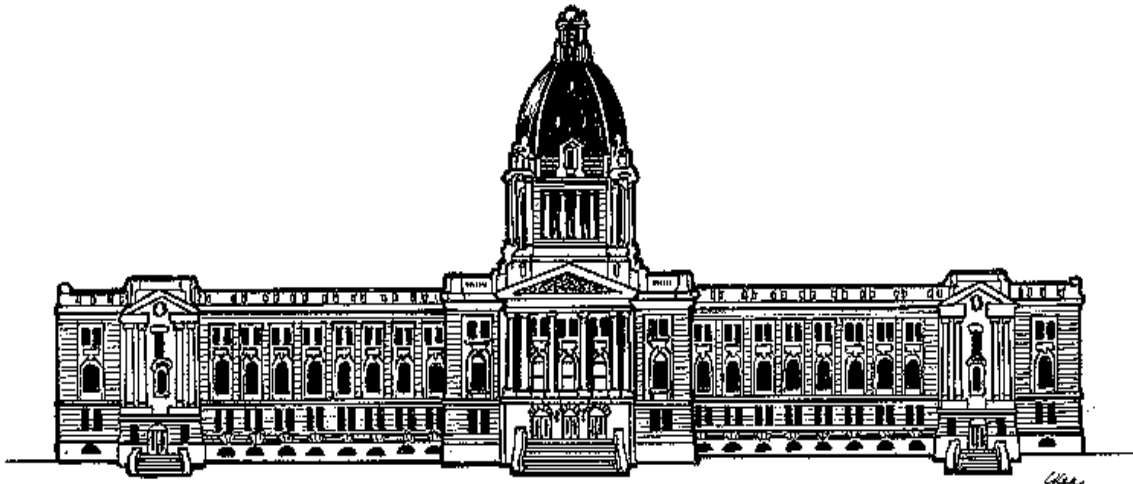




# **SPECIAL COMMITTEE ON TRAFFIC SAFETY**

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## **SPECIAL COMMITTEE ON TRAFFIC SAFETY**

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Prince Albert Carlton

Ms. Danielle Chartier, Deputy Chair  
Saskatoon Riversdale

Mr. Herb Cox  
The Battlefords

Mr. Roger Parent  
Saskatoon Meewasin

Mr. Warren Steinley  
Regina Walsh Acres

Mr. Doyle Vermette  
Cumberland

Ms. Nadine Wilson  
Saskatchewan Rivers

[The committee met at 09:00.]

**The Chair:** — Good morning, everybody. Welcome back to the second day of the all-party Traffic Safety Committee. It's going to be a good day again today. We have a full slate of presenters.

So just to begin again, we'll just talk about, for the witness's sake, I think there's a document you're going to be giving to us, a presentation. We're going to table this as well, sir, for the public's consumption, as well as for the committee to refer to later on as we make recommendations.

You're scheduled for an hour, but that usually means about a 20-minute presentation roughly, and then we have questions and answers back and forth. And it's been a pretty good process so far. So I think it will be another great morning to start off with. All I ask you to do is that when you . . . first time at the mike, just tell us who you are, what organization you're from so Hansard has that on record. And barring any other problems, I think we can begin now. So the floor is yours, sir.

**Presenter: Motorcycle & Moped Industry Council**

**Mr. Fournier:** — Certainly. Well thank you very much. My name is Luc Fournier. I'm the director of government relations for the Motorcycle & Moped Industry Council. The MMIC is a national non-profit trade association, and we've been in place for well over 40 years now.

We represent the manufacturers and distributors of motorcycles, scooters, and ATVs [all-terrain vehicle]. We are totally self-funded. We do not get any government funding. And we represent all the major brands that you recognize. As a matter of fact, we represent about 95 per cent of the motorcycles that you see on the streets today. As well, as an organization, we own the seven major motorcycle shows that take place throughout the country. And one of the biggest services that we do for our members is that we gather all of the sales statistics throughout the country.

The industry is important here in Saskatchewan as well. We have about 40 dealerships in the province, and a lot of people make their living within the industry.

MMIC has been involved in motorcycle rider safety since the mid-'70s, and actually we're the ones who brought the training programs that they had in the United States in Canada. We have supported mandatory helmet legislation for motorcycle riders and passengers. We have supported graduated licensing, and we are favourable to some learner stage restrictions as well. The reason MMIC supported these measures is because studies indicate that they work. All of our positions stem from serious scientific research.

As an organization, we do work with the different provinces and the federal government on a number of issues. We're part of many committees. We're part of the Canadian Council of Motor Transport Administrators that you'd be familiar with, and obviously we are quite willing to work with the province of Saskatchewan on motorcycle rider safety for a lasting impact.

We believe that a positive course of action would be for the

province to do some research on causation factors for motorcycle accidents. There's always a lot of unanswered questions when you look at motorcycle safety. It's never clear necessarily what the causation factors are. Why do we have these accidents? Why did this specific accident take place? Sometimes it may be speed. Sometimes it may be because of alcohol, or sometimes it may be related to the actions of the other road users. In our opinion it is quite difficult to identify proper solutions without knowing what the actual causes are. So this is where we come from. For instance, you know, if most of your accidents happen because of alcohol or because of wildlife, then that's where you should put your focus.

Whenever we look at the accident rates for motorcycles in Saskatchewan . . . I pulled a few numbers out of the SGI [Saskatchewan Government Insurance] statistics that they get out every year. And when we look at this, basically what we see is that the rate seems to be quite stable. And in our book that seems to be positive because of the fact that there's 3,000 more registrations. So you have more riders but your rate is stable. Therefore that may mean, that may indicate that there is less accidents per riders. And that's a positive thing.

The message that I really want to leave you with today is that some specific actions seem to work in motorcycle safety. When we look at rider training, it's always appreciated, you know, to have some reductions in premium for instance or have some reductions of some of the restrictions that you may find in the learner stage.

When we look at better education, one of the simple things that can be done is a review once in a while of the testing protocol. For instance whenever people go for their licence, are they properly tested on their braking capacities? Some simple things of that nature sometimes can take you far in preventing other accidents.

And whenever we're looking at restrictions for new riders, some of them that seem to work include zero BAC [blood alcohol concentration] for new riders, the no passengers and the night riding restrictions as well. So these seem to be some of the most common ones that bring a lot of positive results.

There's a lot of motorcycle safety studies out there. The two main ones are the Hurt report and the MAIDS [motorcycle accidents in depth study] studies. I'm sure that you've heard of them. Some of the things that you get out of there is that one out of three motorcyclists do nothing to react in an accident situation. They just freeze, and the reason they freeze is because they've not been trained to face these types of situations. As well, we find out with those studies that three out of four riders do not use their front brakes when they need to brake in an emergency. They use their rear brakes and, unfortunately, those do not exert as much stopping force. So these are some of the major finds that we have.

I want to touch briefly as well on power restrictions, as I heard that it may be considered here. I read something about this. We feel that this would be a very negative option because once again when we go back to the major studies, there's quite clear indications there that there is no causal relationship between engine capacity and accidents.

Accidents are always linked to behaviour issues. So as an organization, MMIC believes that more research into behaviour issues is required because if you have a better understanding of the causation factors, it is easier to work on more specific solutions. Only when you have clear and specific data will you be able to reach the specific public directly and effectively.

And I'm already to my last slide. In conclusion I'd like to say again that the MMIC supports safety measures that work based on studies and evidence. And as well we are willing to work with the province to develop motorcycle safety standards that will have a real and lasting impact. Thank you.

**The Chair:** — Thank you very much, Mr. Fournier, for that. Mr. Steinley, I think you had a question.

**Mr. Steinley:** — Thank you very much for your presentation, Luc. We appreciate you coming out and making time for the committee.

We had a presentation earlier in our process with R.A.G.E., Riders Against Government Exploitation, and they were very concerned about the learner licence in Saskatchewan and how it's not the ideal situation where lots of people get their learner's licence and just buy a bike and ride for 25 years and never actually go and get their actual motorcycle licence. Do you have some comments on that and maybe any recommendations for how we could improve Saskatchewan's learner licence and full-time licence for motorcyclists?

**Mr. Fournier:** — Yes, well for the learner's licence we feel, you know, we are quite comfortable with the concept of graduated driver's licensing. We're the first organization to support this publicly in Canada for motorcycle riders. So we are quite comfortable with that. But it's like anything else. You need to be able to put a limit. You cannot ride on your learner's licence forever because then you just don't go through the steps. You have to make sure that you have a system that people will not either be able to just sit it out and wait till that period is over and then go for their actual licence but, at the same time, you want them to be able to complete that process. So you cannot leave it open ended as it is now.

**Mr. Steinley:** — Thank you.

**The Chair:** — Thank you. I have a question I guess if it's okay with the members. So in your experience across Canada . . . One thing in Saskatchewan, we have a very limited amount of uptake by private organizations to give these extra skills in driver training for motorcyclists. When you see across Canada, are the dealerships providing that as an augment to the purchase of the vehicle, or do they still mostly have private industry driving training or trainers and such that fill that gap?

**Mr. Fournier:** — Well it's a mixed bag. You know, some provinces have mandatory training, and we don't believe that that's the way. We feel that, you know, training is something that people who are really interested in it should go ahead and take it. And besides, when you look at statistics at the end of the year, places where they have mandatory training don't have lower accident rates than other provinces. So at the end of the day it has a lot more to do with the behaviour of the riders, and the riders who want to take that training, you know, usually end

up learning a lot more.

**The Chair:** — I liked your recommendation about incentive based though as well. I mean if you do progress to the GDL [graduated driver's licensing] system and you get a full licence, then there's always that possibility of having the insurance provider give you a lower rate based on your safety rating now. So you would be able to prove you're a better rider. Mr. Vermette.

**Mr. Vermette:** — Thank you. I'm just trying to . . . you talked about . . . and I want to be clear. Did I misunderstand you or that you said we needed to have more data or more research on some of the numbers that you're talking about. Now does MMIC have a lot of data and research? Or you're saying you need to. Or were you looking at someone else to do that? I'm just curious to see what role they would play in that.

**Mr. Fournier:** — Well basically whenever you're looking at a specific province, it's always a lot more useful if you have real causation factors identified. Obviously as an organization we would see from a very favourable eye if the province was going to do more research into finding out why these motorcycle accidents do happen in the first place.

**Mr. Vermette:** — Would there be like . . . And I'm just I guess thinking out of the box as far as your organization. Is there any way that in a partnership MMIC would partner with a research agency or something to do that, or government? Or no, it's not something that you guys look at. I'm just curious.

**Mr. Fournier:** — Well I guess if something was taking place, we'd certainly be open to, you know, take a close look at it and, you know, maybe help set out the parameters and stuff of that nature. There's an organization in Ottawa that does some very good independent serious research, TIRF [Traffic Injury Research Foundation]. I don't remember what the acronym stands for, traffic injury research centre maybe.

**The Chair:** — Ms. Chartier had a question, then we'll go to Mr. Cox.

**Ms. Chartier:** — Okay. Thank you very much. I think I have a couple questions here. In terms of, you'd mentioned the importance of a science-based GDL. So what do you see coming out of a science-based GDL? What is part of a science-based graduated driver's licence?

[09:15]

**Mr. Fournier:** — Well it's always great when you're able to support your actions by research that has been done in the past in other places where they have taken some of these measures. And some of these measures that seem to work include a zero BAC because whenever you're riding a motorcycle, alcohol is going to have a greater influence on your riding abilities because you need to maintain a balance, whereas in a car you don't need to maintain that balance.

So zero BAC is something that always comes out as a big winner. No passengers for an initial riding period while the person gets familiar with the vehicle or no night riding for new riders as well. That seems to be a very positive measure.

**Ms. Chartier:** — Okay. Thank you for that. And we do have some of those here in Saskatchewan, but it's still not without . . . We have some challenges here as well.

I'm wondering, one of the problems here is, in order to get a learner's licence, you don't even have to sit on a bike. It's a written test that you do. So I'm just wondering what your organization's thoughts are on the need to, once you purchase a bike, to actually being able to drive the bike on the road, whether it's a learner's permit or a full endorsement. What's the importance of having to actually sit on that bike and brake and all the things, skills you should have to have? What does your organization think about the need to have a real riding test first?

**Mr. Fournier:** — Yes. Well I think the situation is different for every province. And, you know, different provinces do different things, obviously. I still feel that there is a need for a written test, and I'm not familiar with the written test that you have here. But I fully agree as well that there should be a portion of the test that would enable the tester to see the person on a motorcycle. Sometimes you get to do that with the some of the training programs that they have. And you know, you can attend some classes and then they train you. And they're able to either give you your licence or not at the end of that process. But at least they really see you in interaction with the vehicle.

**Ms. Chartier:** — That's an important one.

**Mr. Fournier:** — Yes.

**Ms. Chartier:** — Yes. Obviously one of the debates or discussions here, and I know for SGI right now, is mandatory versus incentive-based, or mandatory training versus incentive-based program. But I'm wondering which jurisdictions have mandatory training.

**Mr. Fournier:** — There is mandatory training currently in Quebec. That requirement had been removed for a while but, for political reasons, has been put back.

One of the issues that you are facing whenever you have mandatory training is the fact that, even though the companies are private and everything, one of the issues that you may face is that the students may go toward schools where the success rate is higher. So you may have different standards in different areas. So that's one of the negative sides of mandatory training, I guess.

**Ms. Chartier:** — Is there a jurisdiction in Canada that you think does a good job, a particularly good job of ensuring riders are safe, well equipped to be good riders?

**Mr. Fournier:** — It's difficult for me to pinpoint a specific province. I think that all of the training options out there are really good. Like whatever training school you will attend in the country, you will learn some things that you will remember your entire life. And some of those things, you know, may save your life. But at the end of the day, it has to do with the motivation and the behaviour factors that we talked about earlier.

**Ms. Chartier:** — Thank you very much for that.

**Mr. Fournier:** — Thank you.

**The Chair:** — Mr. Cox.

**Mr. Cox:** — Thank you and thanks for the presentation. It's really given us some good food for thought in our ongoing discussions.

One of your slides, I think on the bottom of page 3, you mention realistic training. Would you just like to expand on your idea of what realistic training should be for motorcycle riders?

**Mr. Fournier:** — Yes. Realistic training means that you should be able to experience, during your training, the type of conditions that you will encounter when you're actually doing some real riding on the streets.

And as well, I talked about the testing. At the end of the day, you want your riders to be able to pass the test, but you need them to be trained to do some of the things that may be more difficult such as braking properly, such as avoiding obstacles and stuff of that nature. So if those blocks are not part of your testing protocol at the end, they may not necessarily learn how to do those things.

**Mr. Cox:** — Okay. And further on you talk about road restrictions. Can you just expand on what you feel would be realistic road restrictions again?

**Mr. Fournier:** — You mean road restrictions?

**Mr. Cox:** — Yes, you had talked about road restrictions for learners.

**Mr. Fournier:** — That varies a lot from place to place. Some places they have restrictions on the type of roads on which you can ride. I know that some specific highways in some provinces, if you have your learner's, you cannot ride on those until a specific period of time.

**Mr. Cox:** — [Inaudible] . . . traffic count, that sort of thing?

**Mr. Fournier:** — Yes. So like in Ontario for instance it's the 400-series highways. I believe you are restricted from those specific highways for an initial period of time.

**Mr. Cox:** — Thank you.

**The Chair:** — Ms. Wilson.

**Ms. Wilson:** — Thank you, Luc, for that presentation. And it sounds like riding a motorcycle can be very exciting; however we need to address traffic safety with it. You did mention there were 40 dealerships in Saskatchewan. Are you working with them? And what are their recommendations, if they have any? I would appreciate your comments. Thank you.

**Mr. Fournier:** — Yes. So basically there's a network of about 40 dealerships in the province. We work directly with the distributors, so the distributors from there have specific deals with independent business owners who are the dealers.

**Ms. Wilson:** — Are you able to share any of their recommendations with us today?

**Mr. Fournier:** — From the dealers?

**Ms. Wilson:** — Yes.

**Mr. Fournier:** — No, I don't have any recommendations from the dealerships specifically, no.

**Ms. Wilson:** — Are you able to get any?

**Mr. Fournier:** — Yes, I could certainly if you have something specific . . .

**Ms. Wilson:** — I would certainly like to see what their recommendations are.

**Mr. Fournier:** — Yes, certainly. I'd be happy to check with the dealership network and find some information for you.

**Ms. Wilson:** — Good. Thank you very much. I appreciate your comments.

**The Chair:** — Luc, I do have a question for you. You did talk to me briefly about in Quebec how they have public awareness campaigns such as clothing — wearing the appropriate gear when you're riding a bike to prevent health care costs rising. Is it, in your experience . . . I know the dealerships would be very much endorsing that as part of a line of clothing to sell with the actual bike purchase. But is there any jurisdiction in the country that has regulations that are in place right now, that you know of, that mandate . . . I mean the helmet law was good. That's very smart. But are we moving towards that predictable nature of mandating clothing — leather jackets, that kind of stuff versus T-shirts and board shorts?

**Mr. Fournier:** — I don't believe that there is a jurisdiction currently that does ask for this in regulations, but I feel that some provinces are moving towards that goal, just in asking for proper equipment whenever you show up for your testing. And I know that some of the rider training schools do ask for specific equipment as well when you go for the training. So at least, you know, they know that you already have the equipment and they get you used to wearing it from the beginning.

**The Chair:** — It seems like in Quebec they had a public awareness campaign around that as well you mentioned, right? So it was kind of combined where the motorcyclists were being told to wear the clothing, but non-motorcyclists recognized that there's motorcycles on the road then that way too. It's kind of a hand-in-glove approach, right? Ms. Chartier, I believe, has a question.

**Ms. Chartier:** — Just one more, just in follow-up to my colleague Mr. Vermette here on the research piece. So you had mentioned we don't know the causation factors and why specific accidents happen when they happen, and how do you identify proper solutions if you don't know what caused them. Is this, in terms of breaking down what happens with individual accidents, is this a Canada-wide problem where governments haven't broken down or government and police services need to

do further investigation? Or is it specific to Saskatchewan?

**Mr. Fournier:** — Unfortunately it's pretty much the same across the country. It's really difficult to pinpoint unless you really focus some serious efforts into it. And it has to do with the type of reporting that is done by police officers on the scene but, you know, extra follow-up as well after that from the coroner's office and stuff like that. So it does require a lot of effort.

And if I may, Mr. Chair, just to get back to your previous comment. What the province of Quebec has done was they prepared some kind of a pamphlet on appropriate clothing. And it was inserted in all the renewals for, I think, the past two years. So you know, it's really simple, but it's directly focusing exactly on the market that you want to be aiming at.

**The Chair:** — Any more questions by any other members at all? Mr. Fournier, thank you. And to Ms. Wilson's point, if you wouldn't mind, you know, surveying the dealerships in Saskatchewan because we do know that when SGI, our government insurance agency, decided to look at a rate increase for motorcyclists, riders and dealers spoke out as to the reason or rationale why such a massive increase was required. And right now there's an ongoing rate review panel discussion about that. So I know that they're engaged in Saskatchewan for sure on issues, so we would appreciate if you could solicit that for us and provide it back to the Legislative Assembly Service for our research and as we make recommendations.

Seeing no more questions, thank you, sir. Very informative. I look forward to looking for that report back from dealerships. But also some of the things you said here I want to look at, and we'll talk to SGI as well to see what they've done. They're going to be coming back to the committee at the end of June to make recommendations. So seeing no more questions and moving on, I think we'll take a recess now. I see the other presenter just walked in, so we'll probably have about a 10-minute recess if that's okay with members. Thank you so much.

[The committee recessed for a period of time.]

**The Chair:** — Welcome back, everybody, to the second presentation for the all-party Traffic Safety Committee. I just ask the witness to, the first time she's at the mike, to tell us who you are, what organization you're with for Hansard, please.

Your presentation is scheduled for an hour, but I don't think we'll be taking that much time based on what you've tabled with us. I think there'll be a lot of good questions and answers after as well. So it'll take as long as it takes and that's fine. We won't debate with you. You can't ask us questions either. But it hasn't been a problem today, so I can't see that becoming a problem for this presentation either. So the floor is yours, ma'am.

#### **Presenter: Driving Without Impairment**

**Ms. Rorke:** — Thank you very much. My name is Fay Rorke. I'm the coordinator of the driving without impairment program for North Battleford, Lloydminster. I've been a DWI [driving without impairment] instructor since 1986. And I've been a

contract agreement with SGI to act as a coordinator of the driving without impairment program and I've been doing that since 1995. I'm also the lead trainer for new DWI instructors in the province and I've been doing that since 2000. And from summer of 2003 to spring of 2005 I was part of a third-stream development working group, and I'll explain that a little bit as I go along.

So I summarized everything, hopefully in enough of a point form for you, to talk about what I need in my presentation or the recommendations that we have as a DWI group.

The very first thing I indicated on the summary is an immediate roadside suspension for any drinking and driving activity. So the length of that suspension would be determined by the type of driver and whether or not that driver had any previous occurrences.

Vehicle seizure was also recommended for any drinking and driving activity. The length of the vehicle seizure was determined by the type of driver and whether or not the driver had any previous occurrences. Mandatory ignition interlock for Criminal Code offences. And we also proposed to eliminate the existing addiction screening process and replace that with a progressive sanctioning process consisting of a series of prescribed programs that depend on the number of offences a driver has. For example DWI would be first, our program, and then an alcohol and drug education, ADE program, and finally assessment or treatment. Each of these different kinds of programs or sanctions then would have to be paid for by the individual.

So just a little bit of a background about what the driving without impairment program is. Its content and structure provides each course participant with the opportunity to examine his or her own attitudes and practices as they relate to drinking, in a non-threatening, positive, and supportive environment. The driving without impairment program is an educational experience. It is not treatment or a punitive rehabilitation program.

The aims of the program are to provide information on the consequences of drinking and driving with specific focus on individual differences in tolerance to alcohol, and to consider both the reasons why people drink and drive, and then to influence the offenders to develop countermeasures to completely separate the acts of drinking and driving. I have a chart at the end of this presentation material that talks about or shows when people currently come to the driving without impairment program and what we would propose as a change.

So a little bit about the rationale for today's presentation. The changes to the legislation in 1996 were very welcome to the DWI community. And in fact as I was going over the information to present to this program, I looked through the office material and found the very same letter that invited me to come today to the group at that time in 1994. So it's nice to be invited again 20 years later.

Lots of the DWI participants prior to those changes in '96 said, I wish I had this information before I was arrested because then I wouldn't have been here. So that need was addressed in '96 when the legislation changed at that time, because we had

mandatory then for new drivers with BACs over zero and that definitely meant over zero. We had one young man who had .01 and he had to come to DWI and he was a little bit disturbed but he learned some things there, so the legislation was very effective for him. And also folks who had second .04's. So an experienced driver who just had some to drink, weren't up to the legal limit, they were also coming to DWI. So those people appreciated the opportunity to not be arrested, to learn some strategies, and to try to figure out a plan for themselves to separate drinking from driving.

[09:45]

The other change that we hoped would benefit us was having those with Criminal Code convictions and repeat roadside offenders had to undergo an addictions screening process with addictions counsellors in the health regions. So when that was introduced in DWI, we were very, very happy because a large per cent of the folks that we saw at our education program had addictions issues. We hoped that those folks would get filtered out and that it would leave behind only individuals who needed education to make better choices from drinking and driving.

Unfortunately very quickly, complaints were voiced about this process. The addiction screeners themselves were feeling that it wasn't particularly effective. Their hands were tied somewhat by the tools that they were using, and then as the years passed the standards in the screenings in various health regions became vastly different. For example, I believe that four hours was allotted for screening for every individual, and so the counsellor was to meet with each individual for the minimum of four hours. In many communities in the province they do an intake of say 10 or 15 people for that one hour. So the one hour is done as a group instead of individually being met with.

So those screeners who are doing their job effectively are not doing that. Time constraints and perhaps money constraints within a health district have forced the others to do it in that way. It is not particularly effective from our perspective at DWI because we're still getting too many participants who needed more than our education program could offer. Again as an example, in our community I know of two individuals who were streamed to DWI who, because I knew them in the community, I knew that they had serious alcohol addiction problems. And they both died as a result of their drinking, not in a drinking-driving offence, but their alcoholism killed them. They should not have been in DWI.

So folks who are not meeting the criteria of chemical dependency, but their alcohol and drug use warranted a more intensive program than DWI could offer. So that's why that third group, third option working group, was formed. That was in the summer of 2003, and that group was made up of addictions counsellors throughout the province — representatives from Sask Health, SGI, and DWI. And we developed a complete program over those two years with a manual and everything. And that program was piloted in the spring of 2005. It was a very effective pilot program.

There's a real need, a great need for this program to help the participants or help folks who come to DWI who aren't getting the right kind of assistance that they need, especially repeat offenders. No one should have to come through DWI more than

one time. And in the years that I've been working in the program I have several who have been more than one time and a few who have been up to five times in the course of 20 years, coming to the DWI program. Obviously that's not what they need.

So in 2009 at a DWI coordinator conference, representatives from SGI discussed the program. They recognized it as something being called the alcohol and drug addiction program, ADE. And they had hopes in 2009 that this program would be able to be implemented by 2011. And this is 2013 and we have not been able to use that program at this time. So hopefully that will be one of the changes that this group can effect. Fifteen years is a long time waiting for the program also. So we really hope that it will work out that we can implement that program.

The other proposals that I have outlined in my presentation are simply to catch up with our neighbouring provinces in terms of immediate suspensions, vehicle seizures, and mandatory ignition interlock. There are some other points that I believe that we should talk about or think about as a committee. Perhaps you've already heard of some of them. For sure we need more police, especially in the small communities where there might be only one member on at a time. Even in our community in North Battleford, when we run a driving without impairment program, we have an opportunity for police to come out and present to us. And over the years they have been unable to come at the time that we've designated because they're working or there's not enough members on shift or whatever to take care of that for us. And we are probably one of the busier communities with police. But I know that there are communities that are much smaller than us who struggle with the same problems.

The other thing that I just recently learned about was the process of Criminal Code convictions getting sent from the courts to SGI to stream things along, is that all of the information from court goes in paper copy by courier. And so if there was some way that the courts could have access to more cash to automate, since probably most folks who are appearing before the courts have their own cellphone who could probably email their own information quickly to SGI. That would really help out.

The other thing that is a really big deal, and my colleague who was hoping to present with me today has discussed quite a bit in his community, is the development of an education program specifically for targeting underage drinking and driving. So we get lots of new drivers, people under 19, coming through our DWI program. And it's illegal for them to drink, period, let alone drink and drive. So some kind of education, or perhaps even mandatory education for them to understand the harms for themselves physically as well as emotionally and legally would be of huge benefit.

The other thing that I'm assuming that you're looking at as a committee is simply what's happening in other provinces. And as I did that in preparation to come here, I noticed that Prince Edward Island had some very interesting legislation. They have folks in jail on a first drinking-driving offence, whether it's a .04 or whatever. The drinking-driving incident gets them a night in jail at the very least. And anyone convicted of driving while impaired in that province must enrol in the ignition interlock

program for one year on a first offence. But if a child under age 16 was in the car with the driver at the time, the driver must enrol in the ignition interlock program for two years. So there was that kind of catch on there also.

The other thing that, as I was polling folks in my community about what they would like to see as a different alternative, was some kind of promotion of safe ride alternatives. For example, Saskatoon and Regina have the Zero 8 designated driver program. And in North Battleford, our Lions Club runs the Operation Red Nose at Christmastime, those kinds of things. One of the things that we hear in our DWI classes is, well I couldn't get a cab. I called and I waited and I waited and I waited. So I had to drive home, or I left my vehicle at the bar, or I was there with my vehicle at the bar and I didn't want to leave it there. Now how do I get it home? So some of these other alternative safe ride programs bring a second driver to get the vehicle home and that kind of thing.

There's lots and lots and lots of things to continue to consider about traffic safety and drinking and driving particularly, but I'm hoping that this little bit of information has been useful to you. And if you'd like to look at the chart, I could kind of show you what some of the proposals were that I put together. Anything in red indicates what needs to be changed. And I had a really fancy little slide show presentation I was going to show you off my iPad, and of course the power failed on it, wouldn't you know.

So this chart is set up with . . . divided by occurrence. So first occurrence for graduated driver, a new driver, an experienced driver that's over .04 but under .08, the standard field sobriety test, and then all Criminal Code convictions. So it's divided by first offence, second offence, third offence. The other slide show that I had had it per driver per offence, so it might have been a bit easier to follow along with.

Currently, a graduated driver who blows anything over zero will get a 30-day roadside suspension and they must complete DWI within 90 days. If they don't, then their licence is suspended by SGI. The proposal would be to include a seven-day vehicle seizure on top of those other two points. The experienced driver over .04 but under .08 today has a 24-hour roadside suspension with no program requirement. And the proposal would be that they have a three-day vehicle seizure with a 24-hour roadside suspension and no program. I don't know if you would like me to continue going all the way through this or if you would just like to read through those things yourself and then ask questions.

**The Chair:** — I think you should walk us through these. These are good for us to know, plus you get on record with *Hansard* as well, so it's a good thing for us to refer to later on if we haven't got the document with us.

**Ms. Rorke:** — Okay. So the standard field sobriety test is a tool that the RCMP [Royal Canadian Mounted Police] or police have to take drivers off the road who are behaving in a really irrational manner that is due to drugs and alcohol. They don't have them do a breath test. They have them do a series of physical tests. I'm not exactly aware of all of those things and I've never done one myself, so I can't tell you what it looks like. But what it's trying to do is get folks who are not driving



in an appropriate way off the road.

Today the only thing that that person has as a penalty is a 24-hour suspension. The next time they do this, they get a second, another 24-hour suspension, so there's no increase in the kinds of penalties that they get. So my recommendation would be that along with the 24-hour roadside suspension that they have a three-day vehicle seizure also.

All drivers, whether it's a graduated driver or a provisional licence holder or a restricted licence holder, all of those folks who have Criminal Code and drinking and driving convictions currently receive a 24-hour roadside suspension. Then they've got seven days to get their affairs in order, and then they begin a 90-day suspension.

When that was implemented — and I don't recall the year — the 90-day suspension was to encourage people to get into court and get their conviction or their charge taken care of quickly. And what we're finding is that more and more and more people roll through the 90 days and then continue on with what they're doing and go to court whenever they get around to it. The other thing that this kind of brings up is the point that those folks who have lots of money seem to get a lot of breaks, or they can move things off in a particularly timely fashion because of a lawyer or how much money they would spend on a lawyer, where those folks who don't have a whole bunch of money get stuck in the system, sometimes in the worst way possible for them.

So the proposed change, instead of allowing this 24-hour roadside suspension, seven-day driving permit, and then 90-day suspension, would be to have an immediate licence suspension for all — and this would be sustained until the criminal charge is resolved — plus the three-day vehicle seizure. So there's no seven days to get your affairs in order, 90 days to fiddle around and then get to court whenever you like, but you are suspended until you go to court and then begin whatever the conviction determines.

And at this point, also for a first offence, we would have folks coming . . . Everyone would go to DWI as opposed to the screening that was in place before. And after a first conviction, there would be a mandatory one-year ignition interlock.

Now at this point in Saskatchewan, people can choose to get ignition interlock. And I believe it works out to about \$4 per day. So not everyone chooses to do that, again, sometimes because of the cost or they weren't thinking about it or they didn't get their programs done quickly enough. But what this proposal is, is that no matter when you get the ignition interlock installed, you would have it for one year.

So the federal law says that if you are convicted of a drunk driving charge, you have a one-year prohibition from driving. If your province has an ignition interlock program, you can get that program beginning after three months. So federal law says you must walk for three months. So after that time, you can get ignition interlock.

So the way that this new proposal would be is that once that three months from the federal law has been served, then you can get the ignition interlock, but it must run for one year. So if you

waited for several months before you got the ignition interlock in, you would still be having it for one year.

So at the very minimum, a person would have some kind of penalty — which the ignition interlock perhaps might be for some people — for three months walking from federal and then the ignition interlock for a year, so it would be a year and three months that you would be taking care of whatever sanction. I hope that was clear. Sorry, some of this gets very confusing.

The second occurrence for a graduated driver is a 90-day roadside suspension, and currently they would have to go to addiction screening. So the proposed change for those folks because they would have also originally done a DWI course, now they would have to do an alcohol and drug education program or an ADE course. So 90-day roadside suspension, seven-day vehicle seizure, and an ADE course.

[10:00]

The experienced driver on their second .04 would have a 15-day roadside suspension, a seven-day vehicle seizure, plus they would have to go to DWI. So when SGI brought forward this package including the ADE course, they had a very specific step. If you do it one time, you have this sanction. If you do it a second time, you have this one. If you do it a third time, you have this one. And each was progressively more inclusive.

The standard field sobriety test then, failing that or refusing on a second occurrence, would give a person a 15-day roadside suspension, seven-day vehicle seizure, and a DWI course.

When I began to be a DWI instructor, I really hoped to work myself out of a job. And this chart looks like I'm going to be working more. That wasn't really a personal intent. It is to help people learn how to separate drinking from driving.

So all drivers with a Criminal Code and drunk driving convictions previously had those roadside suspensions, as we discussed earlier, with a three-year licence suspension and an addictions screening. The proposed change would be to have an immediate licence suspension which is sustained until the criminal charge is resolved, a seven-day vehicle seizure, the ADE course after conviction, and the three-year licence suspension, and a three-year ignition interlock. Again with that same thing that I talked about with the first one, that ignition interlock would not be able to start until the federal prohibition was met or continued to be served.

A third occurrence for a graduated driver licence holder would be a 90-day roadside suspension, seven-day vehicle seizure and, this time, assessment and treatment. So for those folks, the second and third would have the same number of days for vehicle seizure and would have the same number of roadside suspension days. But again, they went to DWI the first time, ADE the second time, and now they're into assessment and treatment. And at the bottom of the chart, again, I have a little note that says programs and screenings are to be paid for by the offender. So this is also typical of what's happening in other provinces. I believe that Manitoba charges about \$625 or something similar to that for folks to go through those assessment and treatment programs.

DWI at this point is \$150 and has been that for almost outside of my memory. That charge has, or cost of a DWI program has not changed for very many years. SGI is not using this program as a money-making program. It is just enough cost to break even. So those prices have not had to change in very many years. I do not know what the recommended cost would be for an ADE course. The DWI program is 16 hours over the course of one weekend. The ADE program would be run by qualified addictions counsellors hired in the same contractual kind of arrangement as DWI instructors are. And it runs for multiple weekends because folks have to go home, do some work, get some collateral information from their families and that kind of thing, and bring it back. So it's not just a one-weekend course. It's spread out over a number of weeks.

Sorry. Moving on then to the third occurrence for all drivers who fail or refuse a standard field sobriety test. Right now it is a 24-hour roadside suspension on a third occurrence. But in the proposed changes, there would be a 90-day roadside suspension, seven-day vehicle seizure, and an ADE course.

All drivers with Criminal Code and drunk driving convictions then, on a third offence, would again have that immediate roadside suspension until they got to court, seven-day vehicle seizure. After the conviction, then they would have to do assessment and treatment and this time a five-year licence suspension and mandatory five-year ignition interlock.

The subsequent occurrences for most of these driving situations is exactly the same as for a third occurrence with the exception of the experienced driver with the .04 but under .08. This time they would have a seven-day vehicle seizure as well as assessment and treatment. So for those folks, the first one is a freebie. Or pardon me. The first experienced driver blowing a .04 or over has a three-day vehicle seizure but no program. The second offence for them is a 15-day roadside suspension and a seven-day vehicle seizure and DWI. The third time, they have to have an ADE course, and the fourth time for them would be assessment and treatment.

So there are options, opportunities for people to learn if they made a mistake and chose to drink and drive. The second time, they have to work through some more consideration of their drinking and driving or harmful- and hazardous-use issues. And the subsequent times would have them going through assessment and treatment. And I believe that that takes me to the end of my paperwork, if you have any questions.

**The Chair:** — Thank you very much for the presentation. I know that the recommendations that you've provided to us within the summary and the chart will be looked at by the committee members for sure. Where we'd fall at the end of the day, we'll have to talk at the end of June and see where we would come out as a committee. But thank you for that.

Mr. Cox, you're first, and then we'll go to Mr. Vermette.

**Mr. Cox:** — Thank you, Mr. Chair. And Fay, thank you for coming down today and presenting this to us. It's good to see you again. And I'll just repeat what the Chair said. This is an excellent way you've done this chart up that we can understand the changes proposed and the reasons for doing it.

A couple of quick questions. Can you just . . . You talked about eliminating the existing addictions screening process and then replacing it, and you went into good detail on what you want to replace it with. What was the old program or the program that's in effect now that you feel should be changed?

**Ms. Rorke:** — The process for folks who lose their licence at court is that they go for an addictions screening with an addictions counsellor who works for the health district in their community, and that is supposed to be a series of interviews with some testing done. They use a tool called SASSI [substance abuse subtle screening inventory]. Because that's not my job or my field, I'm not exactly certain of all of the steps involved in that.

But what it does, what the addictions screening is supposed to do is determine whether a person is high risk for alcohol addiction or low risk for alcohol addiction. So if it's low risk for alcohol addiction, then they have to take a driving without impairment program. And if they're high risk, then they needed to stay and work with the addictions screeners, some perhaps on to treatment. And again there are a few more details of that for SGI, but I believe that when they get close to the end of that treatment, they have to do medical kinds of testings, and that gets reported to SGI also.

**Mr. Cox:** — Okay. Thank you. Second thing, just for clarification so I understand. I'm not sure I heard you right. For example on your first offence, all drivers — Criminal Code and D and D [drinking and driving] conviction — you're recommending one-year licence suspension and the mandatory one-year ignition. Does that start after the suspension is over or runs at the same time?

**Ms. Rorke:** — It can run at the same time, but they have to . . . It can't begin at exactly the same time. Right today the provincial suspension and the federal suspension run concurrently. They begin on the same day and they end on the same day. But federal law has that prohibition of the first three months that a person may not drive at all, operate any kind of motorized vehicle on any kind of public land. So then anything that SGI would offer as an incentive perhaps or an opportunity to get someone driving again in that arrangement would be the ignition interlock. So at the very least, the ignition interlock could not be installed until the federal prohibition time had ended.

**Mr. Cox:** — Which would be the 90 days. That's what you meant by one year, three months.

**Ms. Rorke:** — That's right.

**Mr. Cox:** — That you would have the interlock in your car even though you couldn't drive it for the first 12 months of that.

**Ms. Rorke:** — That's right. No, first three months.

**Mr. Cox:** — First three months.

**Ms. Rorke:** — So they're not suspended for 12 months and then have another 12 months of ignition interlock. The ignition interlock runs for one year whenever you put it in, but it must run for one year, and it can begin as early as 90 days after your

court.

**Mr. Cox:** — Yes. It would be a length of time longer than your suspension basically.

**Ms. Rorke:** — It will turn out to be that, yes.

**Mr. Cox:** — Okay.

**The Chair:** — Thank you. We'll have Mr. Vermette, then Ms. Wilson, then Ms. Chartier.

**Mr. Vermette:** — Thank you, Fay. And again the information is good. It's quite a bit of it, to be honest with you, to look at different ways of doing it. And I like your — I guess in the field you're at — your recommendations. So looking at dealing with probably the . . .

And I want to talk a little bit about this because I think it's important. And it's tough sometimes looking at it, you know, when you lay it out first, second, third, and ongoing. Like it's almost like it's frustrating, I know, that a person has to deal with that so many times. And we've got somebody already that presented to us, the first-time offender could be up to 2,000 times that that person has driven in that capacity. You go to a second time, it could be 40-some hundred times that they've driven and so on.

So I mean, I look at the numbers and you look at the consequences. And everyone's giving different ideas, and I know the Chair has made it clear like we have to go through everything else. But you've given us lots to look at and good suggestions I agree with. The colleagues here has already made some comments on this. There's some concrete, I think, options for us to look at. Nobody can guarantee what's going to come out of it, but I just want to say it's been well put together. I think it compares to things we're hearing from other people that have come before the committee. So we're hearing that.

And I just want to go to this. You talked about . . . And I've heard this out there and I just want to see what you think about it. I've heard people who actually go through the system and for whatever reason have a good lawyer. And I marked it down: money, you said. And it was interesting to see because I know people who, oh, I don't care; I'll get a good, the best lawyer, and I'll beat this thing. And it's amazing to watch that process. So it's interesting that you brought that up to, you know, the committee's attention, to the way some people have the means of fighting it and getting off. And some people don't; they have to deal with the system.

I mean I have more questions I want, but I just wanted to open with that, just to let you know I appreciate what you shared. And I know, hearing from other people just even in a coffee shop, you hear the frustrations from people just talking in the street. You hear it just as a member of the community, the frustration people have when they're hearing about what people are getting away with and the action. And we've had some people present who've, you know, lost loved ones. And you know, you've heard them and the frustration and I guess the concerns they have with the system not dealing with this.

So we have an opportunity here to work, you know, as a

committee to deal with some of the situations that families and community members of our province, have to deal with when it comes to fatalities, to lessen that. So I just want to say, you know, I might have questions on it, but there's so much to go through here that a person's going to need the time. But I just want to say to you, it's well put together. I think it's talking about what I'm hearing from Saskatchewan people. The people are tired. They want some action on this, and the ones that are left behind, whether it's families or . . . So I mean, clearly I guess for myself, it's just the timing of this couldn't be better.

And you talked about a different process and what tools were needed for the industry, and you've worked there many years. And I take that to heart when you say that, that you've watched it and you need more support. And more needs to be done to deal with this because it's not going away. And truly your job is not going to be going away. And not that you want that, and it's unfortunate that's happening.

We've got a lot of work to do, but I just want to say thank you again for what you've done. And I know my colleagues will have more questions. But I just wanted to share that with you, just hearing as you went through everything and your story, and the years that you have, you know, given to try to bring awareness to individuals. You're not trying to take something away from them, is what I'm hearing. You're trying to work with them. But there comes a point where, you know, totally I think people say, when's enough? Anyway I thank you, Mr. Chair. Not more direct. I just wanted to share, what you're doing, keep doing the good work. Thank you very much.

**The Chair:** — Ms. Wilson.

**Ms. Wilson:** — Thank you, Mr. Chair. Thank you, Fay, for sharing your data and your story. And I understand your opinion is that all these changes should be implemented. But what I would like to know is how did you come about these recommendations for traffic safety? And are you specifically focusing on practising safe driving without impairment, 100 per cent no impairment at all? And what are your comments on that, please?

**Ms. Rorke:** — Well in my perfect world, it would be zero tolerance for everyone. And I believe that that was brought before the committee originally in '94 when these groups first started to meet.

One of the most difficult things that we find with people coming to DWI is that they don't know what .04 is. Do you know how many drinks that you can have before you get to .04 BAC level? People don't know that, and after they've been drinking they can't do math and science equations to calculate for themselves what's going to put them over .04.

So in a perfect world, people wouldn't have to do the math calculation. It would just be zero. Like the young man who blew .01 and was annoyed that he had to come to DWI, but he had alcohol, and he chose to drive after that. So you know, in a perfect world we would have the zero. But I understand that for most places, they don't want to be that specific about it. So that's first of all to answer one of your questions.

[10:15]

The whole idea behind the driving without impairment program is to separate drinking from driving. Now you can do that if someone goes out Friday night and has a few drinks with their friends. They take a cab home, and they're all good.

But some of the people that we see coming through the driving without impairment program begin drinking Friday night. And on a long weekend, say, where you're having a family reunion, you have your typical couple of drinks after work Friday night. Then you go home and you barbeque because your cousins are coming over and you have some more drinks. And then Saturday you do the big family gathering thing, so you've had some drinks in the afternoon. And then you have lots of drinks Saturday night, and then you have some more drinks as the family's getting ready to go away on Sunday. So when are you able to safely drive again? So again we're getting people to start thinking about those kinds of things. We want folks to separate drinking from driving, but does that mean that you can't drive until Tuesday when you go back to work? So people need lots of education.

And that was one of the things that I think I forgot to mention on the form was that people who come through DWI do understand and can quote the ads that are on TV and radio about drinking and driving, for example when SGI did the bloody idiot thing. So there was a bit of education about there. But it seemed about 10 years ago there was a bit of a decline in the number of folks we were seeing, in our area at least, come through DWI. And now in about the last three years, we have started to see a huge increase again. So the number of classes that I'm running is getting higher. So somewhere along the line, there has been a drop in what people are learning and choosing to do about separating completely the acts of drinking and driving.

Now I got babbling a bit, so I don't know if I addressed all of your questions. Was there . . .

**Ms. Wilson:** — Thank you, Fay. No, you gave me lots more information to think about. And I do appreciate your input and your comments. Thank you.

**The Chair:** — Ms. Chartier, and then we'll go to Mr. Steinley.

**Ms. Chartier:** — Thank you very much, Ms. Rorke, for being here today. And what you've put together very much reflects what we've heard from other presenters, but also what they're doing in BC [British Columbia], Alberta, and elsewhere.

But the one piece that I'm curious about, and you've talked several times about separating drinking from driving. And we've talked a little bit about the graduated driver's licence, and you referenced this earlier in your comments that you can be underage and technically still be . . . It's illegal to drink, but you can still have alcohol in your system without really serious sanctions.

So I'm wondering about your thoughts. Ontario has moved with their graduated driver's licence to zero tolerance for under 22. So that's very much about making that culture shift of separating drinking from driving. So I'm wondering about your thoughts on, at the very minimum, amending our graduated driver's licence to be 19 for zero tolerance for blood alcohol

content. As it stands right now, you could be seventeen and a half and still have alcohol in your blood and not have serious consequences. So I'm wondering about your thoughts on amending the graduated driver's licence.

**Ms. Rorke:** — Okay, I've got a couple of things. And I remembered the question I forgot to answer for you, Ms. Wilson, was I googled to find the information about what kind of sanctions to use, looked at what they were doing in other provinces, looked at what had been talked about from SGI's point of view.

Now in terms of the graduated driver's licence, I'm seeing folks come through DWI who are like 25, 28, and 29. And they're still in the graduated driver's licence program, so that program continues on, you have to be successful with no bad driving incident for 18 months to get out of the graduated driver's licence program. And so we're seeing lots of folks who can't do that. They don't have 18 consecutive months without some kind of driving incident. Not all of those are drinking and driving, but they're having collisions or they're failing to yield or they're speeding or whatever.

I don't know that changing the age would be particularly effective. There's been lots of discussion in our community about the drinking age and lowering it to 18. We had an editorial in the newspaper in North Battleford that says, that's really nice, we switched the speed zone in schools down to 30 kilometres an hour, but we want to give kids the ability to drink at 18. So it's those same people affected.

So I don't know that changing the age of the graduated driver's licence would make much of a difference. The education component, about what we tell kids about drinking and drugging and safe kind of practices for their health or the legal things, education I think would be a bigger component if there was some kind of mandatory education as opposed to adjusting the age for that kind of thing in the graduated driver's licence. I don't know if that answered your question.

**Ms. Chartier:** — No, it does. Thank you. And I think we've heard from one or two presenters just, again, the fact of the matter is alcohol is illegal if you're under 19 and there are many people who do get off their graduated driver's licences. So it's interesting to hear that you still have people who are much older still on the graduated driver's licence. Those people like you working in the field know what's happening out there. So we really appreciate this, and I appreciate your comments. So thank you.

**The Chair:** — Mr. Steinley.

**Mr. Steinley:** — Thank you. And thank you very much, Fay. One question I've had is, you've commented on education a fair bit. And we had a presenter yesterday that had an insight on education, and she actually said she gets mad when people talk about education. Because if you go out there and you ask anybody, if you ask is drinking and driving bad, I don't think there's a person that's going to say no. So education, I think people know what's right and wrong.

My question is, how do you get them to separate their drinking and driving? I think people know drinking and driving is wrong.

It's not educating them what's right and wrong, it's how do you educate them to make that right choice? And is there, throughout the DWI program, is there a focus on making that right choice or is the focus more on telling you right from wrong?

**Ms. Rorke:** — The right and wrong portion of our program is limited. What we try to get people to do is reason why they would want to make that choice. So we talk about a lot of things. We talk about exactly what alcohol does to human functioning, how it affects your ability to drive. We talk about the fact that it's merely a safety issue, or perhaps not merely, but maybe more importantly it's a safety issue. So if you're working at a dangerous job, and you know that your buddy that's working with you might be using a hammer near your hand and is high or drunk still or hungover, that's not particularly safe and you know it. So that's reasoning why you would not want to put yourself in that situation.

By the end of a DWI class, we have individuals write themselves a letter. Dear me, this is what I learned in DWI, and these are the very specific steps I am going to take in the future to separate drinking from driving. So we brainstorm as a group, and we talk about ways that would be useful for them in their community. For example, if you live in Cut Knife, Saskatchewan, you don't have access to a cab. And maybe you're a quarter of a mile out of town or a mile. I'm dating myself, sorry. So what can you do? So then there's a designated driver. There's call a sober friend. Make sure that the designated driver is not the person who's least drunk because we get that all the time. You are the least drunk; you get to drive.

So by the end of the weekend they have had to create this plan for themselves. And we mail it back to them a few months after the class is done. And hopefully they will use their . . . because it's their own words now, and it's their own ideas for themselves about what they're going to do as their plan for drinking and driving.

We have a lot of folks come through the class who are in a recovery program and who will say, my plan is to continue not drinking alcohol or not drugging or whatever. Did that . . . ?

**Mr. Steinley:** — Yes, it did. And I guess a couple comments specifically to Saskatchewan. And I know you probably get this excuse a lot where, well I'm from the farm and I had to get home to do chores. Or I have to have my vehicle home because I have to work. And I think your suggestion about having more designated drivers and .08 options around the smaller communities is something that . . . I don't know how we could affect that, but I know there needs to be other options out there because people make that excuse often.

I grew up in a small town and you made that excuse often. You heard people, well I had to get home. I had to do this. I had to do that. And they take that opportunity to drive while impaired instead of making the right choice and sleeping over someplace. And I think that's a media campaign that we can and should have, is to make people aware that the choice they're making is definitely the wrong one if they're trying to get home. So thank you very much for your presentation, and I appreciate all you're doing for the province.

**The Chair:** — Mr. Vermette, and then Ms. Chartier.

**Mr. Vermette:** — Just for clarification, you talked about four hours of assessment that they would do, an addiction worker, something about . . . And you'd said now they're putting about 15 people in a room and it might be one hour they go through that process and that's it. Can you explain to me who made the decision that that's what the individual is supposed to take, that four hour . . . I'm just trying to understand, like was that something with SGI, the health region? Is it mandatory that they do this and this is what they can only provide? I want to understand that when you talked about that, that area.

**Ms. Rorke:** — I'm probably not the best person to speak about that because that's not my job or my area. I believe when the whole thing was arranged it was SGI and Health sat down and hashed out exactly what SGI's expectations were. And then I believe that SGI, just after the agreement was made, SGI handed over the money to Health, and Health did with it what they needed to do. And I don't know if some of the differences in that is because of the specific addiction screener and choices that they've made.

I know at some DWI coordinator conferences we've had representatives from addiction services there, and they've talked about the cut over this 20-year period. They talked about the cutbacks that they're experiencing in their health district and that kind of thing, and some of that was about how they were doing the screening then, I understand. I know that it was four hours. I believe that that was decided upon between SGI and Health. It's just . . . didn't right off the bat kind of didn't work out.

**Mr. Vermette:** — In the area you work with, and I know that you, after people, individuals are charged and they go through the system, that you deal with them and you go through the process. Do you ever find out from them, is there anything that you talk about or do they disclose whether they were . . . Somebody reported them? Was it to the RID [report impaired drivers] program? Like how did they get caught? On their own? Does anyone talk about that? Do you hear anything? Oh yes, they squealed on me. Do you hear any of that stuff?

**Ms. Rorke:** — One of the components or one of the portions of the class on the introductory evening is to talk about what happened to you 24 hours prior to you getting picked up. How did you get picked up? What time was it? How much did you have to drink? All of that kind of stuff. And they were sitting there waiting for me is often what people talk about, believing that the police have only that to do, sit around and wait.

And so we have a police officer come in, address that the police are not sitting around waiting for drunk drivers. It's like they could close their eyes and point around out on the road on Friday night and pick out all the drinking drivers. They don't have to sit and wait for them. The drinking drivers come to the police. There are reports. There are accidents or collisions, pardon me, that get reported. There are . . . RID is very effective. I've heard lots of folks talk about how effective that program is now.

Usually it's just some kind of traffic incident that brings the police out or a concerned citizen in a neighbourhood that will

say, you know, buddy down the road has been driving really badly for a long time now, and I have kids and I live on this street and I'm tired of him coming home with his vehicle swerving all over the road at 6 o'clock in the afternoon. So it's a variety of different ways that people get picked up, no specific one.

**Mr. Vermette:** — And why I asked that because — and I'm going to ask SGI this question when we meet with them again as a committee — when I look at the program, and I was thinking about this, some people, you dial 911 and you can report an impaired driver, which is the RID program. But of course 911 always wants to ask you who you are and all this information. And I've had people tell me, sometimes that's why they're hesitant because they're worried about getting . . . So I've heard that side of it too.

So I mean it's interesting to see. They might suspect somebody but they're not sure, but they're not going to call because of that reason. So I was just curious to see when you're dealing with individuals if that ever comes out. Because it's interesting to share with somebody when they share that, well no, they can't do that or . . . So anyway that's interesting.

I've got one more question. And my colleague Danielle here, Ms. Chartier, has made it very clear that we've heard different people talking about 21 or 22, saying zero tolerance to alcohol. You talked about you don't, you know, you're not sure that would be very effective. And I thought about this because you're saying some after 21 have a graduated driver's licence. Would it work if we were to say anyone that's 21 and under or 22, whatever the age is, and anyone on a graduated driver's licence would have to be zero tolerance? Would that be a thing that would work maybe as a . . . You said you don't support it. In that way, going two ways, I'm just curious to see would that be an effective thing: anyone 21 or with a graduated driver's licence has zero tolerance to alcohol?

**Ms. Rorke:** — Well anyone in the graduated driver's licence program right now is already zero. They are already zero.

**Mr. Vermette:** — It doesn't matter about the age?

**Ms. Rorke:** — Nope. If they're in that program, they are zero.

**Mr. Vermette:** — Okay . . . [inaudible] . . . if there was a different . . . Thank you.

**The Chair:** — Ms. Chartier.

**Ms. Chartier:** — I think you're just trying to capture, though, a broader group of . . . Widening the zero tolerance to a broader group I think is Mr. Vermette's point, that not only the graduated driver's licences but a younger age group as well, or extending the zero tolerance for new drivers basically I think is what Mr. Vermette is getting at.

[10:30]

Anyway I'm just wondering if you deal with very many drug-impaired, not just alcohol, but drug-impaired individuals who come through your program?

**Ms. Rorke:** — Yes. And you know, we don't have statistical backup for that, but when people sit in class . . . And the thing about DWI is that it's set up to be a non-judgmental kind of group, and we do lots of personal sharing and that kind of thing. And when you have folks sitting in class going, yes well when I was selling drugs last week, this thing happened to me, so you know that people are having some difficulties. And the physical appearance of those who are regular drug users is quite apparent.

We have a DWI weekend, must be completely chemical-free for anyone coming. But I would say that more than half the people who come through our class have dual-usage issues. So you can get higher quicker if you have a couple of joints and a couple of drinks than — and it might be cheaper — than just drinking to get you to as high as you want to be. So that kind of information is not statistically reported on yet because people don't go, yes I do it all the time. They just don't do that. But just listening to the comments of the people in the class and hearing what kinds of life experiences they're having and the kind of parties they go to, you understand that there's a lot of drug use out there, that's for sure.

And the only thing really that we have right now is just that, in terms of the driving thing, is the failing or refusing the standard field sobriety test. And so again, policing have the opportunity to have drug recognition experts. Typically those trained experts are only working in the larger centres, but that kind of thing is of great benefit to a police department for sure.

**Ms. Chartier:** — Thank you. It sounds like you have some individuals in your program for sure, but are they being . . . Do you have the numbers for those who have failed the field sobriety test, who are just directly referred to the program because of drugs?

**Ms. Rorke:** — We don't get those folks because up till now, they have had no requirement to come to . . . no sanctions. And one of the things that we . . . We had a DWI instructor training course two weekends ago. And the police officer that came out to talk to us, we asked him very specifically that question: how many of the Criminal Code charges do you lay that are related very specifically to drugs? And he personally had experience with less than 10.

So the greater number of charges that are going through the court systems are on alcohol, not on drug. Though with the drug recognition experts, that is becoming more documentable. Because that's the thing, is that the police officers have to document absolutely everything before they go to court to get a conviction. So if they're feeling that they're not going to get a conviction based on their evidence, they might choose to go with the alcohol.

**Ms. Chartier:** — It's interesting. I'm just realizing at this committee here we had a really great presentation yesterday on drinking and driving but also drugs and driving and the fact that there's only 27 drug recognition experts in Saskatchewan. But I'm realizing, I don't think this committee knows any of the sanctions for failing the field sobriety test. I don't think we've had any information. And the one thing we've heard from the expert witness yesterday was that sanctions for drug-impaired driving should be equivalent to drinking and driving. So I think

that that's some information that we need here at our committee in terms of sanctions or how they match up. But thank you for your input.

**The Chair:** — That's a good point, Ms. Chartier. There is of course a Criminal Code. You can charge for impaired driving. However you can't . . . There's no per se levels for drugs. That's why it hasn't worked through the court system that way.

So it goes to what we learned in Edmonton as well about different jurisdictions have different ideas. And Australia was a good one, whether or not federally they want to come to a per se level is where it's going to be interesting to see how that rolls out in the future for an impaired charge related to a certain per se level which is by drug.

I have a question for you. On page 4 of your presentation, it hit home here. It's that first actual paragraph. Representatives from SGI discussed this program at a DWI conference. It's in relation to a pilot program for 2005, and you were hoping to have this program implemented by 2011. The year has come and gone. Why was that program never implemented?

**Ms. Rorke:** — I don't know.

**The Chair:** — So my question back to you then is, SGI said to you that they liked the program. They agreed with the program. But who was supposed to actually then run the program?

**Ms. Rorke:** — First of all, my "I don't know" is technically I don't know, but I understand that they couldn't implement the program without a legislated change. And that is only . . . I don't know the details of all of that. And the program would be run by trained addictions counsellors. The people who would be hired to do it would have to have the background with it, but it would not be run by Health or by SGI specifically. It would be a contracted kind of arrangement like the DWI program is.

**The Chair:** — Okay. Well that's good to know. We'll have to ask SGI about that when they come back to us on the 26th of June for sure.

**Ms. Rorke:** — They for sure have all of the details.

**The Chair:** — Okay, good. Any other questions from committee members? This was very informative, Fay. Thank you very much. I wasn't sure what this presentation was going to entail actually, but you've really hammered down some concrete evidence that we have to consider moving forward as a committee.

In regards to some of your recommendations, I do know that the Ministry of Justice is working with their federal counterparts on some of these as well to look at mandatory issues with regards to interlock and other issues too. So I think by the time the report does come out, you'll see that there's going to be some common area we're going to fall into here as to things like seizures of vehicles and the suspensions.

Being a police officer, I always asked, why did they have — and we asked SGI — why did they put that seven-day temporary permit in place? To get your affairs in order? It was in place when I was policing, and I couldn't understand why.

I think the measure of also . . . the tactical idea of doing the 90 days and then progressing through courts — so after 90 days you get your licence back — I've seen that happen as well from my experience. So I like your recommendation. I think we all understand that it doesn't make sense to drop a suspension until you've had the whole system deal with you. Then you get dealt with in the court system for additional suspensions and punitive time. But there are people that do play that game, and courts are overwhelmed as well, we're hearing. But I like the idea that you're suspended until you're finished your court. Because if you beat the court, sure you get your licence back, and you can in theory pay for enough expert witnesses to beat the system. You can beat the instruments and those kinds of things as well. But it's a little fewer and far between than I think people understand. But thank you for the recommendation.

Committee members . . . Oh, Mr. Cox.

**Mr. Cox:** — Yes. Not really a question, Mr. Chair, thank you. But once again, Fay, thank you for coming down here today. And after, you know, the questions, the interchange we've had here today, do you have any further comments or anything that you would like to highlight that we've touched on?

**Ms. Rorke:** — Thank you. Not particularly. My own particular preference, if you don't do anything else or if this committee chooses not to do anything else, as a DWI community, we need that addictions . . . We need that ADE program because it would really change . . . It would help those people. I guess that's a better way to put it.

We are not being able to meet the needs of the folks coming to DWI because we're not the right forum for them. They're having more serious issues with alcohol and drugs, and we can't address that. We're an education program. We're not able to deal with their harmful and hazardous use. So for me personally that is the one piece out of the summary and suggestions that I really hope that you can take a really closer look at. And SGI has all the details of that program.

**The Chair:** — Well I can tell you right now, that's why I asked that question. I want to know where that program is. It doesn't make sense why. It was a pilot program. They have data on it on why it was dropped. So we'll be asking SGI, and I may do that before we actually see them on the 26th.

Thank you, Fay. For the committee members, we'll take a recess now until 11 o'clock when the next presenter is scheduled to show up. Thank you.

[The committee recessed for a period of time.]

[11:00]

**The Chair:** — Thank you and welcome back to the all-party Traffic Safety Committee. We have our 11 a.m. presenters with us today. So just for the witnesses' sake, the first time you speak at the mike, please tell us your name and the organization you're with. And on that note, too, we have you scheduled for an hour. Usually we take about 45 minutes, a half an hour based on your presentation in questions and answers. But time is allotted for that. So feel free to take your time and go to further explanation if you wish to about your document you tabled with

us as well. So thank you for that. That'd be for public consumption as of now. And the floor is yours. Thank you.

**Presenter: West Central Municipal  
Government Committee**

**Mr. Severson:** — Good morning. I'm Stew Severson, councillor with the town of Kerrobert, and I chair the west central area transportation planning committee which is under our west central municipal government committee. Basically, okay, I'll get into our submission here.

The west central municipal government committee consists of representatives of approximately 85 urban and rural municipalities, health regions, school divisions, and regional college in the west central part of the province who meet on a monthly basis to discuss issues of mutual concern. The area transportation planning committee is a subcommittee of west central municipal government committee to which representatives are elected on a yearly basis from the general membership of west central.

An area of concern to our entire membership is that of traffic safety, and we respectfully submit several ideas on increasing traffic safety which will hopefully lead to a reduction in traffic accidents. We have chosen three areas to concentrate on as follows: police visibility and how we can increase this, the construction of passing lanes, and cellphone usage.

We believe police visibility greatly curtails aggressive and unsafe driving. So how can we increase police visibility without greatly increasing the number of police officers? We continually hear from our members that there is too much book work, and that on average a member spends half of his or her shift doing book work. They also do reports and research for our court system. And it is our understanding these tasks are not the same in other provinces.

We need our police on the road being visible as their presence slows the speeders, curtails the aggressive drivers, and also reduces a variety of other crimes. A possible solution to alleviate these time constraints would be to hire office staff to free up time for the police officers to do their jobs.

We believe the police officers, the highway traffic enforcement officers, municipal police, and other policing agencies need to be out there working together in order to reduce highway accidents and fatalities. Brian.

**Mr. Gerow:** — My name is Brian Gerow. I'm the mayor of the town of Rosetown and also a member on west central, a government committee. And it's our understanding that one of the dominant factors causing traffic accidents is excessive speed. In our view excessive speed is often a direct result of driver frustration.

And that's what we've seen on Highway 7 by Rosetown. On stretches of highway that have limited opportunity to pass, given traffic volumes and topography, frustrated drivers will take more risks than normal. And we've seen that where they pull out to pass and it's unsafe to do so. There's several semis, a couple of cars, when you get out they stay out there and with, you know, drastic results.

One example is a section of Highway 7 from Saskatoon to the Alberta border which has seen the amount of heavy truck traffic increase in recent years. And adding in the amount of traffic now using Highway No. 7 as a main route between Saskatoon and Calgary, there are not enough sections to pass slower moving vehicles safely. This leads to frustration and lineups of vehicles driving bumper to bumper, which would be mitigated if passing lanes were installed.

We have driven on various highways in Alberta with passing lanes and found their strategic location helped alleviate the number of vehicles following one another as traffic would pass once the lane was reached.

As a committee, we believe that passing lanes would greatly reduce the amount of accidents on highways as drivers would be more patient, knowing that they have only a few more kilometres to follow a vehicle before the next passing lane. The cost to the taxpayer to install passing lanes is a small price to pay in exchange for the accidents that will be prevented.

We have met with the minister when Minister Reiter was sitting, and of course at that time our number one choice would have been twinning, which we understand is very expensive. But number two was passing lanes and just to alleviate it, because I'm sure that a lot of those accidents are frustration. They're just poor decisions, you know, made at bad times.

Just one other thing I was going to add is that in Rosetown we have a special constable, one of two in the province. Christopher Lake has one. Rosetown has one. The difference between the special constable and a bylaw enforcement officer is he can stop moving traffic, so he can run radar which really helps us. We have, you know, a lot of semis and vehicles going through our town being on, you know, a national highway, the main route from Saskatoon to Calgary, and we had a lot of problems. And so now we hired him. Justice looked at that as a trial position, and the talk is now that they're going to expand that to other municipalities. They're looking at putting in some parameters, some training to bring people up to speed.

So I think that initiative in itself will certainly help put more enforcement on the road if you have these special constables also assisting the RCMP in speed control. And there's other things, like we had semis parking on our highway which you . . . in town, and you could not get out of businesses safely onto the highway. Just accidents waiting to happen. So we now, you know, have enforced the no parking on the highway. So the special constable is just one other tool that will assist what's going on.

**Ms. Maljan:** — Good morning and thank you for listening to us because I know you're just dying to hear what we're going to say. I am Sylvia Maljan and I am mayor of the very progressive town of Unity. My part of this dialogue is on cellphones, very special to me as we've had a death in our town of a young person on a cellphone. Actually at time of death you could hear her voice.

The use of a cellphone while operating a motor vehicle is both a distraction and a safety issue. Whether simply talking on the cellphone or, worse, texting and using the phone for other purposes, a driver's attention and eyes are not where they



should be which is on the road which they are travelling on. The current fine for using a cellphone while operating a motor vehicle is \$280 which is fairly a large sum — well for me — of money, but may not be enough considering that the usage of these devices seems to be on the increase.

Perhaps raising the fine amount or making subsequent offences more expensive would help reduce the number of people who use their cellphones while operating a vehicle. Also we feel educating the young people is the way to get a foothold in preventing motorists from even starting this bad habit. Talking to students at school and youth functions by involving individuals who have been in a situation where an accident has been caused by drivers using their cellphone could really hit home with a younger audience. The same idea has been used for several years in campaigns targeting drinking and driving and having well-known personalities use technology such as Twitter to get a message out would be a huge asset.

Another possibility is increasing the demerit points applied to this type of offence. Motorists need to understand how their actions and decisions affect the environment around them — either motorists, pedestrians, and numerous road hazards — and that care and attention are required every time you get behind the wheel.

We thank you for this opportunity to speak and I would also like to add, because we may be shut off I'm told at any time, but we also have come for . . . [inaudible] . . . in our town.

Sixty years ago my father came to Unity to be in the town police and I still remember today for what he did on the beat, on foot, and how he was able to enforce the dos and don'ts of the law. And now I am here at this and I feel him here right beside me saying, you go, girl. But we also . . . I felt a huge need to have a bylaw officer in place and we had the gentleman from Rosetown come and talk to us and it's an incredibly good program. We also had our RCMP division which is centred in Unity come to our meetings, join forces with us to implement this procedure that was a huge cost factor to our town.

And so we were able to partnership with three other towns who also needed it, sometimes for the same reasons, sometimes not. And with that means of partnering we were able to afford a bylaw officer. It's unbelievable the amount of due process has done in being visible out there. It has helped our staffing, our RCMP division, and we're very proud of what we have now in Unity, but it's not enough.

And when it comes to cellphone implementation, he cannot see someone on a cellphone. The trucks are bigger and the phones are smaller. And all you have to do is pretend you're The Thinker and you can be carrying on your cellphone conversation. And he would never be able to . . . Not only that, he needs proof, well unless you have your camera going at all times, which how can he? How can it be done?

And then to go to court when he is fortunate to be able to find one or two, if it were a larger fine, like an absolutely ridiculous fine, we found that that really hurts. When it's the pocketbook, it really hurts. And the judge also then has a recourse, something they can do that says, you know this is serious. This is more than petty cash. You pay more. You get your phone.

You know, you should pay more for the fine than what you're paying for the phone. And phones come and go very easily. And so I think the technology is too much for any law officer to handle, just too much.

So also this weekend we had a tragedy in our town. And even though our town did not know him — he was a young man from Nova Scotia — it doesn't matter what happened or how it happened. We now know a mother, a parent in Nova Scotia is hurting and hurting badly. And I believe that turning lanes . . . What if they would have had an impact? What if the cellphone usage would have had an impact? What if everything we have presented could have saved that life?

Also we just fear that the laws on our road do not complement the type of vehicles we have now on our highways. I know everything is judged by the numbers using the highways, but the size . . . The highway that was built 50 years ago, Highway 21 through our town of Unity which has already caused loss of life, it is the same width but it isn't . . . When you have two vehicles much wider, much heavier, much longer, much faster . . . And our town is now really, really booming. Three transload sites within the last year have happened, and we have huge, huge problems and concerns.

And we're only here today to say, how can we work on this, help you out to help us out? So thank you for taking the time to listen to us, and bring on the questions.

[11:15]

**The Chair:** — Wonderful. Well thank you for the presentation. It's good to have three of you here because — you know what? — there's three different areas of the area of your community that you guys can talk about specifically in regards to the volumes of traffic, the economy affecting your area, and of course some practical information regarding our law enforcement and presence and some new ideas.

The special constable and bylaw officers were talked about at the SARM [Saskatchewan Association of Rural Municipalities] convention last year. I know that the Ministry of Policing and Justice is working with SARM and SUMA [Saskatchewan Urban Municipalities Association] on those concerns and moving forward on that.

So we'll open for questions. I have Ms. Wilson first I believe, then Mr. Steinley.

**Ms. Wilson:** — Thanks, Mr. Chair. And thank you for your presentation, for all three of you coming today and sharing your information. I am sorry for the tragedy in your town. This is just another statistic, and it's very heartfelt because we're all either parents or sons and daughters of mothers, and I share your pain. And that is why we're all here today. So thank you.

You were talking about the special constable, and the area I represent of Saskatchewan Rivers has a special constable up at Christopher Lake. So I am familiar with some of that, and I do believe that it shows some merit. Now I wonder if you could comment on the partnership with other jurisdictions for police presence or bylaw officers. I'd like to hear more of your comments on that, please. Thank you.

**Mr. Gerow:** — Okay. With us, the town of Rosetown has hired and we pay all the costs associated with our special constable. We have one of the RMs [rural municipality] now that has come on board, and he does some weight enforcement in their area. We also send him out to Elrose and Kyle for about half a day to each of those. And that's something that we've got to look at because we're not sure if we can continue to do that, you know, under the guidelines that we were set up under, whether he can do it outside of our boundaries. So we're just trying to clarify that. But that is what it needs to be. You know, like a special constable working out of Rosetown should be able to do, you know, a set area, a surrounding area because the RMs, as Sylvia said she's partnered, Unity is partnered with other RMs and other towns.

It's a huge expense for the town of Rosetown to pay everything for this special constable, but we believe it's well worth it. It's a safety issue, so we've done it. So we're very happy to hear that, you know, that Justice was looking at expanding that program. We've had the special constable for probably five years. And now there's just the talk of expanding it and putting in the training guidelines for anyone else coming into that position because they are stopping moving vehicles and, you know, it's dangerous.

**Ms. Wilson:** — Thank you very much for your comments. Is there anything else that you think they should be doing on the road in regards to duties or responsibilities?

**Mr. Gerow:** — Well I think they do — the ability to stop vehicles, run radar — they do the weights in the RM. So I think that the scope of duties is pretty well defined. I don't know of anything else that we would want him to be able to do, you know.

**Ms. Wilson:** — Thank you very much for your comment. Thank you.

**The Chair:** — Mr. Steinley and then Ms. Chartier.

**Mr. Steinley:** — Thank you very much, and thank you for your presentation. Our committee is actually looking, there's five major parts we're looking at for highway traffic safety: distracted driving, excessive speed, infrastructure, wildlife causing accidents, and obviously alcohol causing accidents. And you guys hit on three of them.

One you didn't hit on, and you three represent a wide part of Saskatchewan, is wildlife. And I'm wondering, have you seen an increase over a couple of years with the increase in deer population, moose population obviously moving further south. Is there an increase in your guys' area that you know of of accidents involving wildlife? And is there some mitigation factors you guys have implemented or could see being implemented to keep the roads a little more safe with the wildlife and human interaction?

**Ms. Maljan:** — Oh gosh.

**Mr. Severson:** — Here, maybe I can touch on it a little easier.

**Ms. Maljan:** — I have the . . . We lost an RCMP officer early morning, about 2 a.m., heading out from Wilkie to Unity and

hitting a moose and dying instantly. That was in the last year. It is a huge area for wildlife. There is a lot of signage, so it is well indicated. It just seems unbelievable that that happens, but we have a lot of moose.

The other thing is, probably the biggest impact for those in the area to realize and remember is — and this is sad it has to be — but it's the cross and the flowers. I mean that's always an eye-opener.

I don't know how that could have been prevented. I think too that needs to have a technology, something that will warn the wildlife better. But truly it was just another tragedy. And the wildlife certainly has increased immensely. It is not uncommon to always see wildlife between those towns and anywhere from between Unity and North Battleford. You know you're constantly . . . You know, every time you go on a trip, you will see wildlife. I don't know the answer.

**Mr. Severson:** — Okay. I have a little to add to it. Through a chairmen's meeting from the area transportation planning committee, mowing was brought up. And really we need some policy changes with the mowing. They seem to want to leave the grass on the road, on the shoulders, towards the end of July. Well when you've got lots of rain, you've got grass this high, and deer to step out of that in front of you, you don't see them at all. So basically we need those mowers out there, and we need them out earlier, like the first part of July when the holiday traffic is out there and so on and so forth. Let's give the motorist a chance to see that wildlife so that they can stop, slow down. It is a real problem, and basically what that comes down to is dollars.

**Mr. Gerow:** — A real life example of how things can change is . . . I don't know if anyone knows the game preserve that runs through Harris on Highway 7. It was really a killing field for my whole life. I mean you could not drive that stretch of road without seeing, you know, three, four, five, six deer that have been hit. And they put up fence all the way through that preserve a couple of years ago, probably five years ago — time slips by. You hardly see a deer there that's been hit anymore, you know, in that high-traffic area. So it's certainly something to look at because it's absolutely — I'm sure if you go back and look at the stats — it's absolutely changed the stats in that area.

**Mr. Steinley:** — Yes. Thank you guys very much. I was going to mention that, the mowing and the fencing of some areas where there's high deer traffic where the migration patterns are. And one other thing — and I don't know if you guys want to comment about this — is licences, hunting licences, an increase in licences. Would that be something, a recommendation you guys would think would help out and improve the situation or not?

**Ms. Maljan:** — Am I on?

**A Member:** — Yes, the red light's on.

**Ms. Maljan:** — I'm sorry. When you speak of licences, it's odd you should mention it today. Yesterday I spent three hours trying to even apply for a moose licence because things have changed now. And it actually says on the site, surf the site if you're a former user, and you will find . . . eventually. And I'm

computer literate, and I've done this for many years for my husband, but he almost didn't get to go hunting. So maybe that site needs a little bit . . . But yes, there are people out there who want to, and if more could go . . . I mean he'd love to be able to go get another moose. So yes, most definitely. So the site and the numbers . . . Are we doing well?

**The Chair:** — You're doing well, yes. That's great. Thank you very much. That's a good point. I know I've got and a couple of colleagues have got phone calls in their offices about that site. So Ms. Chartier.

**Ms. Chartier:** — Thank you very much for your presentation. Just with respect to the cost of the special constable, we had heard last week when we were in Estevan about an enhanced policing program through the RCMP. But I'm wondering, we had heard it was about \$180,000 and the RM paid for 120 of it, but I'm wondering what the cost of the special constable is.

**Mr. Gerow:** — I could have brought you the exact numbers, but my guess is somewhere around \$90,000 between his wage, the vehicle, the equipment, the lights, everything. I think we budget about 90 grand.

**Ms. Chartier:** — Are you familiar with the enhanced policing?

**Mr. Gerow:** — No.

**Ms. Chartier:** — No. Okay, thank you.

**The Chair:** — Enhanced policing is just, it's when you get a dedicated RCMP officer but you front most of the cost for it. That's what it is. So there's an allocation of officers allotted to the province that's paid for, that are paid for within a contractual obligation.

If you wanted your own officer, like they did down south in the RM of Browning, they said, we get the officer, we'll pay for the costs. And the enhanced policing is that it's enhancing a police presence with a different formula to pay for the officer. But in this case the special constable question I wanted to ask, because I'm glad Ms. Chartier did because I know that . . . I was hoping it'd be a much more cheaper opportunity than maybe putting an officer in place.

Where do you run the officer out of? Do you have a dedicated building for that officer like your municipal building then?

**Mr. Gerow:** — Yes. We run him right out of our town office actually.

**The Chair:** — That's interesting. And of course, is this officer trained then on use of force and does he have, or does she have pepper spray, baton, handcuffs, that kind of stuff too?

**Mr. Gerow:** — Yes he does. And under our . . . last time we met with Justice he needed to upgrade his skills on that. And that's another point. It hasn't happened yet and it's really a challenge to get that done. It's just not an easy thing to . . . you know, the RCMP have their courses on it, but it just seems like you're sort of a bit on the outside, you know? They, of course they're going to fill with their people first.

And so we've been trying for a long time to get him into a course. And I think we can send him out to Alberta somewhere, which we shouldn't have to do, you know? The training needs to be all done in Saskatchewan. But it has been a problem. And I could get stats on how long we've been waiting and how many times he's been bumped, but it just shouldn't work that way.

**The Chair:** — You make a good point. I think that . . . Are you talking to the Ministry of Policing now or are you just talking right to the RCMP?

**Mr. Gerow:** — I'm not sure who he . . . The local RCMP could actually do it. And we've got a very good relationship with them, so I'm not trying to knock them. But I'm not sure where he would get his training. It's with the RCMP, but we haven't talked to the ministry on getting him in yet.

**The Chair:** — I would suggest you call the Ministry of Policing. Ask for Dale Larsen; he's the guy in charge with the policing section and services there. I know the ministry is looking at this whole expansion of its special constable bylaw officers. And that's one of the points that they talked about at the SARM convention was, you know, how can they in fact ensure the adequate training level's maintained. And I know that they probably, with the connections there, I would think there's a chance that that officer could probably piggyback into municipal services. It's a day training. It's a two-day refresher, depending upon how they structure it, at the most.

On that point, any other questions from members? Mr. Cox.

**Mr. Cox:** — Just following up on the special constable, and I think there's a lot of merit to that program, as the Chair has mentioned as well. I'm not sure how long you've had this officer. Have you done any tracking of results or decreases in incidents, results base that you can go on in the future to further this program? Have you done any of that sort of stuff in Rosetown?

**Mr. Gerow:** — We haven't, but I mean I can get stats for sure. But I mean, you can see the effect that he's had. You know, like even the simple one, like parking where it's unsafe to do in our town, you hardly ever see a semi parked on our highway now, whereas before you couldn't go anywhere without it. So the word is out, you know. It travels pretty quickly. But as far as stats, I mean I can get them, but it's a remarkable difference for sure.

**Mr. Cox:** — I'm just thinking that it's something that's going to be important when we talk about science-based facts and figures. And the more of that you can have, the better it's going to be for the program in the future.

**Mr. Gerow:** — Yes.

**The Chair:** — Any other questions from committee members? Before we conclude, it's been back and forth a bit here with members. Do you have another point you want to raise or you want to finish off with something else that's come to mind? Sure.

**Ms. Maljan:** — He has filled you in really well on what they

have, on five years of having it. We're in the first stages of one year, and we wish we could have what they have, but they're not there. You have one and he has one, but what about us? I mean, we're going full speed here and we have, we're not sure what an officer can do. Between him and the RCMP, they decide. They work together all the time.

But I do know that court being held on Main Street, Unity, every Monday morning, has now doubled in the parking area. There's a lot more coming to the table. And I do know that with the waits, the waits that happen to be in his jurisdiction or somebody's, we need help. And we need exactly what they have.

And we also paid, Unity paid for the full amount: the vehicle, the offices in our town office, the computer, the whatever. He has a uniform. You know, it's all very . . . And he's very respected, which is a good attitude. The attitude, how would he be accepted? We did not know and we thought, oh my God, we're spending money when we should be fixing the pipes, right? But no, it seems to be a sore spot if he issues the wrong person a ticket. But we back him a thousand per cent and tell him to issue another one if he so must. So thank you for listening to us.

[11:30]

**The Chair:** — Thank you for that. On the point again: Dale Larsen. Talk to Dale Larsen about how you could expand that division. Because from bylaw to special constables there's not a big step, except for the fact that what you can enforce. And within the bylaw enforcement you have to have specific bylaws passed within your actual municipality and RM and approved by government.

In this case with the special constable, they work hand in hand with the RCMP, and that's where the division of policing comes in. So Dale Larsen's the guy to talk to with the Ministry of Policing as well.

**Mr. Gerow:** — I'd like to bring up one more thing.

**The Chair:** — Sure.

**Mr. Gerow:** — It brought one more point to mind. I guess the other big problem with the special constable position is the radios. It's very, very expensive, like a couple of thousand dollars a month to have him a radio. So we don't. So he uses his cellphone, which isn't the best. So that's another area that needs to be addressed in that, you know, because it's just cost prohibitive for a municipality to try to pay that kind of money.

The last thing I guess I'll say is that the special constable seems to have, I don't know if it's more respect, but he is assumed that he's like an RCMP, you know, over a bylaw enforcement officer. I think people assume that they have more power, and they do. And I think they're treated that way. So he does, you know, wield a bigger stick, I guess is a way to put it.

**The Chair:** — I have to agree. Putting the constable status versus a bylaw officer, it just has a different effect on people. I know that personally.

So having no more questions from the committee, thank you so much for your presentation today. Thank you for the document. What you're talking about is what we heard before already, so it isn't the first time for us. It's good to have that repeated message as to what you're seeing in your area is the same as across the province. So for committee members, we'll recess now until 1 o'clock.

[The committee recessed from 11:31 until 12:58.]

**The Chair:** — Afternoon everybody, and welcome back to the all-party Traffic Safety Committee. We are here now for the afternoon presenters. And for the witness that's here this afternoon, we look forward to hearing your presentation, sir. All we ask is that when you first get to the mike here you tell us your name and what organization you're with. And then after you've finished your presentation, there'll be a period of questions and answers from the committee members to you. We won't enter into debate with you, nor can you ask us questions as part of the process, but that hasn't happened and hasn't been an issue on the committee yet. So I will just say this: we have an hour allocated for you. So feel free, sir. The floor is yours.

#### **Presenter: Mothers Against Drunk Driving**

**Mr. Pollock:** — Thank you, Mr. Hickie. My name is Stephen Pollock and I am the . . . I have the dubious distinction of being president of the only active MADD [Mothers Against Drunk Driving] chapter in the province of Saskatchewan, being from Meadow Lake. I am also an EMT [emergency medical technician] advance with Meadow Lake ambulance, so I believe I bring a bit of a different perspective as well. I understand that you've already talked with Mr. Andrew Murie, the CEO [chief executive officer] of MADD Canada, so my presentation will be a little shorter because I don't want to cover too much of what Mr. Murie had to say.

[13:00]

However, being from Saskatchewan, I believe I bring a slightly different perspective as well. And I don't think anyone here can argue that drunk driving is a serious problem in the province of Saskatchewan being that our drunk driving death record is the worst of all the provinces in the Dominion, being that it is two and a half times the national average — pardon me, I will relax after a few minutes, honest — and when you take into perspective in the world that Canada's record is among the worst of all of the industrialized nations.

I have the example taken from the 2012 Provincial and Territorial Legislative Review that the alcohol consumption in Germany is 20 per cent higher, but in Canada we have five times the number of deaths related to drunk driving. So when you take that into account and then we look at Saskatchewan's record, the only word I could come up with to describe Saskatchewan's record is abysmal.

To get drunk drivers off the road, I've broken it down into a tier system. Three tiers, tier one being education. We need to educate the drivers first and foremost. No one wants to put people in jail. Jails are inefficient. They suck money out of the tax base. It is better for us to keep these drivers out of jail and incarceration should be the absolute last resort. Incarceration is

for people whose behaviour is so horrific that society cannot have them loose within it.

So we want to teach drivers the effects of what they're doing. And MADD brings to the table our advertising campaigns which we've been doing for the better part of 20 years. Are they effective? We hope so. We hope they do make some people stop and think. And there's no way for us to be certain if somebody stops and says, oh wait, I saw that beer glass commercial yesterday. Maybe I should call my wife to come and get me.

The school assembly programs that we run, in Meadow Lake, by the time a young person has graduated high school, they have had the opportunity to sit through at least four school assembly programs. And I don't know if any of you have ever witnessed one of these. They tend to be very emotional. And in Meadow Lake at least, we try to make sure that we actually have counsellors on site because of just how intense these programs can be.

In Meadow Lake we also ascribe to what is called the P.A.R.T.Y. program, or the prevent alcohol and risk-related trauma in youth program, which is a one-day program where we bring the youth into the hospital. And it focuses not only on alcohol-related problems, but all forms of risky behaviour. And that could be anything from helmet wearing to dangerous sexual practices. It is again a very intense program and it again exposes the people to the consequences of their actions. And that is what we want to do with education — show these people what the consequences of their actions are.

Another program that I've become involved with is the impaired driver treatment centre in Prince Albert. A couple of . . . or once a month I hop in my beat-up old Chevy van and I drive over to P.A. [Prince Albert] and I sit down and I'll talk with any from 20 to 40 convicted drunk drivers. These are people with multiple convictions. And after these sessions . . . And I don't talk to them about the law. I don't talk to them about right and wrong. I talk to them about loss, about pain, about . . . I'm sorry.

**The Chair:** — That's fine. Take your time. I think for the committee members to understand something, that centre in Prince Albert is actually a very beneficial program. I'm going to ask some questions to Justice about how people actually get sentenced to that program too, just so we all understand that. Because we do have . . . We don't have the impaired courts, but we have that program in Prince Albert. I'm not sure if it's anywhere else in the province though either. So we're going to have to check into that too. So we'll look into that, because I think that we may not get the impaired driving court system, but I think we do have some opportunities where people are sentenced already and they're court ordered to do those kind of things. So back to you, sir.

**Mr. Pollock:** — Thank you, Mr. Hickie, for covering for me for a moment there. After these sessions I have had hardened alcoholics walk up to me and apologize, because these people had never thought of . . . here I go again . . . these people had never thought about the consequences of their actions.

Another thing that I myself would like to see is a change in the

driver training program where a victim actually comes into a driver training program — a victim of a drunk driver — and explains to these young people right at the beginning the effects that the 2,000 pound bullet can have. And that's how we refer to a car, is a 2,000 pound bullet. Starting right from day one, before they even have their licence, explain to them the consequences of their actions.

Now also in tier 1, in education, we need to . . . Sorry, I probably shouldn't . . . We need to educate not only the users but the vendors as well, and educating them as to the benefits, the business benefits of having sober driver programs and sober ride programs. I use the example of the Parkland hotel in Dorintosh, just north of Meadow Lake, where they have a safe ride program. They have now two converted school buses which they use to drive parties to and from their establishment, ensuring that their customers are repeat customers.

Another thing is the Sask Tourism's Serve It Right program. And I understand that this is a voluntary program and it is used by some servers. Make it mandatory. I know the complaint is that it costs 30 to \$50 per person. However I talked to my tax preparer yesterday and she told me that as a business owner the expense for bringing that course in is a tax deduction. So for the vendors it is revenue neutral.

Okay, so that brings us to tier 2, enforcement. For me to sit here and say that we need more police on the roads is, I understand, is a horrendously expensive prospect. But I drove three, a little over three hours to get here this morning on what would be called a major highway in Saskatchewan and — well, a short distance through Saskatoon — and did not see one police cruiser. And from experience, I drive that highway every working day, and from experience I can tell you I will probably drive all the way home and still not see one police cruiser.

I understand, Mothers Against Drunk Driving understands that putting more police on the roads is expensive. Maybe we need to reanalyze where we're putting the police. From experience, I was a teenager once; we knew where the police would patrol. Maybe we need to talk to the RCMP and see what they can do about modifying their patrol routes, finding out where the parties are. Because a lot of these people are young, young, inexperienced drivers.

Now in my university days studying psychology, we were taught that the most effective way to modify behaviour is an intermittent reward-punishment program. We know we're not going to catch all the drunk drivers out there. No one's naive enough to believe that. But if we can catch enough of them to get the word around that we are looking, that will have an effect.

And lastly, tier 3 is where you folks come in — legislate. Legislation.

I have to admit that I did not do an intensive review of Saskatchewan's drunk driving laws, so I'm not going to get too much into those. I'm going to fall back on the organization of Mothers Against Drunk Driving again from the 2012 provincial and territorial review. So everything I have here is already in that document. I'd just like to reinforce that in Saskatchewan the laws have no teeth.

What we would like to see, we want to extend the graduated licence program from 18 months to three years. And in Saskatchewan we're in an almost enviable position because we can now look at what's working in other provinces. If we look at Ontario, for instance, that has a drunk driving death rate of 2.03 per 100,000 — literally a quarter of what we're looking at in Saskatchewan — look at what they have, what they're using. Take from them. Possibly the most prevalent is their zero tolerance to the age of 22. This in itself is a way of educating the youth to separate driving and drinking, getting them into that habit of avoiding it.

In Saskatchewan we have a 24-hour licence suspension for anyone over .05. Basically that person will be back behind the wheel before they recover from the hangover. We need to give it teeth, need to give the RCMP the ability to stop these drivers from getting back on the road. Seven days minimum at .05. And having talked with the RCMP in Meadow Lake, they love that idea. They love the idea of administrative licence suspensions. Happens right then, right there. The correction happens at the time of infraction, which anyone with children knows that's what you have to do.

However that doesn't stop them from getting back into a car, so we need to impound the vehicle as well. And I will add to this — and this is not something that comes from MADD Canada — I believe both as a representative of MADD, as a citizen of Saskatchewan, and a person who spends his life picking up the pieces of people who make these bad decisions, that if a person has a licence suspension, any vehicle they're in should be impounded if they are caught suspended. That is a form of social control. If I know my next door neighbour is suspended, and he comes to me and asks to borrow my vehicle, and I know that if he gets caught my vehicle will be impounded and I will be responsible for paying to get that vehicle out, I'm not going to let him have it. It's social control, and that's what we're talking about mostly, is it not?

Okay. Next on the list, mandatory interlock programs. These, for the government, are revenue neutral because the person who has made the bad decision to drink and drive will pay all costs, period. They pay the rental on the machine. They pay to have it installed. They pay to have it removed — no cost to the legislature. As a taxpayer, I'm trying to minimize the money that's coming out of my pocket, which is why I don't want these people incarcerated.

[13:15]

Remedial programs. Again, have the people who have made the infraction responsible for the cost of the program. I've heard the argument that because somebody made a bad decision, if we make them pay for it, we are causing their families to suffer. If I jump across this table and grab Mr. Steinley here and start to throttle him, I will be arrested and thrown in jail — not because of the law but because of my behaviour. And that is what we are dealing with. We're dealing with the behaviour of people who are putting the general public at risk. So the legislature, the RCMP cannot take the blame for causing hardship to this person's family because of their choices.

And that's what drinking and driving is in the end. And this is what we tell children — I shouldn't say children — the

teenagers that we run through our prevent alcohol and risk-related trauma in youth programs. We tell them it is their choice. We do not tell them what to do and what not to do. We merely show them what the consequences are, and it is their choice in the end. We've forced them to take ownership of their behaviours.

Okay. Pretty much that's all I can say without repeating too much of what Mr. Murie has already said.

**The Chair:** — Well thank you very much for that, Mr. Pollock. You know, the information you provided, we've heard from other presenters as well. And so it's a repetitive theme we're hearing about deterrents, punitive modelling, changing behaviour, and different things through education and stuff as well. So thank you very much for your time today. I really appreciate that. Members, anyone has any questions? Ms. Wilson.

**Ms. Wilson:** — Thanks, Mr. Chair. Stephen that was a very moving and profound presentation and some great recommendations, so I thank you for driving the three hours here today to attend and share your stories with us. I'm sure we'll take away some very valuable things. Whether it's treatment centres or consequences or licence suspension, it's all great ideas for us to take away, and I thank you again for attending. Is there anything more you'd like to add to your presentation that you think we could go with?

**Mr. Pollock:** — I'm glad you asked that because as you were speaking there I remembered something that I promised my wife I would say. Putting these people in jail isn't going to do any good. You've got to hit them where they live — in the pocketbook. Give the fines some teeth. Make it hurt. Make them understand.

**The Chair:** — Great. We'll have Mr. Vermette now.

**Mr. Vermette:** — Again thank you for being here today and presenting your information. And I guess some of your personal experiences as well as some of the challenges you see and recommendations and some of the . . . I think you've made it very clear. You look at the stats, and it's not something I think Saskatchewan people would be proud to say. Our numbers are two times, you know, two and a half times the national average when it comes to impaired driving, and we're looking at fatalities and the damage that's done.

And you mentioned a lot of different things, I think the Chair has said, that people have been bringing forward to the committee with concerns. So obviously we know there's a problem. We know we have to do better to protect Saskatchewan people. And I know at the end of the day the committee will do the work on recommendations from individuals like yourself and from MADD and organizations. And I know we'll do the best we can do as a committee, what we've been asked to do, to bring the information forward to the Legislative Assembly and to deal with laws and coming out with I guess punishment that deals with the situation.

And you know, you talk about education. And we've heard some that may say education is an important way to go, and some of them may not feel that way. But at the end of the day

we've heard different, you know, views and opinions.

But I just want to say again, thank you for your information. We have to do better to save Saskatchewan families. We know that. And I think yesterday we dealt with numbers, about four more individuals that have lost their life in Saskatchewan to impaired driving. So yes, we have a terrible problem, and I think it's time that it be addressed. And the review, and this committee putting together, I think it's timely, and I think all the indication is telling us it's the right thing to do.

So I just want to say thank you for your passion and for how you shared it. And it comes from yourself, and truly it touches a person to say, we see how your story and just the way you present it impacts many people in our province. So thank you for your time.

**The Chair:** — Members have any questions at all? Ms. Chartier.

**Ms. Chartier:** — Thank you so much, Mr. Pollock, for being here. It's great to hear from your executive director nationally, but it's really good to hear from the MADD perspective here in Saskatchewan as well. That's bringing it a little bit closer to home.

I just appreciate some of your comments. Obviously there's been some emerging themes, whether it's around impoundment or education, but I just want to say I appreciate you mentioning the Serve It Right program. We actually had a presentation by the hospitality and hotel association talking a little bit about it. And we're one of the only jurisdictions that . . . or one of a few, just a few jurisdictions where it isn't mandatory. And I'm just wondering if you have any experience with it in the community of Meadow Lake and how it . . . You talked about, in Dorintosh, not the Serve It Right program but a safe driving program. But I'm wondering if you have any experience in Meadow Lake with vendors who have trained their staff in Serve It Right.

**Mr. Pollock:** — Not that I know of directly. No, ma'am, sorry.

**Ms. Chartier:** — So your experience with Serve It Right is just word of mouth then?

**Mr. Pollock:** — Yes, pretty much and through friends of mine that are servers here in Saskatoon.

**Ms. Chartier:** — Those servers that you know in Saskatoon, have they been trained in the program?

**Mr. Pollock:** — Some have, yes. And what they have told me — again this is second hand, I'm sorry — but they have told me it makes it easier for them to deal with individuals who do become overly intoxicated or become abusive. It gives them strategies to work with so that they can deal with these individuals.

**Ms. Chartier:** — Okay. Well thank you very much for your information and input, and it, like I said, it's very good to hear from the Saskatchewan perspective from MADD. So thank you for making the trip here today.

**The Chair:** — We have Mr. Steinley has a question, I believe.

**Mr. Steinley:** — Yes, I do. Thank you very much, Stephen. I appreciate your comments.

I understand the idea of jail doesn't work for people like this. My question would be, in asking for some insight from yourself who has more experience in areas such as these, what would be the best way to make someone realize drinking and driving is very dangerous? And he's a repeat offender, I'm talking about. There's not a lot of them but the sixth, seventh offence of drinking and driving. How do you ensure these people do not drink and drive if . . . I know that the last-ditch effort is incarceration. But is that something that should never be looked at in your opinion? Or how do we keep people safe, is what I'm asking, for these people that will continuously drink and drive?

**Mr. Pollock:** — Again, incarceration would be a last-ditch effort. I was thinking of the example of a woman who I won't, I won't use her name here, but on Canada Day of 2004, while on suspension from multiple drinking and driving charges and while there was a bench warrant out for her arrest on a failure to appear on yet another drinking and driving offence, this woman killed six people in one collision. This person is a repeat offender. She has not learned.

Now when I say that, a last-ditch effort, if at the beginning, we had used the model of an automatic seven-day suspension and then subsequent longer and longer suspensions and impounding the vehicles that she was found in, that would have at least taken her off the roads. She may not have learned that . . . There's no way that we can . . . We're dealing with human behaviour, and I've dealt with human behaviour all my life. It's part and parcel of my profession.

Incarceration does need to happen in people who are completely unrepentant. And I believe that people can change. My time working with the IDTC [Impaired Driver Treatment Centre] is . . . I see these people wanting to change. And as I said, some of these people have walked up and apologized to me for their behaviours. I'm not their victim but I represent their victim. They're saying that now they're understanding the effects that they have had on other people where they didn't before.

So the short answer is lock them in a room with the victim. Let them see what they have done. Because nobody wants to hurt people, not even people who are drunk, who are impaired by drugs. They don't want to hurt people. They just don't think about it, and we need to make them think about it. And like I said, lock them in a room with a victim. I have a list of people who will happily do that.

**Mr. Steinley:** — Okay. Thank you very much. I appreciate the answer and your making the long drive down to Saskatoon.

**The Chair:** — Thank you, Steve, again and have a safe trip home, sir, and thanks for the input. And to the committee members, we'll take a 10-minute recess. We'll reconvene at 1:30 with our next presenter. Thank you.

[The committee recessed for a period of time.]

**The Chair:** — Thank you very much, committee members, for reconvening again for the last presenter of the day. For this particular presentation I know you've been in the stands

watching, so you understand the rules, Mr. Philipchuk. So I'll just turn the floor over to you, sir.

**Presenter: City of Warman**

**Mr. Philipchuk:** — Thank you. I'm Gary Philipchuk, the deputy mayor, city of Warman. And I'm here to talk . . . Actually it's a couple, couple reasons I ended up here. I know Mayor Spence, she asked me if I'd be the one coming here and I think it probably came from our first council meeting of the year that I'd mentioned how our intersection outside of Warman, Highway 11 and Central Street, I was just saying something's going to happen there because it is a dangerous situation.

And I know Mr. Hickie's from Prince Albert and my in-laws are also from Prince Albert, and leaving Warman is literally dangerous. There's going to be an accident. We know there's going to be an accident. There's no acceleration lane going north. There's cars accelerating at a pace that really makes it unmanageable. So I understand why I got picked, and it was probably me talking early on. And Mayor Spence is actually at FCM [Federation of Canadian Municipalities] right now, so I'm filling in for her.

I do want to thank the *Gazette*. I know I had passed out my handout and a couple of things that are there, and my map didn't work very well, so I added a second map that my planner gave me. And as you can tell, I was here yesterday hearing from the mayor of Martensville, and I want to change it up a little bit. I heard that he was talking more specifics and I'm trying to be a little more global. And I realize you guys are looking at the overall with fatalities and where . . . and you know, not just what Warman and Martensville are really experiencing. But Highway 11 will be one of the major topics I talk about.

Really three things I'm going to talk about, and that's the intersections, talk a little bit about my vice-principal background and driver education background, being part of that program with the driver improvement program, a little bit about that, and then ending with recommendations.

So first of all with the intersections around . . . if you're looking at the map at all, and one of the quotes that just came right out of the SGI 2010 summary, that 30 per cent of fatal collisions and 59 per cent of personal injury collisions occur at intersections. So intersections are an issue. They are a major issue and they have to be looked upon that way.

Some of our most recent accidents around our area, fatal accidents, Wanuskewin Road and Highway 11. We've heard about that one over and over again in the news. If they're not fatal, they're serious accidents. And one of the major causes that we see . . . And again I'm giving from a council's standpoint what we are seeing as an issue, and this is talking, talking to the regional area too.

There's four lanes of traffic that people are crossing. And I guess the blue map that I gave you, the second one, is probably . . . or actually the first map is probably the best one to look at there. And that's point no. 1 where you're coming on from Wanuskewin Road. And for people that are new to . . . don't come to this area very often, this is the road going to Prince

Albert now. So it's double lane highway. This is passing Wanuskewin Heritage Park, and it's the traffic going south from Warman into Saskatoon or north from Saskatoon up to Warman and beyond. And with that, at point 1, is where most of the accidents, fatal accidents are happening.

Reasons being — and really the time of day is early in the morning that we're seeing those happening — reasons being that people are trying to cross four lanes of high-speed traffic. Just the accident we heard about in Saskatoon, one of those ones too, again trying to pass four lanes of high-speed traffic. That really has to be looked upon.

And we look at . . . There are ways to handle that, and we're looking at having people do a right-on earlier, really evaluating the safety of any of those intersections that are used very . . . used a lot, regularly, that they're evaluated to see if that is really the best option knowing that it really is people rushing to get to work. There's people going in both directions. We have the corridors that we want to have happening, which is the 110 kilometres going both directions. That's what we want, but then we have these people coming from a complete stop joining in on the mix trying to cross four lanes of highway. That is a recipe for danger. So no. 1 is the main one there.

No. 2 on the map, Lutheran Road, is where we suggest that maybe the traffic gets moved, that there is no longer allowed to cross the highway if you're coming from Martensville trying to cross the highway going into Saskatoon. That might be . . . again I'm talking very specific, but I think I'm looking at general ideas that there's a right-on onto the highway, the double lane highway, and then you can turn left and move on to the industrial area. Because I realize people don't want to go all the way through Saskatoon to get back to the industrial area to work in the morning. So some of those will also be alleviated when the new bridge is there. So I mean there's traffic issues, no doubt, but Lutheran Road was just to say that the right-on option may be there.

No. 3 is the south entrance into Warman. And that's also a gravel road to the main street of Martensville. And I'm thinking if we're visionary and we really look ahead, when we have these two booming cities that are the fastest growing cities in Western Canada right now, both 8,000, both going to hit 10,000 in the near future and beyond, I think that, you know, within our area as Kent mentioned, we're talking 20,000 people and we're starting to pass a lot of cities, larger cities.

And that sort of brings, you know, partially to one of the recommendations. Some of the cities that don't have issues that have this much traffic have the interchanges and the other things planned for the traffic. This is maybe an opportunity to look ahead, and I guess the overall, you know, principle of that is planning. To realize that if we have this much growth and we are trying to encourage growth and we're celebrating growth, and those are all great things, but with that then goes, now we have the responsibility of growth too. That now, how are we going to take care of people and move them through? And I know that some of that was public transportation. There was different ideas like that brought up. But right now we have some thoroughfares that we can really look at to look more into the future with that.



So that's that south entrance into Warman. It's a current road that really, it goes right into the main street of Martensville. We're already looking at some of those regional ideas that we might be able to work together, whether it's the RCMP that we, you know, build something large that way. But so those connector roads . . . We know we're going to be working with each other. We're looking at a huge mall. So is Martensville. So when you start putting those all together, our people are going to want to keep moving back and forth and we want to stay away from fatalities before they happen, before these new roads happen because we know the people are coming. That's not changing.

And then the one that brought me to this meeting, I guess, is the Central Street. No. 4 is Central Street, Warman, and Highway 11. This is our thoroughfare right now and this is a very dangerous road. It's coming over an overpass, over the train tracks, coming down into Warman. They are looking at doing some short-term fixes and we appreciate that. And I think that I want to, you know, make sure that I'm thankful for that. I also want to say that when we build these double-lane highways though, these twin highways, excellent, but we need to have the on and off plan so it's not . . . we're almost doing it after the fact.

To me, you talk about common sense all the time. This is a common sense thing to have acceleration lanes in both directions and to have deceleration lanes in both directions, that you can move in and out of these areas that we know are high traffic right from the beginning. Like when this was a twinned highway, we were already at 3,000. Now we've jumped up to 8,000. I realize the growth is there, but the numbers were already starting to turn into these cities. So planning with that.

Now the Highway 305 and Highway 11. Now the map that I gave you doesn't even show that. It shows a number there but on the new map there, the blue map, it shows where that will probably be where our first identified interchange will be, where we've been . . . tentatively talked about having an interchange there more than just a turn.

It'll start off as a turn into Warman and then it'll be an interchange, but just off to the left there, no. 6 on your map, is where the new mall will be. So that's going to be 305 and then we're going to have that as a high traffic area turning into Warman.

So that's again all, I guess, the general idea of what I'm trying to say out of that is the planning, that before . . . Right now the highway is being built for 305. It's being built up. We hope to have that open in fall. Like that's something that will be there.

But it's making sure that we plan to reduce or eliminate fatalities in these types of areas. And we know these are going to be . . . And if we really think of what the future will look like in this northern area, north of Saskatoon, we know that, you know, we're talking large numbers too. Saskatoon has brought up the number of a million. Well if they're part of a million, that's Osler all the way down. That makes us a very large area and we want to plan those thoroughfares properly as we're doing that, because we do want to be a part of that.

No. 6 is with that 30-acre parking. Sorry, it'll be a 30-acre mall

is what we plan on having there. So we will want people coming off 305, and again it's the planning of that that we're looking at. That's all I'll mention with the intersections right now around Warman.

Let's talk a little bit about the driver improvement program. And some of the things I . . . it was interesting hearing Stephen here. And a lot of things I agree on what he's saying. And again, I'm coming from a vice-principal standpoint, from a parent standpoint, also from an uncle standpoint. I guess I see my nieces and nephews allowed to get their learner's licence in Alberta at 14 years of age, online. But then the responsibility really becomes now to drive more with their parents, which I actually think is a great idea.

Now I'm talking more from the heart that way, that driving with your kids, and that would be to me the only way you'd be able to drive at those ages is that if you're driving with a parent or legal guardian. It's not to open it up that you're driving any earlier. It's more hours. Because again the issue is, I am not near the driver or I'm a much better driver now than I was at ages 16 to 25. And we can all say that. We know what we were like. And I see the nervousness in my son and my daughter. And it's so different that if they can get those hours under their belt, and again in a very supervised way, I think that that's not a bad thing. So there might be something there to look at, the whole driver's ed program, in another way.

I don't mind the hours. I would even like to see more hours with a qualified instructor that they're working with. I also like the idea of bringing impact people into the driver's ed program. I think that those are good things that they hear it right from the beginning when they're ages, you know, 15 or 16 is when they're taking that right up to, you know, if they're in grade 12 or are new immigrants into Canada coming. Whether they're in grade 11 and 12, a lot of times they're taking their driver ed program. It's important to hear that at that time.

Let's see if I have everything I wanted on that one.

The graduated driver program. Again, the only part that I want to mention with that is he mentioned a longer period. That makes a lot of sense. It does make sense that you're earning more. You're earning more rights by your responsibilities. It really wouldn't change responsible drivers.

[13:45]

Responsible drivers are fine. When they turn 16 and they get their driver's licence, they're moving forward. They're driving. They have full rights after a year where they can — or six months right now — where they can have more than two people in the vehicle. And so once we move beyond that, they're in the same boat. If they do get into an accident or do get into something, that's when they move back again. And I do like that, that there's a lot more education involved, and maybe more in-car aspect to that too, not just the in class. Right now it's more in class; I'd like to see more in car. So we can even move that way.

Okay. Finally with the recommendations, first one being evaluate what it is working. And that really comes from looking at some of the cities that have been built where the highways

are built properly, where I think there's interchanges and things like that. I'm almost looking at some of those, I know, costly things that are out there.

But when you're looking at major thoroughfares, you're looking at increasing the populations in our province. We know where the numbers are going. And I mean we can take four years, eight years, ten years, and when we can see the numbers growing at these paces, then we have to be a part of that. And so evaluate what is working throughout the province, whether it's North Battleford or Swift Current or where are the places where there are no fatalities? So instead of looking where we have the fatalities, where don't we have fatalities? And why is that? So what is working?

We would like any regularly used roads that is asking drivers across four lanes of high-traffic speed to be evaluated for safer options. And I just . . . You drive by, it's 7 o'clock in the morning. There's lineups in five directions, you know, and everybody's trying to go in every direction. And it's whoever's the bravest to go, and sometimes you can only watch so many things at a time. You've got speed. You've got people from a standstill. So really to evaluate those. I'm not asking that every single one of those be changed because I know it's not practical. But the ones that are regularly used, there maybe is a way to move them onto the highway with a right turn and then move them to a left turn to make it much safer.

Any highly used intersection onto twinned highways must have acceleration, deceleration lanes in both directions. I think that's a minimal cost for the benefit. You just don't see the collisions, major collisions when you have those acceleration lanes. If you add that third lane in that . . . I know right now if you compare our highways to the States, in a lot of ways that when they have their thoroughfares, there's no way to get on and off those highways. They are meant to be thoroughfares. Right now our thoroughfares, there's exit and entry points everywhere. And because of that, we need to make those exit and entry points safe. And we need to have acceleration, deceleration lanes there as part of those.

Prioritize the intersection for interchanges. This is really more our personal one that we want: prioritize the intersections and make the necessary modifications of it for high-traffic, high-speed intersections. And we want a plan out there; like I know that the mayor of Martensville talked about that too. We want to know when we have scheduled . . . And it really just helps us even plan our housing, that you know, should we really be building this area at this pace or should we be slowing this area down because we're not going to have the capacity to be able to move people through our community? So what is the plan? Is it 2020 that we're going to get an interchange there? 2025?

The date at least is, here's when we plan on building that interchange. Because we know the money, it's costly — \$10 million-plus — and there's time and planning and there's more to it. So a date when we know that those things they're planning . . . And maybe even thresholds for us. If we don't hit a population of 12,000, then maybe that doesn't happen. So maybe it's a threshold for us too that we have to also be a part of.

When I mentioned about the driver's ed, maybe making it easier to get a learner's licence at age 15 where the parent can be responsible. Maybe it is an online option that they could get that learner's licence. Right now the only way you can get a learner's licence in Saskatchewan at age 15 is through a school, through us, at a school. So whenever I have that cut-off of that day after that 15-year-old, I get the phone calls, because we have our cut-off at January 30th. So that person has the February 1st child that turns 15, they have to wait till the following September to join our driver's ed program right now. And they're passionate parents that want to, you know, they would take on the responsibility of driving with their child. I think it's a good idea. I think it's only getting more hours for their child.

And also the information that was talked about the previous . . . And I think it's really getting the message out there. And I think that we have a lot of great things happening, but people need to know about them. A lot of people don't know about the demerit points and don't know about the situations, the consequences until they're in that situation. And I think the same way we had that social change with smoking, I think we can really involve our kids to get that information back to the parents about not to drink and drive. I think that that can be, that can be a base, that there's nothing more pressure, more pressure than a child telling you that you shouldn't be doing this, okay? You're putting us in danger. You're putting your wife in danger. You're putting yourself in danger. I want a dad. I want a mom around.

So if we have . . . We can use our education system to be a part of all of these different things because, as I reviewed the stats too, drinking and driving. Impaired driving, impaired driving is another whole area too, the drugs aspect and noticing impairment. But that education out there . . . But there's also the seat belts. I know we've sort of forgotten about seat belts, but when I look at the stats, the seat belts, people not wearing seat belts are more likely to die, and have died. And so I mean the stats just say it straight out, that we're looking at the greater . . . but then sometimes we forgot some of the core things that I know we pushed for a moment.

The wildlife collisions, you know, there's been a change of mobility of some the wildlife lately, and so that's caused some issues. And we just said, through media blitzes and through the education system, like I think both of those could be used to get the word out there about these. And you know, like what is likely the most likely day that a fatality will happen? What is the most likely month that a fatality will happen? We have all those. Let's get those things out there and let's get people talking about those, instead of almost not having that information out for people. That's it.

**The Chair:** — Thank you very much for that presentation. It's very, very much what we're looking for as well, moving forward from our presenters. So, Mr. Steinley, you're first for questions.

**Mr. Steinley:** — Thank you very much, Gary. I appreciate it. And I know Warman and your sister city Martensville are growing at a rapid pace. And your presentation was similar to the mayor from Martensville the other day.

And a couple questions. One, I did not know about Alberta getting their learner's when they were 14. That's something that is very interesting. And I don't know if you . . . You said you looked at some stats. Is there, does Alberta have a better driving record for people younger than Saskatchewan does? Or do you know?

**Mr. Philipchuk:** — I don't have the statistical background on all of that. I know that they are insured very highly for it, like the rates. If you have a child driving your vehicle between ages 16 and 25, you are paying a major premium. It's more than double what the insurance rate is if that child is driving that vehicle during that time, especially if you're a boy. Like if you're a boy, it is more than double what other people are paying. So they have a rate adjustment that, then again, is almost encouraging or discouraging people to even drive then.

**Mr. Steinley:** — Yes. Thank you very much. We should look into that and see how Alberta's doing with their young drivers.

And one other thing I will talk about is the fact about the interchanges for Martensville and Warman. And it's something we've heard loud and clear from both you and the mayor from Martensville. And I think it's something we can talk with our people in the ministry and see what exactly their plans are going forward because I think you're right. If a city does not know when to expect an interchange, how can they plan their growth? And how can they plan where their housing's going to be? And I think it's a very valid point that we can take forward.

And other than that, thank you very much for your presentation. It was well thought out. And we really appreciate you taking the time to come and talk with us today.

**The Chair:** — Thank you, Mr. Steinley. Ms. Chartier.

**Ms. Chartier:** — Thank you, Mr. Philipchuk. I just want to echo Mr. Steinley's comments around the younger drivers. I have a 15-year-old daughter who just went through the driver training program. She had a good birthday, so she got in and was very happy about it. But I have to say as a parent, knowing that in less than a year from now she could have her driver's licence, I would prefer her to have more hours with a supervised driver. So that's an intriguing idea for sure. And I've heard the complaints from many young people who didn't have the appropriate birthday about not being able to get into the school-based program. So I appreciate those.

Your comments around the graduated driver's licence, you saying that you're earning more rights by being responsible, and changing the graduated driver's licence and the zero tolerance doesn't hurt responsible drivers or people who are doing what they're supposed to do, so I appreciate that.

And I know I've travelled on Highway 11 and actually shop in Warman sometimes. There's a shop that I like to come to. And getting on and off the highway, I feel your pain for sure. Growth is a great thing, but you do have some challenges. So thank you for your presentation.

**The Chair:** — I don't think we have any more questions from the committee members so, Gary, thank you. Good to see you again, sir.

**Mr. Philipchuk:** — Thank you.

**The Chair:** — It's been awhile, but good luck with the rest of the school year and enjoy your summer off. And I know you're not going to stop working with the city of Warman for sure.

For the committee members, I need a motion to adjourn. Mr. Steinley. All in favour?

**Some Hon. Members:** — Agreed.

**The Chair:** — So moved. We will be reconvening tomorrow morning in Prince Albert at 10 o'clock. Thank you.

[The committee adjourned at 13:55.]