



**PUBLIC MINUTES – SPECIAL MEETING
TRAFFIC SAFETY COMMITTEE**

**December 19, 2017, 8:45 am
Committee Room E, Ground Floor, City Hall**

PRESENT: Ms. C. Janzen, Chair
Councillor S. Gersher
Mr. J. Chan
Mr. K. Claffey
Mr. D. Cook
Mr. W. Gherasim
Mr. D. Hingston
Mr. A. Kamboh
Mr. A. Reichert

ABSENT: Mr. B. Girling
Sergeant D. Hoover
Mr. S. Shannon

ALSO PRESENT: Committee Assistant J. Fast

1. CALL TO ORDER

The Chair called the meeting to order.

2. CONFIRMATION OF AGENDA

Moved By K. Claffey

That the agenda be confirmed as presented.

CARRIED

3. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

**4. TRAFFIC SAFETY COMMITTEE - GOVERNANCE REVIEW - ADVISORY
COMMITTEES (Files CK 225-1 and 175-1)**

The Committee Assistant submitted the Advisory Committee Governance Review report considered by the Governance and Priorities Committee (GPC) on November 14, 2017, and the recommendations of GPC approved by City Council on November 20, 2017. Also submitted were the comments previously provided

to GPC on November 14, 2017 on behalf of the Committee. It was noted that the Core Committee would appreciate receiving comments with respect to the report by no later than December 31, 2017.

The Committee's comments, to be included in a report submitted by the Chair and shared with GPC at its Regular Public Business meeting in February, 2018, are as follows:

- The GPC report is a comparative study with five other jurisdictions and because the Traffic Safety Committee didn't align, the recommendations were made to dissolve the Committee.
- Believe the Committee has a unique, broad representation from its membership, which provides different perspectives, options and views. Its strength is in its multi-sector involvement of community members and stakeholder organizations.
- The Traffic Safety Committee, when it was first formed in the 1970's, was because traffic was important in Saskatoon. The Committee was here to talk about and make the city and roadways better and help out with roadway suggestions. The Committee is still required and needed in this area today.
- The role of the Councillor on the Traffic Safety Committee is to provide context to the discussion, guidance, a higher level of existing opportunities, and be a liaison. It is an important component of the Committee and valued as a reliable mechanism to ensure regular connection with the Standing Policy Committee.
- The GPC report did not examine the direction, impact and effectiveness of the Committee as it currently stands; just the comparison to other jurisdictions. Those jurisdictions being compared to have their own unique problems as well, so using those cities as the model without consideration for specific issues, seems arbitrary.
- If the Traffic Safety Committee is dissolved and the alternative implemented (i.e. part of another larger committee), concern that the "safety" mandate will take a less important position.
- Saskatoon and District Safety Council uses the Committee as its voice when an action is needed. A new larger committee might not be able to address the issues with the same focus.
- Organizations require evaluation and updating of mandates periodically. Is the focus of the Traffic Safety Committee as relevant as it should be. Are changes necessary to progress into the future.
- The Committee has been transitioning to more of a strategic role. If the safety component is rolled into a larger committee dealing with transportation issues, the safety and strategic issues may not be accurately reflected. Needs to be emphasized that the Committee no longer deals with "broken signs" and

- has a larger role to play concerning the safety and strategic direction of the city.
- Historically more individual matters discussed around the table compared to now, due in part to online reporting (e.g. report a pothole, etc.).
 - The strength of the Traffic Safety Committee is in the diversity of the membership.
 - Role to play as a stakeholder group for Vision Zero because it is about transportation safety and elimination of injuries and death. Also the Growth Plan to Half Million has a safety component if transportation systems are expanded.
 - If the Traffic Safety Committee remains as an advisory committee, it could complement and add value by being a conduit to the Active Transportation Advisory Group which has safety as a portion of its mandate.
 - Instead of being part of a larger group, believe the Traffic Safety Committee should be at the top with other groups channelling up.
 - If there is a process in place where plans are sent to stakeholder groups for review and to provide perspective, or sent to an ad hoc group to come together at key times when those opportunities are happening, would the Traffic Safety Committee need to exist in its current format.
 - The Traffic Safety Committee should be informed regarding what is happening with other groups, and perhaps provide early advice and comment. The Committee shouldn't look at specific operational issues.
 - Perhaps rebranding to the Transportation Safety Committee and include commercial transportation of goods, railroads, etc. If speaking of Vision Zero, then the Committee needs to start operating on a broader perspective.
 - Mandate should include an early review of plans to provide input and offer early advice with respect to safety issues while focussing on policy and the bigger strategic picture and remain as an advisory committee.

Moved By K. Claffey

That the Chair prepare a report for submission to the Governance & Priorities Core Committee by December 31, 2017 based on the comments received from the Traffic Safety Committee membership.

CARRIED

5. ADJOURNMENT

The meeting adjourned at 10:00 a.m.

Ms. C. Janzen, Chair

Ms. J. Fast, Committee Assistant