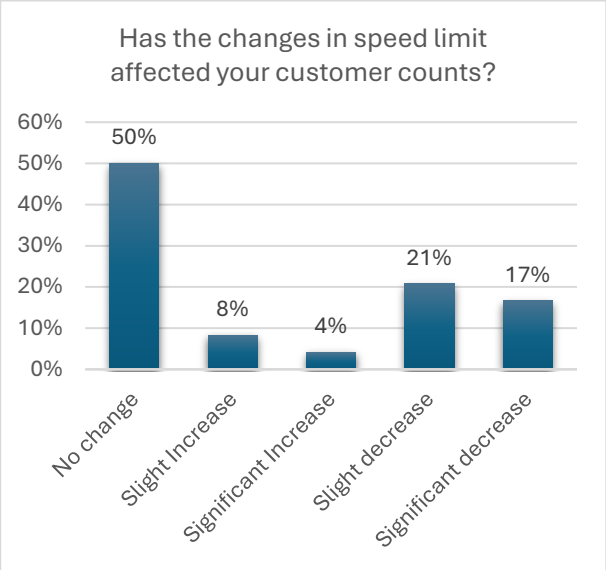
the traffic-calming curbs along 13th Avenue. Some raised concerns about their impact on driving, cycling, parking and overall accessibility.

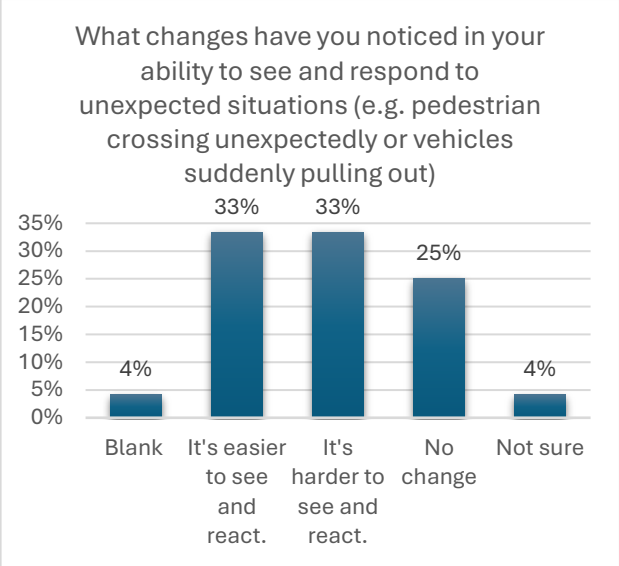
Concerns Raised

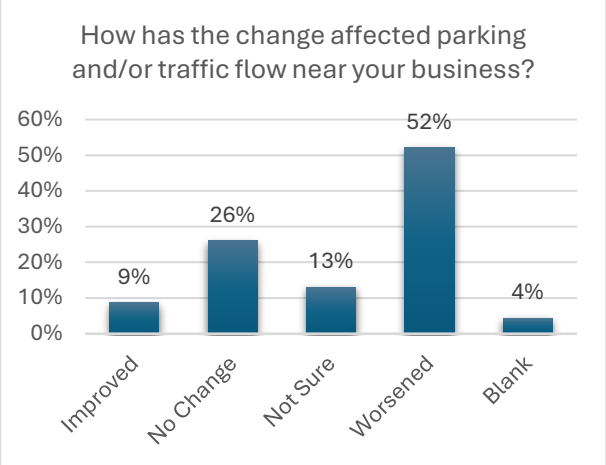
Key concerns related to the traffic-calming curbs included the loss of on-street parking (52 per cent of the respondents mentioned it had gotten harder for their customers to park), the perceived increases in traffic congestion and challenges for both drivers and cyclists, with 11 per cent of cyclist 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.

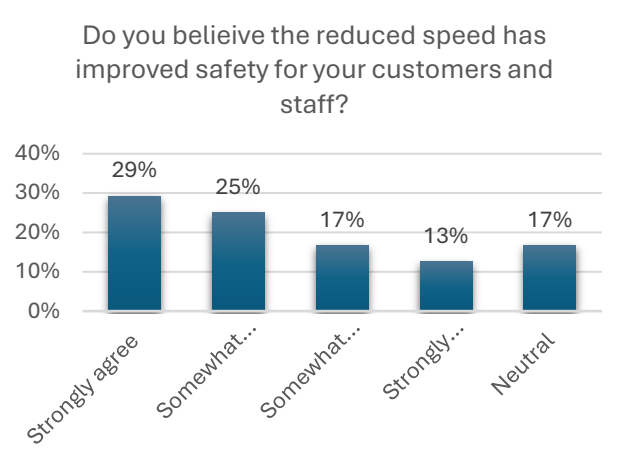
Excessive signage on 13th Avenue was addressed as a concern by 17 per cent of the respondents, who said it requires drivers to process too much information at once.

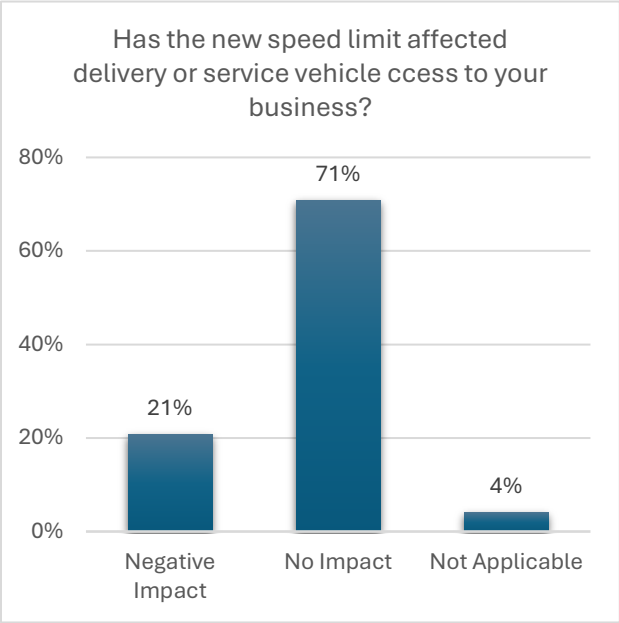
Business Survey Results

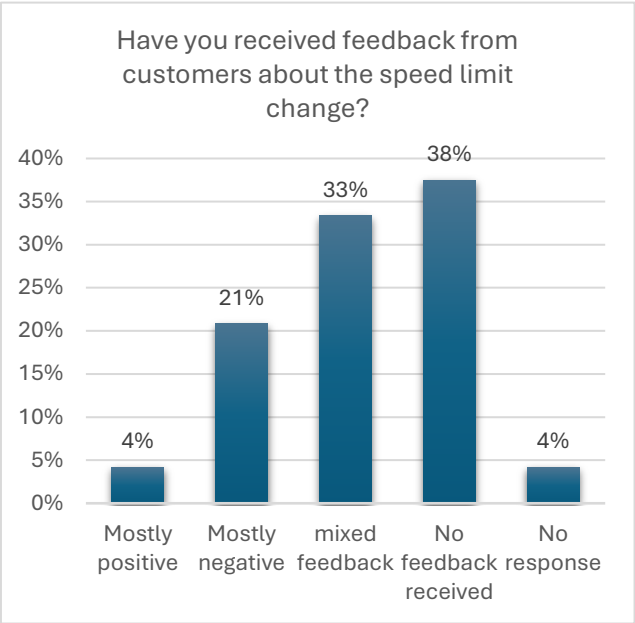




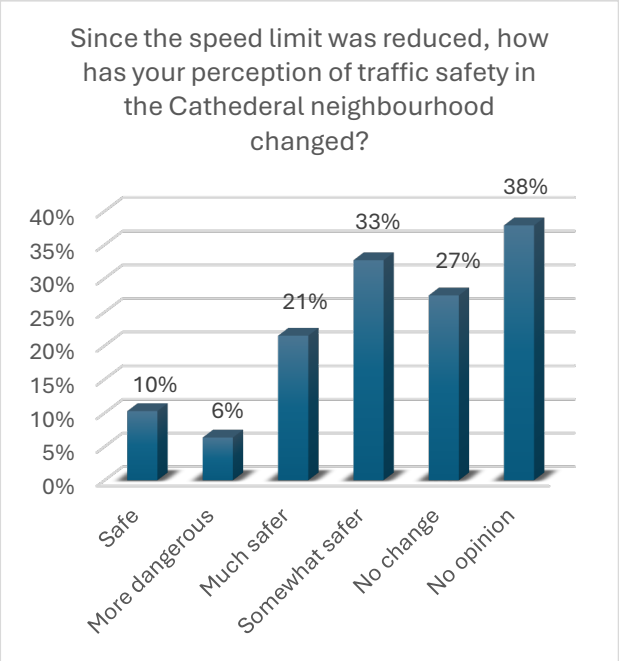


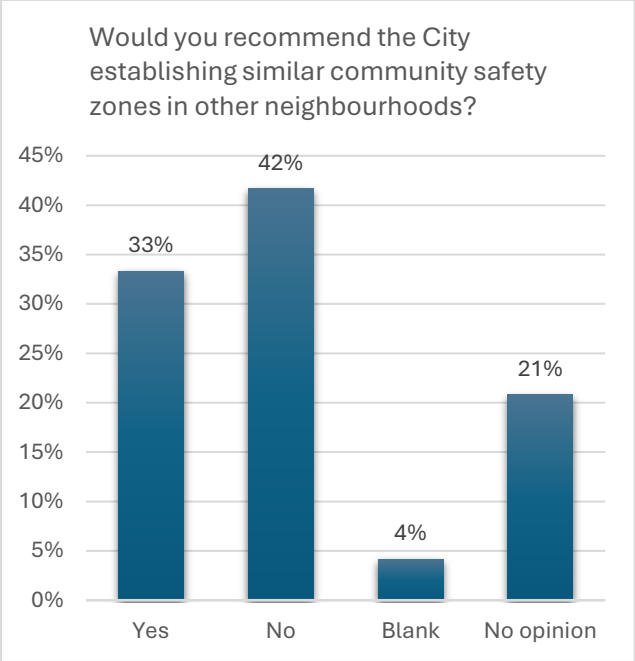


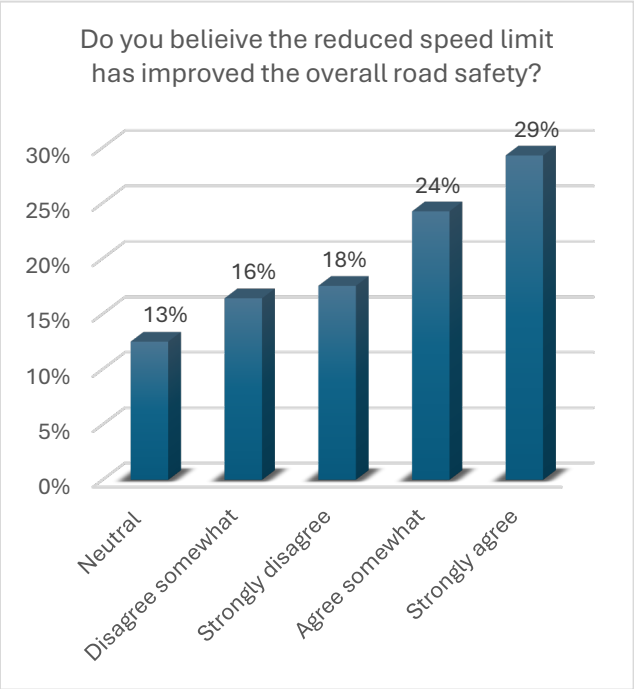


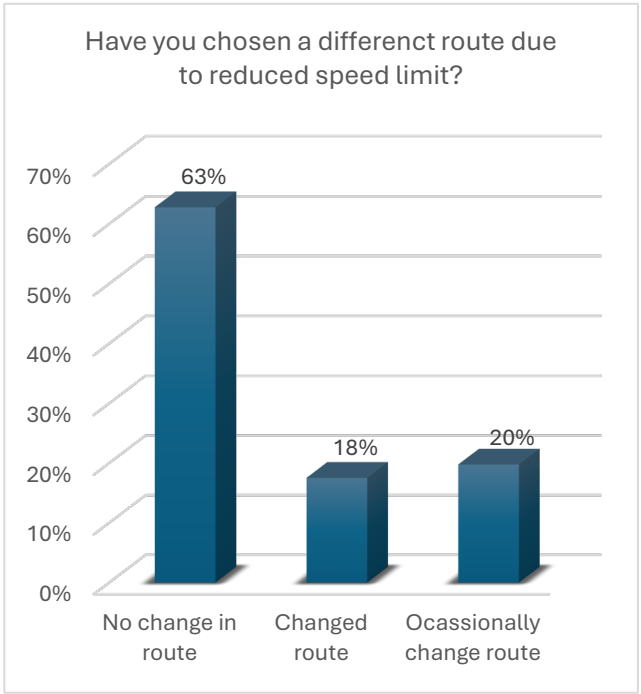


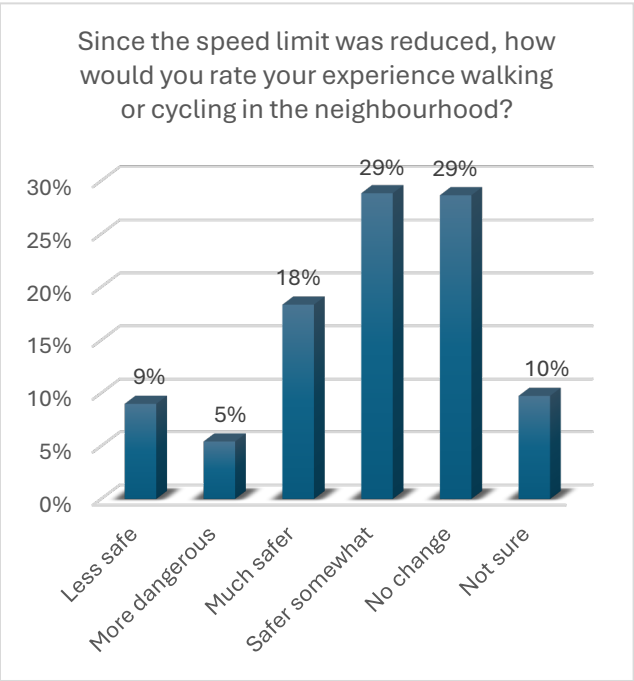
Public (Residents and Commuters)

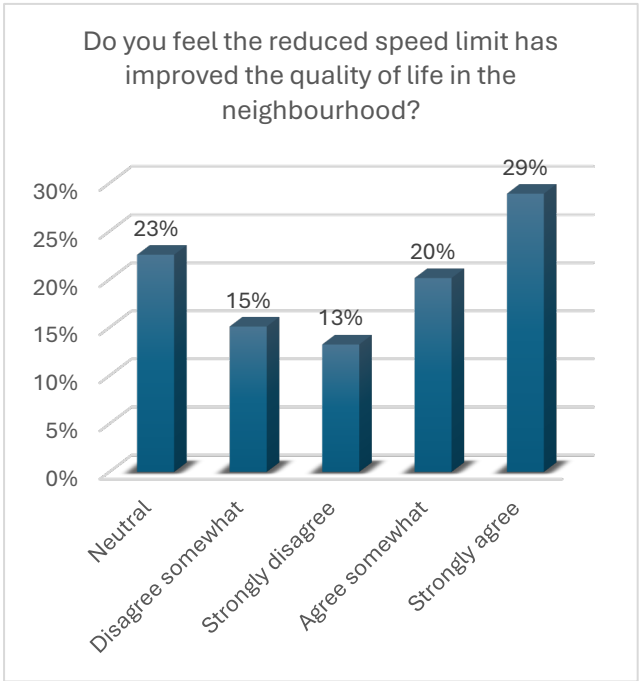


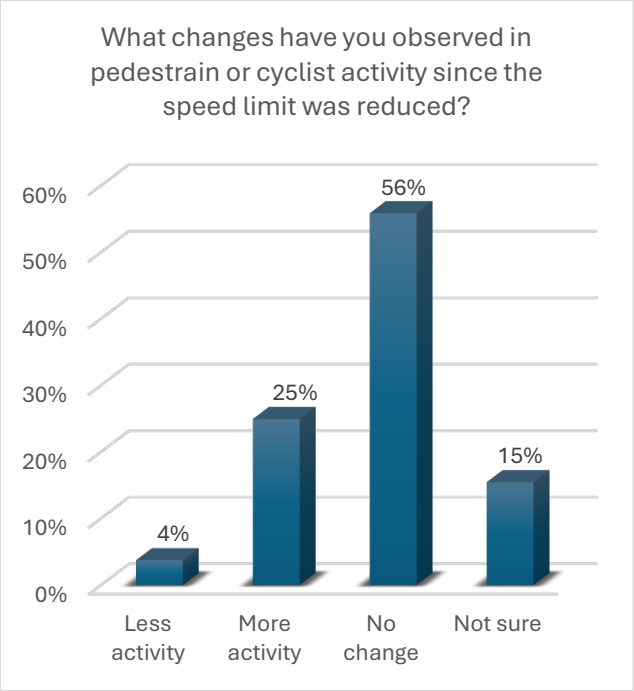


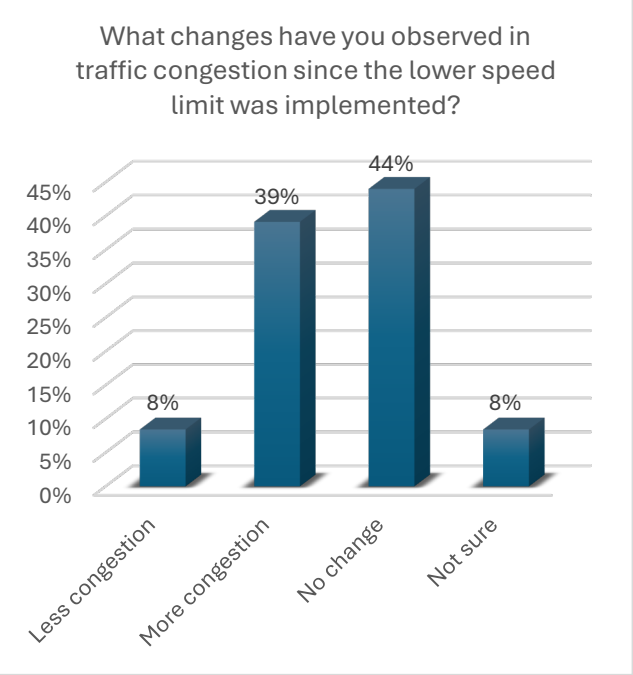

Do you belieive the reduced speed limit has improved the overall road safety?
30%
25%
20%
15%
10%
5%
0%
13%
16%
18%
24%
29%
Neutral
Disagree somewhat
Strongly disagree
Agree somewhat
Strongly agree

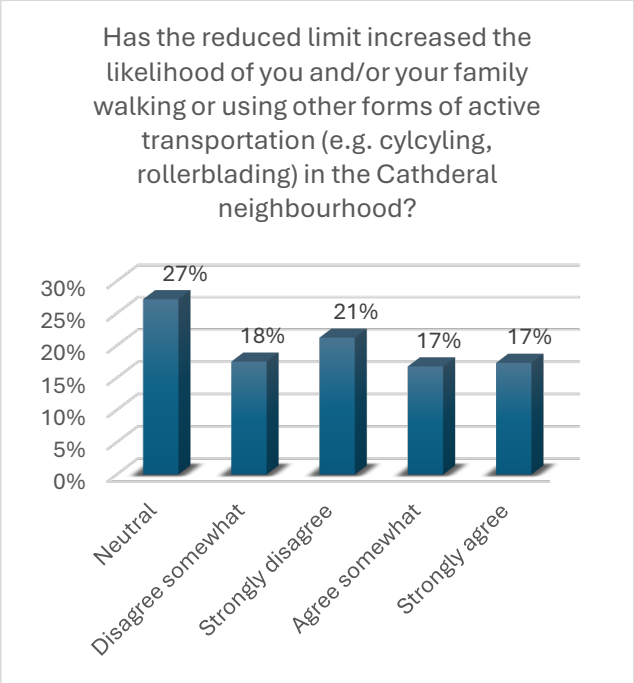

Have you chosen a differenct route due to reduced speed limit?
70%
60%
50%
40%
30%
20%
10%
0%
63%
18%
20%
No change in route
Changed route
Ocassionally change route

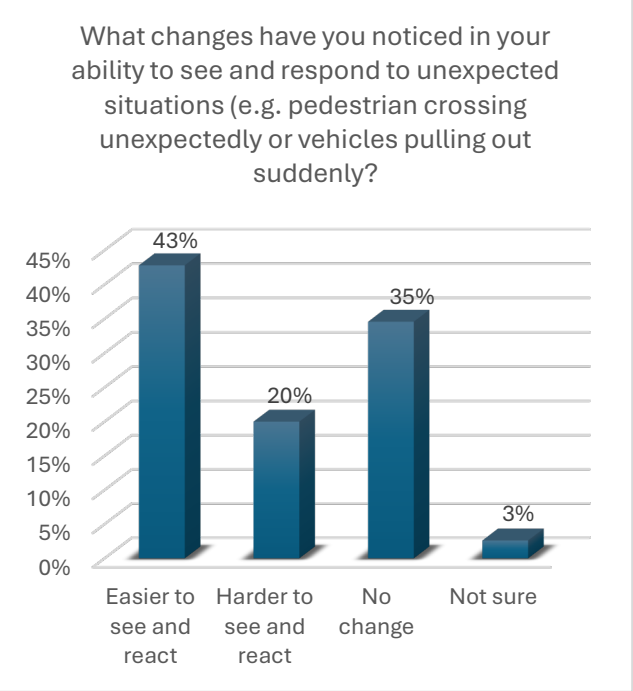

Since the speed limit was reduced, how would you rate your experience walking or cycling in the neighbourhood?
30%
25%
20%
15%
10%
5%
0%
9%
5%
18%
29%
29%
10%
Less safe
More dangerous
Much safer
Safer somewhat
No change
Not sure


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