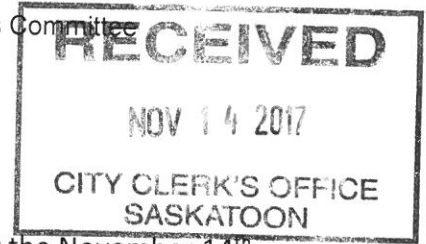


505-1

**From:** Janzen, Cora SktnHR <Cora.Janzen@saskatoonhealthregion.ca>  
**Sent:** November 13, 2017 4:21 PM  
**To:** Web E-mail - City Clerks  
**Cc:** Fast, Joyce (Clerks)  
**Subject:** Traffic Safety Committee letter to Governance and Priorities Committee  
**Attachments:** TSC letter to GPC\_2017Nov13.pdf

**Importance:** High



Hello

Please find attached a written submission from the Traffic Safety Committee for the November 14<sup>th</sup> Governance and Priorities Committee meeting for item 8.2.1. Governance Review- Advisory Committees – Governance Structure (File No. CK. 225-1). Our apologies we were not able to coordinate a representative to address the Governance and Priorities Committee in person and hope the written submission will suffice.

If you have any questions, please do not hesitate to contact me.

Regards  
Cora

Cora Janzen  
Traffic Safety Committee, Chair  
306.291.8473

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Thank you for the opportunity to address the report recommendations in the Governance Review of the City's Advisory Committees regarding the Traffic Safety Committee. My apology that we were not able to coordinate a representative to address the Governance and Priorities Committee in person and hope the written submission will suffice.

Transportation safety issues are prevalent in our community and as highlighted in a report regarding Saskatoon hospitalization and emergency room visits, vehicles were involved in 80% of pedestrian hospitalizations (Unintentional Injury Report, Saskatoon Health Region, 2016). In a national report, Saskatchewan has a high number of fatalities related to motor vehicle collisions, the highest rates of impaired driving, and transportation related injury is the second leading cause of hospitalization in our province (The Cost of Injury in Canada, Parachute Canada, 2015). We realize these are not Saskatoon-specific stats however they are relatable to our context and issues in our community and the Saskatoon Traffic Safety Action Plan indicates there is a slight increasing trend in both cost and total number of fatal or injury collisions.

As the Traffic Safety Committee is currently structured, there are strengths in the multi-sector involvement of community members and the stakeholder organizations (education, police, SGI, health, trucking industry, Saskatoon and District Safety Council), and the level of engagement that each demonstrate for the issues of traffic/transportation safety. As a committee we have been working to strengthen our focus on our policy mandate and to avoid delving into operational items. We have taken strides to educate ourselves on the high-level goals, plans and policies that will be guiding transportation moving forward for the next 30-40 years in our City. We also value and appreciate the creation of the Active Transportation Advisory Group (ATAG) and believe there are synergies that could be created as safety is not the sole focus of that group and they focus specifically on active modes of transportation.

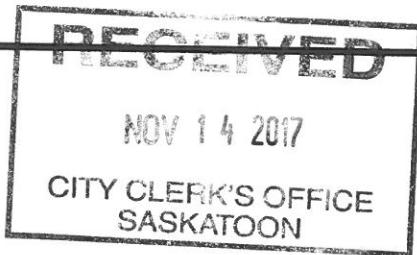
In the report before you, in regards to dissolving the Traffic Safety Committee, it states that "Saskatoon already has a SPC dedicated to Transportation". The same situation applies to other City Advisory Committees (e.g. Saskatoon Environmental Advisory Committee reports to the SPC of Environment, Utilities and Corporate Services). The purpose of this statement is to illustrate that this is an accepted practice with other City Advisory Committees and SPCs and not to regard it as a limiting factor for the Traffic Safety Committee.

We appreciate the efforts that Administration put into reviewing the Advisory Committees, the scope of their review and the analysis they provided. First, we would like to stress the value in having a Councillor connected to the Advisory Committees. If this is not amenable to the Committee and Council, then we ask that a well-defined mechanism and feedback loops are in place so Advisory Committees have regular touch-points with their relevant SPC to ensure efficient processes. Second, we were pleased to see that Administration included an alternate option for dissolving the Traffic Safety Committee (to replace with a Transportation Advisory Committee which would consider all road users). As the Traffic Safety Committee, efforts have been made to keep a more robust perspective of road users in mind however the language of transportation versus traffic would provide more intentional consideration of users. We support Administration's alternate option to replace the Traffic Safety Committee with a Transportation Advisory Committee (and encourage that transportation safety issues would be a primary focus), would include transit (should a Transit Advisory Committee not be created) and would maintain connection with ATAG and leverage support for safety issues.

Sincerely,

Cora Janzen  
Traffic Safety Committee, Chair





To:
Subject: RE: Reply to Governance Review

From: Al Reichert [mailto:a.reichert@sasktel.net]
Sent: November 12, 2017 12:06 PM
To: Clark, Charlie (Mayor's Office) <Charlie.Clark@Saskatoon.ca>; Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>; Davies, Troy (City Councillor) <Troy.Davies@Saskatoon.ca>; Dubois, Bev (City Councillor) <Bev.Dubois@Saskatoon.ca>; Donauer, Randy (City Councillor) <Randy.Donaueer@Saskatoon.ca>; Iwanchuk, Ann (City Councillor) <Ann.Iwanchuk@Saskatoon.ca>; Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>; Hill, Darren (City Councillor) <Darren.Hill@Saskatoon.ca>; Jeffries, Zach (City Councillor) <Zach.Jeffries@Saskatoon.ca>; Loewen, Mairin (City Councillor) <Mairin.Loewen@Saskatoon.ca>
Cc: Cora Janzen <cora.janzen@saskatoonhealthregion.ca>; Fast, Joyce (Clerks) <Joyce.Fast@Saskatoon.ca>
Subject: Reply to Governance Review

Saskatoon City Council Members:

The following comments are from executive members of the Saskatoon and District Safety Council regarding that The Traffic Safety Committee be dissolved and disbanded effective January 1, 2019:

Brian Fehr states:

"I am somewhat dismayed to find that the City of Saskatoon Administration is looking at dissolving the Saskatoon Traffic Safety Committee, which is and was designed specifically to deal with traffic concerns that are either observed by members of the public who in turn direct them to the committee, or matters that are observed by committee members or people within their respective organizations as well. There have been numerous matters brought forward to the council as well as administration that have in fact been hazards to vehicular traffic, pedestrian traffic and/or both, which were not resolved until taken up by the committee and pressed forward to the administration. I think of many situations that met this criteria from the time that I was specifically the liaison member as well as from when Al Reichert has been the liaison member. Many of these matters forwarded were appropriately addressed by administration after having been brought forward to the committee and then to the administration. There are other issues that have been raised with the committee as well as administration which have not been dealt with. In this area I include the fact that a speed increase zone takes place at the starting point of a bridge that is curved throughout it's length and is subject to extreme cold and icing. I am referring specifically to the Circle Drive North Bridge. The Saskatoon Traffic Safety Committee, by it's very nature, deals with issues affecting community health and safety from a traffic perspective, and I feel it is very essential considering the number of injury collisions that occur on an almost daily basis within the city boundaries, as well as the many "close calls" that occur even more frequently. I believe that many of the changes we have seen in traffic control and safety improvement for community members in recent years is specifically a result of the actions taken by the committee.

The four points raised by Ms. Janzen are very relevant to not only the traffic safety committee but to the Saskatoon and District Safety I feel that the specific safety of all community residents aspect of the Traffic Safety Committee in particular, and if for no other reason, warrants it's retention, either as a standalone committee as well. As a smaller committee, we are able to drill down to the specifics of a problem in a way that a larger committee is not able to, simply because of either a lack of expertise or simply too many other things on its plate. I believe the best option is to maintain the Traffic Safety Committee. While the administration has pointed out that only two other cities still have this type of committee, what is good for one community is not necessarily good for another.

While being under or part of a Transportation Advisory Committee, I do not feel that this would properly include what I see as the mandate of the Saskatoon Traffic Safety Committee. I believe from past experience that the aspects of safety that the Saskatoon Traffic Safety Committee deals with would be overlooked or reduced in effect by a larger committee.

As a part of the Community and Safety Committee, as for our part (Saskatoon and District Safety Council), that is specifically what we deal with as an agency - Safety within the community and this would be a way we could continue to do so. Having said that, a major concern I have in placing the committee representation within another committee is that the complexity of a larger, broader committee cannot by definition deal in depth with the concerns smaller groups are able to. While it may be a biased view (I hope not), I feel a Community Safety and Wellness committee would be very prone to deal more with wellness from a health perspective than dealing with health issues created or increased by traffic involvement. The simple reason for this is that such a committee will have a massive mandate covering many areas and I do not believe it could drill down to the specifics of a problem the same way that a smaller committee is able to. I am thinking here of intersection controls, road maintenance (which frequently seems to be overlooked), as well as school safety zones among others.

An ad hoc committee from past experience has little value as it is usually called into being when matters have already progressed past a point where they could easily be rectified.

The removal of councillors from the various committees I feel is wrong. Having a councillor present on the committee gives them direct access to the information that the committee is concerned about or dealing with and they find out firsthand what is being thought or done, rather than having the matter filter through layers of bureaucracy and other people's concepts put forward that were not in the original concern."

Brian Fehr, President Saskatoon and District Safety Council  
306-260-2141

Bob Turczyn states:

"Unfortunately, I just got a chance to look at this this morning so I haven't had a chance to go over the entire 54 page document to see what the reasoning was for the changes the City wants to make to the Traffic Safety Committee but here is my 2 cents worth anyway.

- Eliminating the work of the Traffic Safety Committee (TSC) altogether would not be a good idea in my opinion. The community needs a place to voice concerns about traffic safety. If the TSC is replaced by a Transportation Advisory Committee (page 7) that would be even better in my opinion
- If there is no replacement for the TSC, the work of this committee would have to become part of the work of the proposed Advisory Committee on Community Wellness and Safety (Item 2 b). Otherwise the Standing Policy Committee on Transportation would have to become the place for these concerns and my experience last Monday was that this committee already gets bogged down in details and this would just add to that so that even less gets done.
- Item 7 states that members of city council should not be part of Advisory Committees. I think the opposite is needed. If one councilor was a member of the TSC or any other committee where traffic safety is discussed, then recommendations from that committee might get better consideration at the Standing Policy Committee on Transportation without it getting bogged down in questions that have already been answered at the TSC or other committee.

Hopefully this makes sense to someone besides me and the SDSC can make use of it."

Bob Turczyn, Vice-President SDSC

Darrell Noakes states:

“Maybe the Traffic Safety Committee could use a broader mandate. That's worth further thought and discussion. Traffic”, in my mind, includes all users of our roadways, including pedestrians, cyclists and motorists. Is there some perception that the Traffic Safety Committee is concerned only with the needs of motorists? I've never got that impression from the work of the committee previously.

I've always found the work of the Traffic Safety Committee to be strongly evidence-based, drawing on solid engineering and traffic principles. Sometimes, this approach has led to disappointment as proponents of one issue or another found their ideas defeated when presented to the committee. The new, proposed approach seems designed to give more weight to advocates and activists applying political pressure, with less regard to fact-based evidence. That worries me.”

Darrell Noakes, Past President SDSC

**Darrell Noakes, Writing and Photography**

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Al Jackson states:

“I only just had time to read this. My head was hurting when I started. It was pounding when I finished. That said I fail to see how the worthwhile work currently done by the committee will be improved by the proposed changes. If the city decides to dissolve the committee, I think that they will be making a substantial error in judgement.

My opinions for what they may be worth.”

Al Jackson, Lifetime Member SDSC

Murray Milne states:

“This is a lot to digest in a short period of time, apparently someone in the Administration has taken umbrage to some of the Safety Committee's comments in the past and it is easier to disband the committee rather than heed the recommendations. It will be an unfortunate thing should the committee be eliminated as they have and continue to provide sound advice through thorough and valid research.”

Murray MILNE

Secretary SDSC

Al Reichert states:

“The city of Saskatoon prides itself on public input from the citizens. The most effective method is to have citizens who represent different stakeholders respond to city council. It is vital for city councillors to hear from the citizens, not through administration members. Therefore, council members should be on the committees. As well, the Saskatoon and District Safety Council will contact city council members directly if we do not have a voice on traffic safety matters and, if necessary, we will use news media to get our voice heard.”

Al Reichert Media Relations Officer SDSC.

Thank-you in advance for your attention to this important topic.

Al Reichert