

<b>WRITTEN SUBMISSIONS</b>	
Received as completed comment forms	6
Received as responses to online survey	23
Received as letters, reports or other original submissions (presented as appendices in the order in which they were received)	7
<b>TOTAL</b>	<b>36</b>

### **RESPONSES TO DISCUSSION QUESTIONS**

The comments below are a compilation of the feedback provided by citizens responding to the Board's comment forms and online survey. Both posed the same questions that were used in the table discussions at the Board's community consultation meetings, with the exception that questions 5 and 9 were not asked in the online survey because of space limitations. Citizens completing the comment forms and the online survey were not required to respond to every question, so some declined to answer certain questions.

#### **1. During the presentation on the strategic plan, were there any parts where you felt the Board and the Police Service are on the right track?**

- "Recognition of social determinants as a root cause of crime"
- "Attempting to keep costs in line with inflation. Hopefully without cutting service."
- "Health = safety, Restorative Justice = takes a village to raise a child"
- "Community input/ strategic plan/ police board/ Indigenous council"
- "I haven't read it. However, I would hope that part of the goal to reduce crime is to embrace preventative measures (education, social resources, etc.) rather than "tougher sentence" scare tactics which are not effective."
- "Community engagement"
- "All sound good but without community input and support - this plan will be unsuccessful"
- "Engaged communities & a healthy organization"
- "Training of officers and community involvement"
- "ENGAGEMENT is a huge piece of the puzzle. GOOD FOR YOU!"
- "All good but the goal of Engaged Communities- good partnership etc... is particularly encouraging"
- "Healthy organization"

- “The whole plan is on the right track. The concepts are excellent. The delivery and interpretation of the plan will be the challenge.”
- “Increasing restorative justice and diversion programming. Crime prevention through social development. Working with partners to protect vulnerable people. Enhancing employee wellness (it is bad for everyone when officers are unhealthy or burned out).”
- “Building a service that reflects/communicate and knows the people it is serving”
- “All of the goals are important, but I think engaging communities is particularly strategic. It is essential to work with partners who can help tackle the root causes of crime and address issues that may be outside the police service's mandate.”
- “Engaged communities - but please include the officers in this”
- “Yes”
- “Overall ideas are sound.”

**2. Were there any parts where you felt the Board and the Police Service are on the wrong track, or that they are falling short of your expectations?**

- “The Winnipeg Police Service (WPS) needs to be more open and supportive of community partners, e.g. Citizens for Crime Awareness (Neighbourhood Watch). WPS needs more face-to-face, hands-on, more continuity in dep't after promotions”
- “It would be better if you advertized how last year's consultations were taken into consideration. What changed etc... If done prior to consultations might help @ turn out next year”
- “1. Where do families fit into strategy/ missing and murdered women/ social development/ drug dealers (root causes), 2. Body cameras, 3. Employment equity - Aboriginal should be 50% in high Ab. Areas”
- “Would like to see more diversity in the force at all levels. The service should better reflect the community it serves. Claiming minorities don't apply for jobs is a cop-out. Money and time should go into recruiting minorities.”
- “You seem to be on the right track.”
- “Effective & efficient service brings to mind a corporate/business mentality, there should be an emphasis on partnership with share holders in the community, not simply efficiency. Sometimes the best solution is not the most efficient.”
- “No consultation or limited and ineffective consultation”
- “Scared about using civilians”
- “No”
- “I'm wondering where my concerns about identity theft and scams and other internet concerns fall into this strategy.”
- “Fiscal expectations should be more clear not buried in terms like "efficient". More explicit weight on \$'s.”
- “I think the basic successful groundwork for this plan is both educational and engagement of the public.”
- “Reducing demand for non-core policing activities is a good objective, but if the burden instead falls on the health care system (or any other system), those who take it over will need the resources (people and financial) to be able to deal with it.”
- “Violent crime is a prominent concern for the public and receives the bulk of media coverage, but it is important not to neglect more mundane sides of citizen safety such as traffic enforcement, pedestrian safety, etc. These issues could be more central to the Plan.”

- “I do not know”
- “Find solutions to issues within the communities. Use more restorative, institutional solutions to disputes rather than arrests.”

**3. Do you support the vision of the strategic plan, Creating a culture of safety for all?**

- “Yes” (8)
- “Yes - everyone needs to be on equal safety”
- “Yes in principle”
- “I haven't read it and probably won't. I trust you.”
- “Yes; however there should be a higher emphasis on working effectively with individuals that suffer from mental illness”
- “No, wasn't done with consultation of Aboriginal people in City of Winnipeg”
- “YES!!!!!!!!!!!!!!”
- “No, not achievable or measurable”
- “Yes. The perception of safety is essential. The actuality of safety is a long way off. The police need to be more interactive with a open mindset. The concept of being a "protector" of the world will not work in to day society. With the sophistication of the criminal mind, police need to be seen as partners in society with the societies members. Embedded within the community, not outsiders or interlopers in the community. It's a different mindset.”
- “Yes, the plan's goals are appropriate and comprehensive.”
- “Yes, however I believe that you have missed the mark. Collaboration is a misunderstood word. Groups need to work together that that [sic] should be tied to funding”
- “Yes”
- “Use the resources wisely. Consult with community leaders to understand social issues.”

**4. Policing costs have increased across the country, including Winnipeg. What are your thoughts in regard to policing costs?**

- “You get what you pay for!”
- “Excessive contracting out, lack of control in the long run”
- “If you need the money, it's for good reason”
- “Need to discuss high costs of police”
- “Homeless research project saved millions - need more research”
- “I feel this has resulted in an overall improvement in the caliber of officers and the quality of policing in Winnipeg and across the country, and is not entirely bad. However, municipal budgets are very tight and there are very pressing priorities (i.e. infrastructure, healthcare) competing for that money. And police salaries are now very competitive, attracting many skilled candidates. As such these personnel costs, and any other costs driving police budget increases, have to be contained and should not continue to rise at this pace.”
- “Look at better staff efficiency; utilize cadets for minor complaints; utilize more resources like Downtown Biz volunteers. Naturally the budget will increase, and the city may have to look at increasing taxes to keep up. Higher taxes on top tier businesses would be my first priority.”
- “It is money better spent on community programs.”
- “Well then they don't have excuse not to give back to communities by volunteering and even working in paid hours in soup kitchens, etc. What has the City of Winnipeg Police Department done about the Truth and Reconciliation Recommendations? i.e. to implement recommendations”

- “Simply having a bigger police force will not solve the problem. might need more police, but it's what they are doing and how they are trained (and who is hired) that is equally important”
- “No have police giving traffic tickets maybe the cadets could do that”
- “It costs money to have a safe community, but there are of course limits, it is not endless”
- “Good”
- “Use private contractors for non-core policing. Delay promotions.”
- “You pay for what you get. This isn't going to change. Costs can be contained if you want corners cut. Increased costs are inevitable in this field. As criminal activity becomes more sophisticated, costs will need to cover the increased skill sets needed to reduce crime.”
- “No amount of increase will be too much for the police service especially when these funding are used to focus on needed areas”
- “I feel this has resulted in an overall improvement in the caliber of officers and the quality of policing in Winnipeg and across the country, and is not entirely bad. However, municipal budgets are very tight and there are very pressing priorities (i.e. infrastructure, healthcare) competing for that money. And police salaries are now very competitive, attracting many skilled candidates. As such these personnel costs, and any other costs driving police budget increases, have to be contained and should not continue to rise at this pace.”
- “Police have taken on rles [sic] that used to be funded by other organizations. Police now have ownership in areas that they did not used to. There should be clear guidelines regaring [sic] what they will do. Example. provately [sic] funded groups homes - in some cases for the higher risk filkes recieve [sic] hundreds (600-700 a day) of dollars of funding a day to house and keep youth safe - yet they utilize the WPS to supplement their staffing.”
- “It is an essential service. Budget would not be increased if not necessary”
- “Policing is the single most important public service. It must be properly funded to insure officers are trained and schooled in correct procedures and are equipped physically and mentally to do their work.”

**5. One of the goals of the strategic plan is “engaged communities.” What would that look like to you?**

- “Feet on the street is a good strategy”
- “Having local officers occasionally attend board meetings of community organizations”
- “Solid well supported Neighbourhood Watch program”
- “Satellite WPS kiosks”
- “A better way of communicating with police”

**6. What should the Police Service do to earn greater trust and confidence?**

- “More face-to-face especially schools & C.C., more with the youth”
- “Get 'em when they're young. Getting young children to know, understand and take pride in their WPS”
- “Have more of a foot presence in the downtown/core area”
- “Be engaged in Preventative community programs, less reactionary measures”
- “Be respectful”
- “Hire more Aboriginal police, increased presence of police in community programs, neighbourhood walk programs, get to know people in community, Attend cultural awareness programs within communities”
- “Have police volunteer in food kitchens instead of always arresting Aboriginal people”

- “Meaningful, integrated training and opportunities for police to connect with newcomer/indigenous communities”
- “Summer jobs for youth with police; quick and fair process to address incidents of discrimination/harassment by police of minorities”
- “Improved training for police”
- “Support gang prevention initiatives that are delivered through community agencies”
- “Be present and visible walk the beat”
- “More communications with the public”
- “Cultural Sensitivity training, WPS community involvement. Don't just 'talk the talk', now it's time to 'Walk the walk’”
- “Be more responsive. When I've called in on issues related to scams or other concerns, I feel as though I am just being placated and not taken seriously. I realize this is a balancing act, but as a citizen, I need confidence that the police will act and follow up as needed.”
- “Stop carding, wear body cams”
- “Use the skill set of interactive involvement. Teach the basic skills of "Emotional Intelligence". Before hitting the streets the basic skill set of interactive or communicative techniques should be taught as part of the building blocks given to any officer prior to reaching the streets. A mandatory basic course in Introduction to Social Work.”
- “Treat people with respect, even when people's behaviour is difficult”
- “Be more visible to programs organised in the community. Engage in social events in the community that does not involve policing”
- “Hold officers accountable to the highest possible standard of professionalism, with a transparent process so the public is aware of the consequences officers can face. Like, maybe at least a slap on the wrist if they fly around blurting vulgarities out of a loudspeaker. But seriously, make them take a sensitivity course or something, for appearances. Geez”
- “Branding. they do a poor job explaining what they do and why. Misperceptions from several decades ago persist [sic] and it affects how people feel the police today and starts this negative spiral. People will not "work with" or cooperate with the police. This causes the effectiveness of what they can do to be diminished [sic] which in turn feeds the idea they don't [sic] care, which is not true”
- “Be more visible”
- “More foot patrols”

#### **7. What are your ideas for making your community safer?**

- “Push governments to end poverty”
- “One of the biggest challenges in our community of Central Park is the beer vendor at Cumberland and Kennedy. I would love to see it closed as it is not positively serving our dense and vulnerable population. I realize that this is not likely possible as a licenced facility, but it is possible to prohibit the sale of individual cans or bottles of liquor. These are typically imbibed on community or private property and result in local patrols (Biz) following these drinking groups around to move them on (to the next favourite drinking spot).”
- “Know your neighbours”
- “Getting people more involved in what the police are doing and what they plan on doing for our community and city. More walking and talking. The interactions really change peoples [sic] views and their actions.”
- “Greater reporting of crimes in the neighbourhood.”

- “Get tough with cyclists who do not abide by traffic rules, for their own safety; Police officers & cadets being trained in how to best assist people with mental illness and people with intellectual disabilities (who may also be experiencing addictions issues)”
- “Poverty reduction programs, minimum guaranteed income”
- “Stop signs to replace cross walks, traffic calming devices, police presence on Sundays for Cruise night”
- “Increased police presence, including involvement in community programs, neighbourhood police, speaking at schools”
- “Meaningful, integrated training and opportunities for police to connect with newcomer/indigenous communities”
- “Summer jobs for youth with police; quick and fair process to address incidents of discrimination/harassment by police of minorities”
- “Improved training for police”
- “Support gang prevention initiatives that are delivered through community agencies”  
(respondent had written “See previous answer”)
- “More understanding of the roles and expectations of men and women”
- “More police”
- “Community, WPS, schools”
- “More public awareness about internet safety and quicker response to reports of scams etc.”
- “Pointed enforcement and more community policing...without adding more resources”
- “One of the main factors at night is increased lighting. The Downtown Biz's concept of decreasing the presence of intoxicated or drug related incidences has had an effect on the perception of safety. There needs to be the recognition that the streets are safe both during the evening period as well as the daylight period. Having a presence of street patrol, the concept of immediate action when needed. A safe community is a concept, a judgment, a feeling. When the feeling prevails even the criminals will be concerned about their behaviour needed”
- “Better resources and programs for people at risk”
- “Continue to improve lighting and vibrancy at street level, especially at night. Greater police and/or cadet presence during and following peak bar hours. Traffic calming methods like roundabouts, bike lanes, and even reducing lanes of traffic to improve pedestrian safety.”
- “Collective Impact. Too many groups refuse to work together and/or refuse to work with the Police. They do not want to lose the "trust" of their families? We need mandated organizations at the table with community based organizations!”
- “Reduced speed limits”
- “More enforcement, visual presence”

**8. What are the biggest safety challenges in your community?**

- “Homelessness”
- “Speeding - disregard for traffic laws”
- “Loitering hooligans = feelings of unsafe”
- “Sexual assaults on the street and in the home”
- “Harassment, homelessness, drug use, domestic violence, individuals with mental illness who are not benefiting from appropriate resources, traffic with bicycle riders”
- “Poverty eradication”
- “Speeding cars”

- “Walking alone in evening, youth gangs or groups”
- “Gang activity, recruitment, crime, etc.; car damage; police discrimination”
- “Violence and addiction”
- “Crime prevention”
- “Safety”
- “Understanding of identity theft, scams etc.”
- “Traffic fatalities”
- “‘Fear’ of the unknown concerns. Just the presence of intoxicated persons, The presence of panhandlers, the presence of the potential for crime to occur. The reality is, if this fear factor can be contained and the general population can be activated into a cohesive force to stop Downtown community crime. There will be a decrease in fear and an increase in presence on the street. Interactively crime will be contained and monitored, thus decreasing its presence. Use the chinese model of having eyes on the streets other than the police force”
- “People behaving in dangerous ways due to addictions and mental health”
- “Drugs, gang and dropping out of school”
- “Pedestrian safety due to traffic; public intoxication and vandalism related to nearby bars; and vehicle break-ins”
- “Intoxicated Persons walking the community”
- “Stabbing, guns”
- “Speeding vehicles”
- “Speeding vehicles/unsafe driving”

**9. When we report back on our progress a year from now, what do you want to hear?**

- “That things are turning up!”

**APPENDIX A**

**WRITTEN SUBMISSION FROM ONASHOWEWIN**

**Received June 2015**

The staff at Onashowewin understands that the work of the Winnipeg Police Service is not an easy feat, yet we wish to work together in creating more healthier outcomes for those in conflict with the law while reducing recidivism. Our goal is to work together as a community with the WPS in reducing recidivism through our services at Onashowewin. Followed is a brief outline as to how we can collaborate our services for the betterment of the community.

**How are direct WPS diversion referrals important to Onashowewin Justice Circle?**

- \* The court system already has a lengthy process which is costly. To have the direct diversion referrals come from the WPS would save plenty [of] tax payers' dollars.
- \* More consideration for youth (especially those in CFS care) and for first time offenders, and less serious offenses. Underlying issues that lead to immediate and inappropriate choices can potentially be addressed through our restorative justice organization. An opportunity to heal in such situations is key.
- \* This gives Aboriginal people an opportunity to touch on their cultural roots through cultural events, programming. Our organization promotes healing for those who are in conflict with the law, and potential victims.

**What may assist in making direct referrals more successful?**

- \* Building a stronger rapport with the community by strengthening existing relationships and building new ones, this would provoke more of a mutual understanding between the police officers and community members
- \* Collaborating with existing community groups such as The Bear Clan patrol in dealing with less serious, yet 'punishable' occurrences that can be resolved via diversion
- \* Having multiple levels of members within the police service on board with direct diversion referrals  
police officers on board with diversion
- \* Training for officers in dealing with less serious and divertible occurrences



**APPENDIX B**

**WRITTEN SUBMISSION FROM RICHARD DILAY**

**Received September 2015**

To whom it may concern,

I recently read the current WPS Strategic Plan. It identifies that Winnipeg has the highest index of violent crime in Canada. It also places a target of reducing the incidence of violent crime by 25% by 2019, but it is not clear how this will be accomplished. The plan mentions that initiatives to reduce the number of auto thefts in Winnipeg have proven to be effective. Violent crime, including domestic violence, seems to be a much more difficult area to address than auto theft, but it should be better articulated as to how it will be addressed. The WPS alone cannot be expected to address the issue of domestic violence, but needs to be part of an effort by all three levels of government, as well as the private and not-for-profit sectors. Crime rates do seem to be declining, particularly in areas of the city with an aging population. Targeting the issue of violent crime and inner city safety seems to be worthy priorities. As opposed to some of the crime suppression methods that were effective in reducing auto theft, we need to have a wide-reaching campaign aimed at schools, workplaces, and the general public to address crimes of violence in all forms including domestic violence.

Richard Dilay

**APPENDIX C**

**WRITTEN SUBMISSION FROM THE WINNIPEG LABOUR COUNCIL**

**Received September 2015**



## Winnipeg Labour Council

The Voice of Labour in Winnipeg

### Winnipeg Police Board

On behalf of the Winnipeg Labour Council and its 65 affiliated union locals, I am writing in support of the initiative raised by Councillor Mathieu Allard (St. Boniface) to institute plain clothes police officers on Winnipeg Transit. We believe this initiative will lead to greater safety and security on Winnipeg Transit, and will provide additional enforcement of the Transit By-Law. We wish to make this a formal submission to the Winnipeg Police Board.

In recent years, the number of assaults against transit operators has dramatically increased. Violence against passengers has also been a disturbing problem. City Councillors Brian Mayes (St. Vital) and Ross Eadie (Mynarski) have also raised this as a concern over the last number of years. Councillor Mayes has championed initiatives such as an increase in the number of Transit Supervisors, as well as the introduction of cadets, to help mitigate the violence on Winnipeg Transit. Despite these noble efforts, the violence on Winnipeg Transit has not subsided.

We believe the presence of plain clothes officers on Winnipeg Transit will help decrease the number of violent incidents and will help with the enforcement of the Transit By-Law. We believe that if potential assailants are aware that a plain clothes officer may be on the bus, they will be less likely to perpetrate a crime on the bus. We are therefore asking the Winnipeg Police Board to review our request and implement patrols by plain clothes officers on Winnipeg Transit. 20% of Winnipeggers use public transit and we believe they are entitled to a safer and more secure transit system.

Sincerely,

Dave Sauer  
Winnipeg Labour Council

DS/sm-cope342

**APPENDIX D**

**WRITTEN SUBMISSION FROM AMALGAMATED TRANSIT UNION LOCAL 1505**

**Received September 2015**



# AMALGAMATED TRANSIT UNION LOCAL 1505

401 – 275 BROADWAY    WINNIPEG MANITOBA    R3C 4M6    TELEPHONE 204-943-5064    FAX 204-943-5078

Members of the City of Winnipeg Police Board

We, the representatives and members of the Amalgamated Transit Union Local 1505 (ATU) would like to submit this letter of support as an endorsement of the initiative brought forward by Councilor Matt Allard to provide for the presence of plain clothed (undercover) officers on Winnipeg Transit buses for the primary purposes of public and operator safety as well as enforcement of the civic Transit By-Law.

This initiative can only be positive for the City of Winnipeg in the areas of public image (to citizens and tourists), public safety, and recouping lost revenue within the system and a potential for additional revenue streams. This is an initiative that has been successfully implemented at our ATU property in Staten Island, and resulted in a dramatic reduction in on board assaults as well as fare evasion.

With the assistance of former New York City councilor Sal Albanese, we believe that there is a method of developing this program that would be little or no additional cost to the City or Winnipeg Police Service, and holds the potential of generating revenue through highway traffic act and transit by-law enforcement. The former councilor is willing to discuss the business plan developed in Staten Island that was used to successfully implement their program.

While the incidents of assault are slowly climbing, the severity of those assaults is dramatically climbing. In the last year we've had an assault on an operator while the bus was in motion on Portage Avenue with approximately 20 passengers on board which nearly resulted in the operator being knocked unconscious. We've had an operator on his first day get assaulted after the person first assaulted numerous passengers on the bus over a non-transit issue. Most recently, during the September long weekend we had an operator assaulted for several minutes which involved repeated blows to the head. As recently as September 18<sup>th</sup> we saw evidence of how beneficial this program could be when one of our own members posted on Facebook the following:

***“First trip on the 16 this morning I have an unruly drunk passenger who is being belligerent and aggressive towards me. Luckily for me I have a plain clothes constable who rides every morning. The problem was taken care of. This just goes to show that, you never know where or when but they could be there. The program could work.”***

The information provided to our office by a member through a freedom of information act request puts initial incidents of fare evasion at over 1 million in the last year, which has the potential of total lost revenue being over \$2.5 million in that period. In addition to recuperating that lost revenue there is the possibility of additional revenue being created through fines imposed under the civic transit by-law. The officer working on transit enforcement also has the potential to place discrete calls for highway traffic offences witnessed while riding the bus, such as cell phone use while operating a vehicle, traffic offences (illegal turns, expired registration), and even calling in on board and on street criminal acts (narcotics, solicitation, etc.)

The eyes of a bus operator see many things while performing their duties and adding the eyes of a law enforcement officer can only be of a benefit to the City of Winnipeg and its citizens for a safer and prosperous community.

**APPENDIX E**

**WRITTEN SUBMISSION FROM BARRY W. COLBY**

**Received September 2015**

As a member of the Restorative Justice Committee (SPCW), I have been given an opportunity for my input as a individual and citizen.

After reading the strategic plan,I was left with the impression of ... So What! Is there any difference?

Upon reflection, what I was reading appears more as a pubic [sic] relations exercise. It gives the impression progressive and active change while maintaining similar content.

How do the seven questions reflect public needs, values and expectations?

It appears priority changes are apparent for policy, public safety and crime prevention because of a lot of content changes. While this suggests changes and continuous improvement, this appears to me a continuation of the status quo.

At the mayor's summit, I heard comments about "white privilege." White privilege in societies is viewed w.r.t. Wealth and an abundance of money. Money is power, influence and victimization. Victimization is directly related to power. It's more accurate to state, lack of power or influence. Hence, it is of no surprise people with victimization issues and problems often have financial issues as well. It' about value for money. If one has no money then They have no value or voice. Since they are considered of no value to society they are seen as a cost and burden to society.

I believe a considerable opportunity exists but the issue needs recognition. Progress appears in process. My interest is that I bring quality to life.

A bit more at: <http://asq.org/world-quality-month/shared-stories-2015.aspx>

I would like to suggest the wpb theme consider ... The Quality of each and every life for the quality of life for all our lives.

Respectfully submitted,  
Barry W. Colby

**APPENDIX F**

**WRITTEN SUBMISSION FROM MOTHERS AGAINST DRUNK DRIVING (MADD) WINNIPEG**

**Received October 2015**

*Note: MADD Winnipeg appended a report, “Call 911 Programs for Reporting Suspected Impaired Driving,” to its written submission. The report is available on MADD Canada’s [website](#).*





*"to stop impaired driving and to support victims and survivors of this violent crime"*

October 1, 2015

Dear Councillor Gillingham & Winnipeg Police Board,

Thank you so much for the invitation to provide feedback on the WPS Strategic Plan 2015-2019.

As a fellow stakeholder in road safety "A Culture of Safety for All" is something that MADD Winnipeg strives for in partnership with the Winnipeg Police Service. MADD Canada's RID (Report Impaired Driving) 911 programs encourage the public to report suspected impaired drivers to police. If you would allow me to follow the strategic plan, I would like to provide an evidence based outline how MADD Canada's RID 911 program is a perfect fit to meet the identified goals. Provincially, Brandon, Thompson and Portage la Prairie have successfully implemented this program with stellar results. We are currently working on starting the RID 911 process in the Eastman district.

- **Goal 1 - Less Crime and Victimization:** We applaud the WPS strategic plan outlining traffic safety targets as reducing impaired and distracted driving by 25% and that 33% of patrol time spent on proactive policing by 2019. Where in effect, RID 911 has proven impaired driving charges and roadside license suspensions increase between 30% and 80%. This allows police to be proactive in preventing impaired driving crashes by intercepting impaired drivers before a crash occurs. A study in Edmonton revealed that RID 911 calls resulted in over 50% leading to some sort of police attention including a wide range of traffic and other criminal offences.
- **Goal 2 - Engaged communities:** The smart policing initiative encourages that community safety will require enhanced engagement of the entire community. The RID 911 program does exactly that. Through education via media, advertising and community forums; the public becomes empowered and understands that their participation is an integral part of the success of RID 911. They become additional eyes and ears on the street. The signage makes the public aware that it is appropriate to call police when high-risk driving behavior is identified. In partnership with MADD, MPI, MLLC and the City of Winnipeg, the WPS would become effective allies in civic road safety also making the programs cost efficient.
- **Goal 3- Effective and Efficient Service:** "Ensure the right people are in the right jobs in the right number" MADD has compiled statistics that 85% of 911 calls regarding suspected impaired drivers occur between 3 pm to 6 am and 70% are made Friday, Saturday, Sunday and Monday. It is **crucial** that there be adequate traffic enforcement at these critical times. I would seem to us that it would be a much more efficient use of resources to prevent an impaired driving crash than to attend one and deal with the carnage.
- **Goal 4 - A Healthy Organization:** As the number Criminal Cause of Death in Canada, each day four Canadians are killed and 175 are injured in impairment (by drugs and/or alcohol) related crashes. That means that countless first responders, often law enforcement officers, are subject to the horror of seeing innocent victims violently mutilated by a collision that was 100% preventable. This puts all officers at risk for PTSD and other forms of emotional trauma leading to increased absenteeism and physical ailments that further taxes resources.

We would again, like to thank you for considering our input. We also would be happy to meet with or make a presentation to the Winnipeg Police Board regarding RID 911 Programs anytime. We are attaching MADD Canada's *Components of an Effective Call 911 Program* and *PRIE's Call 911 Programs for Reporting Suspected Impaired Driving (2014)*.

Kind Regards,

Melody Bodnarchuk  
MADD Winnipeg Chapter President  
Cell: (204) 782-2515

See an Impaired Driver? Make the call! **Report Impaired Driving, CALL 911** – you could save a life! **Support RID 911**

◦ 202A - 254 Edmonton Street. ◦ Winnipeg, Manitoba R3C 3Y4 ◦ [www.maddchapters.ca/winnipeg](http://www.maddchapters.ca/winnipeg) ◦

◦ Voicemail: (204) 896-MADD (6233) ◦ Email: [maddwinnipeg@shaw.ca](mailto:maddwinnipeg@shaw.ca) ◦



Canadian Charity Registration #13907 2060 RR0001

**Report  
impaired  
drivers**

**Pull Over—Call 911**



Manitoba  
Public Insurance

**Report  
Impaired  
Drivers**

**Pull Over—Call 911**



Manitoba  
Public Insurance



# Components of an Effective Call 911 Program

---

**madd** 

**Saving Lives, Supporting Victims  
Sauver des vies. Aider les victimes.**

## Impaired Driving in Manitoba

Year	Impairment-Related Crash Deaths		Impairment-Related Crash Deaths Per 100,000 Pop.	
	Number	As % of total prov. crash deaths	Manitoba	Canada
2000	55	41%	4.79	3.83
2001	47	40%	4.11	3.91
2002	53	43%	4.57	3.70
2003	57	48%	4.91	3.97
2004	55	47%	4.69	3.62
2005	43	36%	3.64	3.75
2006	70	49%	5.95	3.92
2007	62	49%	5.16	3.76
2008	69	69%	5.75	3.49
2009	59	54%	4.86	3.18
2010	53	54%	4.29	3.17

# Call 911 Programs to Report Suspected Impaired Drivers

Call 911 programs encourage the public to report suspected impaired drivers to police.

Results have shown that a 911 program to report suspected impaired drivers is a low-cost community program which is effective at taking impaired drivers off the roads.

- 911 calls to report suspected impaired drivers increase between 45% and 80% in the first year of implementation.
- Impaired driving charges and roadside licence suspensions increase between 30% and 80%.
- Between 35% and 45% of vehicles intercepted by police are charged with an impaired driving offence.
- In 12% to 38% of 911 calls, there is enough information to know who the vehicle owner is, even if the vehicle is not intercepted by police.
- 85% of 911 calls are made between 3:00 p.m. and 6:00 a.m.
- 70% of 911 calls are made on Friday, Saturday, Sunday and Monday.

## 6 Key Components of an Effective 911 Program

1. Sufficient police and emergency call centre resources to respond to 911 calls .
2. Large, highly-visible signs encouraging people to call 911 if they suspect a driver is impaired.
3. Follow-up on non-intercepted vehicles reported as suspected impaired drivers.
4. Pre and post program launch data collection and analysis.
5. Public awareness and media efforts to promote the program and educate the public.
6. Community partnership with police, emergency call centres, traffic safety organizations, public health, insurance companies, municipalities and media.



## **Key Components of Effective Call 911 Program:**

### **Sufficient Police and Emergency Call Centre Resources**

#### **Police Enforcement**

- Support of Police Chief.
- Prepare for redeployment of resources.
- Respond to 911 calls for suspected impaired drivers.
- Follow-up with owners of vehicles reported but not intercepted.
- Promotion of program (media releases).
- Recording and compiling statistical data on the 911 program.

#### **Emergency Call Centres**

- Ability to handle increase in 911 calls, particularly on evenings and weekends.
- Ensure collection of sufficient information for successful police interception.
- Dispatch calls to police.
- Monitor calls for quality, direction of travel, day and time of call.

## Key Components of Effective Call 911 Program:

### Signage

- Focus on calling 911.
- Large, signage.
- High visibility.
- Clear meaning (wording and graphics).
- Key locations as determined by police (traffic data).



## **Key Components of Effective Call 911 Program:**

### **Follow-Up on Non-Intercepted Drivers**

- Approximately 30% of 911 calls to report suspected impaired drivers are not intercepted by police.
- For any vehicle that is not intercepted, a letter should be sent to the registered owner within 7 days of the 911 call.

#### **Data from the Saint John, New Brunswick:**

- 25% of the non-intercepted vehicles are reported in another 911 call within 30 days
- Of their alcohol-related deaths and injuries, over 40% of the vehicles involved in these crashes had been reported in a 911 call from the public
- This data shows there is a need for police to track the non-intercepted vehicles and consider having a personal visit to the vehicle owner rather than sending another letter



## **Key Components of Effective Call 911 Program:**

### **Follow-Up on Non-Intercepted Drivers - Sample Letter**

#### **THIS IS A NOTICE ONLY**

#### **RE: Motor Vehicle Licence No:**

Dear Sir/Madam:

A citizen has reported that on <YEAR><MONTH><DAY> at about <START TIME>, a vehicle bearing licence plate number <PLATE> was observed in the area of <STREET>. In the citizen's opinion, the vehicle was not being driven in a safe and lawful manner. This raises the possibility that the driver may have been driving after using drugs or alcohol.

Motor Vehicle Branch records indicate that you are the registered owner of the vehicle. Under provincial law, the owner of a vehicle is legally responsible for any offences committed with the vehicle while it is being operated with the owner's knowledge and consent.

As you may be aware from newspaper accounts and other media reports, drug-impaired driving is on the rise, and driving while under the influence of alcohol continues to be a major and preventable cause of fatal crashes. <<POLICE DEPARTMENT NAME>> encourages members of the public to call 911 to report suspected impaired drivers in a program called <<PROGRAM NAME>>. These calls from the public assist us in taking more impaired drivers off our roads.

This letter is mailed to you for information purposes only and you do not have to respond. We want to thank you for your attention to this notice. Together, we can improve public safety on our roads.

If you have any questions or concerns, please feel free to contact <<CONTACT NAME>> of the <<POLICE DEPARTMENT NAME>> at <<PHONE NUMBER>>.

Yours truly,

<<NAME>>

<<POLICE DEPARTMENT NAME>>

## **Key Components of Effective Call 911 Program:**

### ***Pre and Post Program Launch Data Collection***

- Number of calls to report a suspected impaired driver (including day and time).
- Number of intercepts.
- Number of *Criminal Code* charges and provincial sanctions result from 911 calls.
- Number of alcohol-related crashes, fatalities and injuries.
- Follow-up on non-intercepted vehicles.

## ***Data Sample from Camrose, Alberta – Oct. 2010 to May 2011***

<b>Total 911 Calls</b>	192
<b>% of Total 911 Calls</b>	52.6%
<b># of Vehicles Intercepted</b>	101
<b>% of Vehicles Intercepted</b>	33.7%
<b># of Impaired Charges and Roadside Licence Suspensions</b>	34
<b>Letters/Calls to Vehicle Owners</b>	23
<b>% of Letters/Calls for 911 Calls</b>	12%
<b>No Interceptions</b>	67
<b>Non-interception Rate for Total Calls</b>	34.9%

## *Data Sample from Camrose, Alberta – Oct. 2010 to May 2011*

<b>Calls Made by Day of Week</b>		
<b>Day</b>	<b>Calls</b>	<b>% of Total Calls</b>
Monday	31	16.1%
Tuesday	20	10.4%
Wednesday	15	7.8%
Thursday	20	10.4%
Friday	28	14.6%
Saturday	40	20.8%
Sunday	33	17.2
<b>Total</b>	<b>187</b>	<b>97.3%</b>

<b>Calls Made by Time of Day</b>		
<b>Time</b>	<b>Calls</b>	<b>% of Total Calls</b>
00:00 – 02:59	30	15.6%
03:00 – 05:59	20	10.4%
06:00 – 08:59	2	1%
09:00 – 11:59	12	6.3%
12:00 – 14:59	14	7.3%
15:00 – 17:59	28	14.6%
18:00 – 20:59	34	17.7%
21:00 – 23:59	52	27.1%
<b>Total</b>	<b>192</b>	<b>100%</b>

## *Data Sample from Edmonton, Alberta – 2007 - 2010*

Year	2007	2008	2009	2010
<b>Total 911 Calls</b>	8,425	9,425	9,201	9,229
<b>Number of Vehicles Intercepted</b>	2,587	2,825	2,710	3,392
<b>% of Total 911 Calls</b>	30.7%	30%	29.5%	36.8%
<b>Number of Impaired Charges and Roadside Licence Suspensions</b>	995	1,245	1,209	1,174
<b>% of Vehicles Intercepted</b>	38.5%	44.19%	44.6%	34.6%
<b>Number of Letters Sent to Vehicle Owners</b>	2,406	1,728	1,791	1,192
<b>% of Letters Sent for 911 Calls</b>	28.6%	18.3%	19.5%	12.9%
<b>No Interceptions</b>	3,342	4,872	4,700	4,645
<b>Non-interception Rate for Total Calls</b>	40.7%	51.7%	51.1%	50.3%

## Key Components of Effective Call 911 Program:

### **Public Awareness and Media Efforts**

- Media campaigns by community partners to promote program to the public.
- Community partners raise funds for 911 signage.
- Incorporate the 911 program message into other media campaigns about impaired driving.
- Police press releases when a 911 call results in an impaired driving charge.
- Educate the public on signs of an impaired driver; safety tips for calling in to report a suspected impaired driver; the most crucial information that should be reported to police to help them locate and intercept the vehicle.
- Print, radio and television public service announcements promoting the Call 911 program



<p><b>10 POSSIBLE SIGNS OF AN IMPAIRED DRIVER</b></p> <ol style="list-style-type: none"><li>1. Driving unreasonably fast, slow or at an inconsistent speed</li><li>2. Drifting in and out of lanes</li><li>3. Tailgating and changing lanes frequently</li><li>4. Making exceptionally wide turns</li><li>5. Changing lanes or passing without sufficient clearance</li><li>6. Overshooting or stopping well before stop signs or stop lights</li><li>7. Disregarding signals and lights</li><li>8. Approaching signals or leaving intersections too quickly or slowly</li><li>9. Driving without headlights, failing to lower high beams or leaving turn signals on</li><li>10. Driving with windows open in cold or inclement weather</li></ol>	<p><b>INFORMATION TO PROVIDE WHEN CALLING 911</b></p> <ul style="list-style-type: none"><li>- Your location</li><li>- Vehicle description – licence plate number, and colour,</li><li>make and model of the vehicle</li><li>- Direction of travel for the vehicle</li><li>- Description of driver</li></ul> <p><b>madd</b> <b>MADD Campaign 911</b> Saving Lives, Supporting Victims <a href="http://www.madd.ca">www.madd.ca</a></p>
---	---

## Key Components of Effective Call 911 Program:

### **Public Awareness and Media Efforts**

**NEWS LOCAL**

#### **911 call leads to impaired driver**

Petrolia Topic Staff  
Monday, October 1, 2012 1:11:42 EDT PM

### **MEDIA RELEASE**

*South Simcoe Police Service 2137 Innisfil Beach Road, Innisfil Ontario L9S 1A2*



**For Immediate Release**

**Date:** Jul 30, 2008

2008-10657

Impaired Care and Control / Over 80 mgs

An impaired driver in Bradford learned the value of the "SAFE ROADS...IT'S YOUR CALL" program as his driving were reported by members of the public to police and he was apprehended and charged with impaired care and control of a motor vehicle. The participation of the public in reporting possible impaired drivers by calling 9-1-1 continues to show results.

On Tuesday 29 July at about 11:20 am a possible impaired driver was observed by a citizen operating his motor vehicle in Bradford. The citizen notified police who located the vehicle and arrested the driver for impaired care and control. The driver, a 56 year old Bradford male was arrested and taken to the South Simcoe Police South Division. Further investigation of this male lead to an additional charge of having over 80 milligrams of alcohol in his blood. The male is due to appear in Bradford court in September.

The policing community, MADD, County of Simcoe and RIDE24/7 continue to encourage the public to call 9-1-1 when they suspect an impaired driver is occupying our streets. The continued support of the public will make our streets safer for all who share them.

## Brandon, Manitoba

### Report Impaired Driving Program

Partnership with Brandon Police Services, MPI, MLCC and MADD Canada

Results from 1<sup>st</sup> year: March 2011 – February 2012:

- **47% increase in calls to report a suspected impaired driver** (911 calls and general police line).
- **Intercept rate increased by 79%**; overall interception rate of all calls = 28%.
- **28.6% of intercepts led to impaired driving charge or roadside suspension .**
- **Total impaired driving charges/roadside suspensions from citizen calls increased by 48.4%** (most were *Criminal Code* charges).
- Police sent out 114 letters to vehicles owners.





**madd** 

**Saving Lives, Supporting Victims  
Sauver des vies. Aider les victimes.**

**Andrew Murie  
Chief Executive Officer  
Tel: 1-800-665-6233, ext. 224  
Email: [amurie@madd.ca](mailto:amurie@madd.ca)**

**APPENDIX G**

**WRITTEN SUBMISSION FROM COUNCILLOR MATT ALLARD**

**Received October 2015**

# Matt Allard

City Councillor for/Conseiller de ville pour  
St. Boniface



204-396-INFO(4636) [www.mattallard.ca](http://www.mattallard.ca) [mattallard@winnipeg.ca](mailto:mattallard@winnipeg.ca)

October 2, 2015

To the Winnipeg Police Board:

Further to the September 14 meeting of the Policy Committee on Protection and Community Services, this submission to the Winnipeg Police Board strategic planning process is a followup to a motion (item 10) passed at that committee for consideration by the Winnipeg Police Board.

The Winnipeg Police Board strategic plan identifies less crime and victimization as its first priority. More should be done to address public safety aboard public transit, which should be considered in the realization of this priority. Safety for transit drivers and the transit riding public should be improved.

Assaults on transit drivers continue to be an problem. Members of the transit riding public have expressed concerns on many occasions about safety while using Winnipeg Transits' services. The mandate of Winnipeg Transit drivers is not to enforce the law, it is to drive buses. Further, they do not possess the tools or training to engage in situations including violent confrontation.

The Winnipeg Police `Smart Policing Initiative` has shown results by adopting a coordinated, comprehensive, evidence based strategy, such as in the 80% reduction in auto-theft crime. Similar results should be sought to reduce crime and victimization on buses.

This submission seeks to inform the Winnipeg Police Strategic plan in asking the Winnipeg Police Service to consider solutions to reduce crime and victimization of transit drivers and the public on City of Winnipeg Buses.

Matt Allard

City Councillor for St. Boniface

Member of the Policy Committee on Protection and Community Services