



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 14:10.]

The Chair: — Good afternoon, everybody, and welcome to the all-party Traffic Safety Committee once again as we convene in Pelican Narrows. For the committee members, we have some documents to table. They are sequential in order from TSC 50/27 to TSC 60/27. Those are so tabled as of this point.

I'd like to make a recommendation that we are now 10 minutes roughly after 2, so we're 10 minutes behind when the scheduled attendee was supposed to come to present. I will offer up that we recess until the presenter arrives. Thank you. So recessed.

[The committee recessed for a period of time.]

The Chair: — Welcome back, everybody. And it's with great pleasure I get to say we have our 3 o'clock presenters here somewhat early. So it's good for us to have that.

Just for the committee members to know again, we'll go through the procedure for the presenters. You have an hour to present. Typically presenters don't take that much time, but feel free to use the allotted time as you'd like to. We will have a question and answer period after, I'm sure, based on what you present. If you have a written document to table with the committee, we'd appreciate that, if you want to, because then we can look back at that for reference material. It also becomes public, so for public consumption and knowledge on the Legislative Assembly portal. So it's up to you. If you want to table something with us, you can talk to the staff after.

When it comes to the questions and answers, there's no reason for debate from our side to you. We will not get into arguments with our presenters on any topic or way, shape or form; also, you can't ask us questions either. So it's been a great exchange back and forth so far at these public hearings we've had.

So with that, welcome, and the floor is yours. So whoever wants to take off first, when that red light comes on on your mike, that's when you can speak. The white button below, just don't touch that because the only one that can control the mike is me, so from my mike to cut you off if I have to, and the members as well if I have to.

So the floor is yours. Oh, if you can just tell name and organization you're with when you first get to the mike, please.

Presenters: Weldon McCallum and Myrtle Ballantyne

Mr. McCallum: — Okay. My name is Weldon McCallum. I work for the Angeliqye Canada Health Centre, and that's with Peter Ballantyne Health Services. With us, the document we have submitted from the Pelican Narrows Youth Council and Angela Merasty who were unable to come to the first appointment, so if we could table these documents.

The Pelican Narrows Youth Council, we are both representatives and volunteers of the youth council. And our presentation is pretty much a little similar as to what they have on here. So my presentation, it's going to show you pictures along Pelican Narrows, in the community and the highway. It

just says Highway 135 but, you know, I just couldn't grab any pictures from Highway 106, which would have been good.

So there's our community. Our population is about 3,500 First Nation and non-First Nation members. About roughly 50 per cent of them are under the age of 18. So our population stats for youth are quite high. And in Pelican Narrows, we lack traffic signs. We lack pedestrian crosswalk signs, stop signs, yield signs — all sorts of signs. You're probably familiar with where we are today. We are close to Flin Flon, Manitoba border, and our highway runs through our community up to Sandy Bay, which is north. On our highways there's a lot of curves, a lot of curves that are on hills and that are steep.

[14:45]

Our highways are poorly maintained by the Department of Highways. There's a lot of washboard ruts on the highway along roadside cliffs, which means, like the road is high along a side cliff and you've got a lot of washboards out there. We have big rocks sticking out of the road. There's deep holes in the roads. There's lakes along the road without guardrails.

For example this is McClurg Lake. I'm not sure if you can see it that well but . . . [inaudible interjection] . . . Yes. And as you can see, there's no guardrails, and the lake is just right there. And many times when it's raining, you know how bad a gravel road can get. And this is an example of a fatality that happened that was discovered last year: James Gallagher. Yes, so he was one non-First Nation that sadly drove into the lake. I think RCMP [Royal Canadian Mounted Police] thought it was because of washboards, but nobody could know for sure. So that's him right there.

This is one of our community yield signs that's just up the hill over here on this intersection. It's been like that for a while.

There's a stop sign in one of our communities, and yes it's pretty beaten up. It hasn't been replaced.

And here's a shot of one of the roadside cliffs. There's no space between the road or, you know, anywhere to pull over. If you had a flat tire on here, you know, you're pretty much stuck on the road.

This is one of the examples of a roadside cliff. It's very steep on that side and it goes down into a muskeg.

We have a lot of rocks that narrow the road on both sides. These are like mini mountains, I guess you can call them. And not only that, but right after you get through the rocks, that's where you're declining, descending onto this lake. And there's another picture of it.

This one was up towards Sandy Bay road. I took this about two and a half weeks ago. I just thought I would, because I was taking some pictures around here. And this is an example of the deep holes that we face in our northern roads. As you can see, I'm not sure . . . Like there should be warning signs. There should be, you know, slow-down signs or something. All we have is a pylon on a stick. So that is a good example of road conditions. And by deep holes, I mean, I don't call that a little

hole in the road.

So there's just another roadside washout. A couple of years ago when we had floods in and around Canada here, one of them was on our highway. Luckily, you know, people could still drive through, but it was still a foot and a half of water that washed out the road that time.

Here's another view of that hole in the road there. This happened last week.

The Chair: — We went there . . . [inaudible].

Mr. McCallum: — Yes. Yes, and we just happened to be there. We were right behind the semi.

Ms. Ballantyne: — The second vehicle behind the semi.

Mr. McCallum: — Yes. And we were right there, and it was like we were in a movie. You know, just thank God there was no kids or nobody biking or walking in that area while that happened.

Ms. Ballantyne: — Even that vehicle went around this way into Pelican to go turn.

The Chair: — We heard that story.

Ms. Ballantyne: — Yes.

Mr. McCallum: — Yes. And you can see the expression on the individual's face there. He has his hand over his mouth. Yes, and this is just one example of how hard it is, you know, to work on a project, especially with the bridge is being repaired and even the contractors and transporters having such a hard time to do that because of the roads.

This one is because of, I think, is because of the curvature and . . . [inaudible interjection] . . . Yes, and the descending on a curve there. And plus again, the roadside cliff that's there. And this is just one of many.

Ms. Ballantyne: — The wreck's right there.

Mr. McCallum: — So yes, this was last week. This is a picture of our average winter condition. We don't have washboards but we do have a lot of slippery, slippery roads. And on top of that, again, the curves without the guardrails, without the signs. This was an example. This accident took place about . . . how many years now . . . [inaudible]?

Ms. Ballantyne: — Five.

Mr. McCallum: — About five years ago, yes. This was a multi-people . . . Two people died in this accident and a couple more were injured. And this again was on a curve.

Our road conditions have an impact on our ambulance service that we get up north. We are very fortunate to have this service up north. But you know, again the road conditions have their tolls and impacts on the ambulance drivers that have to drive on our roads throughout the days and nights. And imagine having a woman, you know, in labour in the back of an ambulance on

our northern road, and you know, it's pretty hard.

Another example is — I couldn't find the information to put up there — when we first got ambulance service back in '97, I believe, or '98 or '99, in that area, we had an ambulance and there was an ambulance fatality there. There was an ambulance accident that collided with a vehicle which was from Sandy Bay and caught fire. And I can't remember if it was a passenger or the patient that perished in that fire. So that is another example. Yes that's my pictures for now.

Again I would, you know . . . I just want to say that I see not even police enforcement don't obey traffic signs. They don't obey stop signs. And if we have that, how do we expect our, you know, community members to follow in the footsteps of the law if they're not also obeying the stop signs and the traffic signs and the speed limits and, you know, the school zones? It's like we don't have any signs in the road in our community to abide by.

And do you want to say something? Do you have anything to say? Yes I guess that does conclude our presentation today.

The Chair: — Great. Well thank you very much, and I know there's going to be some questions for sure. I think, Ms. Wilson, you have the first one?

Ms. Wilson: — Yes I do.

The Chair: — Thanks.

Ms. Wilson: — Thank you, Mr. Chair. Weldon, thank you for your presentation and all the information you gave us and the pictures. The pictures always tell a thousand words, don't they? So thank you very much. Do you have a specific recommendation for us that you would like to see? If you could just simplify everything, what would your recommendation to us be?

Mr. McCallum: — I would recommend that if they could invest in widening, straightening out, maybe paving our highway from the junction 106 up to Sandy Bay Road only because, you know, it would wipe out the washboard ruts on the road. And to attach guard railings to some of our curves on the road and along the lakes. Because there's two lakes that we have on the road, and I'm not sure exactly how many cliffs.

But as an example if we were to have a paved highway and guardrails, that many, many fatalities and injuries would be prevented. One of them for an example would be the late Mr. Gallagher's accident there. Maybe we could have found out sooner or . . . because nobody knew because it was so steep and the lake is very deep and his body was submerged under there for six months. So just for that nature I believe it's very important that our highways were paved and that the signs in our communities were kept up to date and as well as maintenance on the highways.

Ms. Wilson: — Thank you. I have one more question, please. And also as we go around the communities, people have talked to us about wildlife traffic collisions. You didn't mention that in your report. Could you comment on that, please.

Mr. McCallum: — Wildlife accidents happen I think, happen more often with deer. There is some with moose, but they're not as high as with deer. And our deer population is very low up here, and wildlife accidents I'm going to say are not really that common up north. I don't know if all the animals are dying, but yes there isn't that many wildlife accidents as per se on our Highway 135.

Ms. Wilson: — That's very interesting compared to the rest of the population. Well thank you for your comments. Thanks.

The Chair: — Thank you. I have a couple of questions, if the panel will let me do it. In regards to the signs that you showed on your slides, the stop sign and the yield sign, it would appear to me — and I could be wrong from what Mr. Vermette explained to me — but those signs appear to be the responsibility of the municipal reserve or the municipal government. Would they . . . Have you talked to the municipal government about changing the signage up here and replacing the signs?

Mr. McCallum: — No I haven't. I haven't approached them with any of the pictures or anything, partly because of . . . When I had first heard about the committee coming to Pelican, which was through Facebook, and then I called the toll-free number to sign up, and that's how I found out about it, and then that was when I, on my own time, took some pictures, that I could drive down the road when I could and try and put something for you guys together. I didn't have a lot of time, and as you can see from the slides, my pictures were scattered. And I had about . . . less than half an hour to come up with that presentation before . . . So I haven't approached any of the municipalities with the pictures.

The Chair: — What I can say is, I want to thank you for that presentation. Ms. Wilson's right — pictures speak a thousand words. We haven't had a lot of presentations where we've actually seen evidence of certain geographical issues, like you say, the steep drop-off of cliffs, the rocks on the side of the road. You're in a very interesting part of the country for sure. But on that note, I would recommend that you talk to your municipal leaders and government about that.

Now if it's a provincial highway thoroughfare, then of course there is going to be some responsibility I believe on the government to have those signage up. So I would recommend you do that first. But thank you for this. That's also good to know.

Just a couple more points. This is going to sound very cold. How many accidents, how many fatalities have you had on the highways up here that you can say were caused by alcohol or speeding, in your, just your own assumption? Doesn't have to be any facts. We'll get that from SGI [Saskatchewan Government Insurance]. Because we do know up here, we were told by SGI that they can't attribute fatalities solely to a precipitating factor except for the fact that the fatalities in the North are because no one's wearing seat belts. So what do you think would be the rate of people who would be drinking and driving and speeding on these roads up here? Pretty high?

Mr. McCallum: — The one picture that I had on there of the . . . I think there's three crosses on there. That one was a factor

of alcohol. Yes that one for sure I know. As far as the exact fact of numbers, I am uncertain. I just don't know how many exactly there are. And as well as speeding is also a factor on our highways. And I'm not saying that it's not, but maybe the hand-held devices . . . Although I'm also uncertain about that because we just recently had cell service up here and it doesn't go very far.

[15:00]

The Chair: — Mr. Vermette and then we'll go to Mr. Parent.

Mr. Vermette: — Thank you, Weldon. And I want to thank you for coming before the committee to share some of the concerns that the youth have, but also as an individual and being a community member. It's important that we hear some of the challenges and how can we lessen the fatalities that affect your community and all of Saskatchewan. And that's what the committee's purpose is, to go around. So I appreciate, you know, you talking about guardrails because that protects life and injuries. And I know in the area you've had, you know, incidents and accidents that were . . . There's different factors. Nobody knows for sure what's causing it. Is it roads? Is it barriers? Is it impaired driving, speeding? There could be many different things.

But for the committee we want to hear about how we can lessen fatalities but also injuries to residents, whether it's improving education, awareness. And I'm glad that you're sharing some of the slides and some of the area. And the committee chairman talked about . . . We had a discussion, and I said, some of the area would be covered by municipal government in the local area, and I guess the band has some area. So we weren't sure where it goes. But he also said, if it's highways, then we have to determine who's responsible. And I think that is something that, you know, could be worked on and I think would encourage you to talk to the officials and see how you go that route.

And I guess, asking you a question, and you've shared some of the slides and some of the areas that you think would . . . Is there any things that you could suggest to the committee that we could do, we could recommend to say that would help lessen . . . Even though you've shared some of the pictures and everything else, is there anything from your own experience you've seen that would be able to assist with saving lives or lessening fatalities and injuries? Is there anything you could share with us that you're aware of? I'd just like to put that to you, Weldon, seeing you've come here. And again I want to thank you for presenting.

Mr. McCallum: — Thank you. What I would also like to suggest is raise the awareness of, you know, traffic and safety and also raising awareness and education. Maybe there could be workshops on signs or something like that for the youth, and not only for them but for drivers as well. But of course I also again would like to seek if we could get our highways just regularly maintained. And I'm not . . . I'm pretty sure that it would be probably our local band that would be responsible to some percentage of, you know, maintaining the signs and the roads and stuff like that. And yes that's all I'll say for that.

Mr. Vermette: — Yes. I guess finishing up, I know we can work on that, even myself as the MLA [Member of the

Legislative Assembly], with you at any time. If I'm back in the area — and I will be up — we can figure out a way, maybe that the process of finding out where those signs are and who's responsible. Because we don't know. And I'd be willing to work with you to solve that, if we can that way, on finding out that way. So anyway, again thank you for your presentation. And I think it was important that you present the information you shared. Tēniki.

The Chair: — Mr. Parent.

Mr. Parent: — Weldon, thank you very much for your presentation. I just kind of had more curiosity than anything is, you're saying lack of signs. And I'm assuming you're also saying that the speed for the highway isn't even marked anywhere. Or is it just a few spots? And then of course when you come to corners and sudden drop-offs and that, that the speed should be slowed or lower and marked, etc. Is that the kind of thing you're talking about?

Mr. McCallum: — Yes. Yes. There is some areas there isn't any signs. You know, there's . . . Maybe there's a steep drop-off, cliff. I don't think there's one sharp edge sign on our highway. And yes there is only some speed limit signs in the community and on the highway. And more awareness on warning signs I guess, you know, for ruts and holes and, you know, where the road may be damaged and not safe, to reduce the speed sort of thing.

Mr. Parent: — Okay. Thank you.

The Chair: — All right. I have Ms. Chartier.

Ms. Chartier: — Thank you very much for your presentation. It's very helpful. Around impaired driving, is impaired driving a big issue? I know you've said in your brief here that you're hoping to start a chapter of SADD [Students Against Drinking and Driving], which is great. Is impaired driving, do you think, a real issue up here in Pelican Narrows?

Mr. McCallum: — I probably would have to agree to some extent. Impaired driving, I haven't really done the back research on that one but I do hear about it happening. But I just don't have any facts on it.

Ms. Chartier: — Thank you. And I think it's great that you're wanting to start a SADD group. I think that that could be very helpful.

In terms of seat belt use, we've heard from other presenters how important using seat belts are. And we've also heard that different pockets of the province — rural Saskatchewan and the North — seat belts aren't used. Culturally it's not something that the people do in certain parts of the province like we do in, say, Saskatoon where I'm from. Do you have any thoughts or ideas on how to encourage better seat belt use here in your community?

Mr. McCallum: — Yes. Probably more frequent checkstops by the cops would probably be . . .

Ms. Ballantyne: — They had one last week. One day only but it was like every vehicle was getting stopped, which was good.

But the thing was like it was just a brush-off. A few people had unregistered vehicles . . . Not a few; I know for a fact that there was two. I know that my friends told me. And then like with not a registered vehicle, it's just a \$500 fine. Next day there's no cops driving; it's on the road again and it's not even registered again. Like not enforcement . . . More road checks would be good and seat belt checks — all that stuff from the RCMP.

It's very good too and I like it too because there's so many people in Pelican that drive that don't have their driver's and learner's — stuff like that, a lot of them. Enforced . . .

A Member: — That's a good point.

Ms. Ballantyne: — It would be very good from the RCMP to enforce that. And also with the Pelican road to be straightened. Because you see from straight, you'll see quite . . . next vehicle coming other than like a sharp curve with all the bush there.

Ms. Chartier: — Thank you. I think the one thing I noticed coming into the community here, just I think it was 7 kilometres out, there's this sign saying, slow down. But there's lots of walking traffic along the highway and along the road. So you're saying here that signage or helping people understand . . . People from outside the community who are driving through need better information or better awareness to know that they are driving in a place where there's lots of traffic. You'd appreciate more signage. It's interesting to me seeing so much traffic on where people are walking . . . or people are driving quickly. So foot traffic is common, it looks like here. You think signage is a big part of the answer on that?

Mr. McCallum: — Yes. Yes, I would say that.

Ms. Chartier: — Do you have very much industrial traffic or big trucks that come through here?

Ms. Ballantyne: — Well I just wanted to say this. When I worked at the Head Start, like even those semi drivers wouldn't even slow down. And I know there was construction down at the Island Falls because there's a lot of big vehicles that travel to Island Falls for the hydro dam. And I know even those semis don't even slow down. But just right away I phoned the cops and reported that one on the highway.

Ms. Chartier: — Thank you very much for your presentation today.

The Chair: — Thank you. I have a couple questions again after what I've heard from members on the committee here. The education component, you know when you talked about . . . [inaudible] . . . and the other idea of, you know, is there something you'd do regarding meetings to ensure people would use seatbelts and drive responsibly.

SGI does have that program in place. They actually have a coordinator for that program has been hired for the North, but you have to make a request to the P.A. [Prince Albert] Grand Council to have them come up here and set the meetings up and talk to the community leadership. They won't come on their own. They have to be invited through the P.A. Grand Council or through your chief and band members. So I'd advise you to do that as well. We heard about that on one of our first days.

The enforcement piece is interesting on that one as well. Do you have . . . Can you tell me and the committee members, what do you have in this community for drinking establishments? Are there local bars? Or is it just usually an off-sale and people drink in the home? Or can you just explain? Because I want to be honest with you. I'm not from the North, and I didn't notice any establishments that sell liquor here like a bar would be. But I mean, to educate us, let us know, what's it like up here? Is there just off-sales and you drink at home? Or are people drinking . . . is there a bar somewhere here?

Mr. McCallum: — There's no liquor boards, no off-sale in the community. I would say the nearest off-sale is at Jan Lake, which is just close to the junction 106 there. And there's a little bar out there, and they do off-sales. And I guess people do drink at home. Yes, I guess they do drink at home.

And as for her question there earlier, we do have a lot of big trucks that do drive in and through Pelican. Because, you know, any supply that Sandy Bay needs that are transported by vehicle have to come through Pelican. And that's gas or groceries and that sort of thing, and as well as for our own.

And yes, that's the closest liquor store we have is Jan Lake. It's probably about, I'm not sure exactly how many kilometres, but it's probably about half an hour, 45 minutes away. Yes.

The Chair: — We'll just go to Doyle Vermette, and then I'll come back to myself after.

Mr. Vermette: — I guess you were talking about education. And talking about the education, I think the Chair gave you some ideas where you could work with somebody from PAGC [Prince Albert Grand Council] and SGI. And again I would wish you, you know, would look at that option.

When you're talking about education, who do you think actually in the community and what type of education do you think needs to happen? Is it with drivers? Is it with adults? Is it with the youth? Is it at the school? What would you suggest would be a good way to, for your community, for us to . . . If we were making any recommendations, what would be, in that area, what target would you think and what kind of things would you suggest: education, focus on what topics or what areas and what age groups? If you give me a little bit of information on that, I'd be curious to see.

Mr. McCallum: — I would say everything, everyone — drivers, non-drivers, people that work, people that don't work, I would say of all ages. And yes, through workshops and maybe, you know, presentations, stuff like that for the youth also — I always have to include the youth in whatever I do — the youth then. Adults of all ages, I'll say. And any kind . . . I do know that SGI have their seat belt, they had their seat belt thing and that rollover scenario here within our last school year. But maybe something similar as those we could maybe increase.

Ms. Ballantyne: — Maybe the DUI [driving under the influence] workshop maybe to be presented at the school. That'd be so cool.

Mr. McCallum: — Yes. Yes.

Ms. Ballantyne: — Because I know for a fact, my sister had taken that DUI course, and then she was so traumatized by it after seeing the whole presentation through. But it was in Creighton when she took that course, and then all that educational stuff just really shocked her. Yes, even that course would be really cool just to present it to the community as a . . . everybody, to invite everybody in one big workshop.

Mr. Vermette: — I guess following some of the, the community is . . . About 7 kilometres of Highway 135 runs through the community. And I realize that and I've seen that myself going through the community when I drive up here. But you'll have . . . And I don't think, and you can . . . I guess I'm asking your opinion. You guys drive it quite a bit too.

The signage, when you're talking about being aware of 7 kilometres of pedestrians walking and the speed. It's almost like people hit part of it and you're not sure if, well do I get to speed up again? Because it's almost like you've got so much road and you don't know if it's community, or are you back on the road and going 80? And I think people get confused because you don't realize it's 7 kilometres that you're supposed to . . . that there's pedestrians and that it's going right through, a highway going through the community. And I think sometimes that's the challenge. So do you think having more signs and people being more aware of that would be helpful in that area? Like making it clear?

[15:15]

Mr. McCallum: — Yes. Yes, I would agree. And maybe even cut off the highway from the community because they're coming in from 106 and they're going out to Sandy Bay here. It's like you're doing a letter V. You're just driving into the community, and then yes, then you're just going back out. I don't know why they can't just connect it out there.

Mr. Vermette: — Okay, I guess I . . . Have you ever seen — and this question, like we talk about RCMP, and they usually will check trucks and stuff, and I know they can do that — but have you ever seen highway traffic safety up here? They're different. They're marked. Their vehicle says highway traffic safety. They're like RCMP but they're different. Like have you ever seen them up here?

Mr. McCallum: — No, I haven't.

Mr. Vermette: — That might be, you know, thinking of another suggestion to get the leadership — mayor and council, chief and council — and work with your local MLA to have that dealt with, requesting them to come up and check on some of those trucks to make sure. That's another way of dealing with that.

Mr. McCallum: — Yes, that's a good idea.

Mr. Vermette: — Thank you.

The Chair: — Thank you. Yes, work with your local MLA. I'm not sure how much he's around the area, but he's not a bad guy. It's called highway transportation safety. That's the different agency that does truck inspections and for weights and such. If you also have a concern with a company, I'd also

suggest that if it's one of the company driving through, and you're noticing it's one line of trucks or if it's a particular company, phone them. Complain them to them as well. Because you know what? A lot of companies are very clearly aware of their commitment to traffic safety as well. And if their drivers are being reckless and . . . They wouldn't be able to know that. So I would advise you to have people call them as well. Just a tip.

Just one more thing, I guess, on the DUI course and the SGI. Do the RCMP take part in anything with the schools here to educate the kids? Are they out there talking to the kids about drinking and driving? And when it comes to the driver education, is there a driver education up here? So there's two questions. Do the RCMP have an active role in the community with the youth in the schools talking about drugs and alcohol and impaired driving, seat belt safety? And then — what was the second part of that question? I've forgotten already — and then the whole DUI thing, the driver education. Do you have driver education up here?

Ms. Ballantyne: — Yes, there's driver education here. It just started. This is the second class, I think. It's held with the band office where Mary Jane Thomas selects the youth, whoever gets into that program. And I'm not sure about when they had that safety at the school, that seat belt . . .

Mr. McCallum: — The school was the one that invited the last SGI course, presentation of some sort. I think they brought in this mobile vehicle that spins around or something like that. And for the RCMP to do that, I do believe they are involved. I say that because we host evening programs for children, and before summer we invite them to come and talk about, you know, bicycle safety, signals, how to signal properly, about helmets. And it depends on what season; for example, maybe in the fall we'll talk about ice safety, that sort of thing. So we work with the RCMP quite well, and as well as with the youth council.

As far as them going to the school, I'm not sure. I just don't know if they go to the school, but I'm pretty sure they do.

The Chair: — I think on the driver education piece, it would be important to liaison with whoever instructs that to work with the RCMP locally. I know I've heard from some other people in the province that they think that, and even the RCMP have told me that, they think there's a better program could be developed — like Alberta has right now — to show the traumatic effects of driving and accidents and the responsibility that goes along with that as part of an upgraded program. So that might be one of those things where the RCMP here would be glad to come in and talk to the kids in the driver education program. Just a recommendation.

I don't see any further questions. Oh, Mr. Vermette. Okay.

Mr. Vermette: — I just give you an opportunity to the both of you to decide here. Weldon, if you were to . . . Like you mentioned a number of different things to the committee that you would like to see done to improve safety for the roads that the community members drive on. If I was to say to you give me your, you know, one or two things that you would think, like to see as a priority to be dealt with, is there anything that

sticks out? Or everything is kind of the same level? Is there anything that you could say to the committee that these are the one or two things that I think are, you know, top of the list and then the others come in there? But not to make one less, you know, than the other but maybe there's a couple of areas where you think would improve safety and fatalities in your community.

Mr. McCallum: — I would probably have my, I would rate my top priority would be improving our highway that runs from the junction and through the community out to Sandy Bay by paving the highway and setting up guardrails.

And number two would be increasing the education on safe driving and, you know, through workshops and presentations and increase the workshops with SGI.

Mr. Vermette: — Thank you.

The Chair: — Well thank you very much for your time this afternoon. It's been a pleasure hearing your perspective about your northern community. But I would have to think that what you're saying here could probably be echoed through different parts of the North, in regards to the whole issue of education. We're hearing that throughout the province as well in the South. You know, maybe there's a mechanism we can deploy through government, through SGI, to ensure every community is educated better and more public awareness on signage and stuff as well.

So with that, thank you for your time today. And I need a motion to adjourn please from a member. Mr. Steinley. All in favour?

Some Hon. Members: — Agreed.

The Chair: — So moved. We will now adjourn until tomorrow morning at 10 o'clock in La Ronge.

[The committee adjourned at 15:21.]