



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee *TO PW & T - MARCH 7, 2001*  
 FROM: Gordon Chan, P. Eng. *DATE: February 22, 2001*  
 Manager, Transportation *FILE: 6450-01*

**RE: CO-ORDINATED ENFORCEMENT AND TRAFFIC MANAGEMENT STRATEGIES TO DISCOURAGE STREET RACING AND DRAG RACING**

STAFF RECOMMENDATION

1. That staff work with the RCMP through the newly established Lower Mainland Task Force on Street Racing to develop strategies and techniques to discourage street racing.
2. That the use of various traffic calming measures, as described in the attached report, be endorsed as one of the engineering strategies to deter organized illegal drag racing at locations known for the activity.
3. That the immediate implementation of the recommended traffic calming measures, as outlined in the attached report, be endorsed at the following locations to address existing illegal drag racing occurrences:
  - (a) Hammersmith Way (Riverside Industrial Park) south of Hammersmith Gate at an estimated cost of \$6,500; and
  - (b) Graybar Road (Fraserwood Industrial Park) at an estimated cost of \$6,500.
4. That the source of funding for the proposed traffic calming measures presented in Recommendation 3 be the 2000 Minor Capital Works Program for Traffic Improvements.
5. That staff continue to monitor the impact of the proposed traffic calming measures on general traffic conditions and their effectiveness in discouraging illegal drag racing in the two industrial areas.
6. That staff be directed to report back to Council on the effectiveness of the proposed traffic calming measures and on the strategies developed as a result of Recommendation 1 to discourage illegal street racing in the City.

*Gordon Chan*  
 Gordon Chan, P. Eng.  
 Manager, Transportation  
 Att. 1

*A.R. Speevak*  
 A.R. Speevak (Insp.)  
 Acting OIC Richmond Detachment

FOR ORIGINATING DIVISION USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Fire & Rescue .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	David McLellan <i>Chuck Gale</i>
		Chuck Gale

## STAFF REPORT

### ORIGIN

This report responds to the concerns raised regarding illegal street racing and drag racing activities in the City.

#### Street Racing

At the November 15, 2000 General Purposes Committee meeting, the RCMP was asked to provide information regarding the strategies being developed and/or in use to deter street racing in Richmond.

#### Drag Racing

At the May 11, 1998 Regular Council meeting, Council endorsed the implementation of traffic calming measures on Hammersmith Way in the Riverside Industrial Park to discourage the use of the roadway for illegal drag races. Staff were directed to monitor the impact of these measures and report back to Council if further action was necessary. Following the endorsement by Council, a number of traffic calming measures were implemented on Hammersmith Way north of Hammersmith Gate in the Riverside industrial area. Since that time, the RCMP has reported that illegal drag racing is now taking place on Hammersmith Way in the section south of Hammersmith Gate. In addition, the City has received a number of complaints over the past year from the RCMP and Farrell Estates, the property management company for the Fraserwood Industrial Park, regarding illegal drag racing on Graybar Road and requesting that action be taken to address the problem.

This report outlines the on-going activities of the RCMP to discourage street racing and recommends that staff work with RCMP through the newly established Lower Mainland Task Force on Street Racing to identify and develop further strategies and techniques to discourage street racing. This report also discusses the use of traffic calming measures to deter illegal drag racing at known locations in the City and recommends specific measures to address the existing illegal drag racing problems in the Riverside and Fraserwood Industrial Parks.

### ANALYSIS

#### **1. Strategies to Deter Street Racing**

Street racing generally refers to a spontaneous high-speed race of no fixed length between vehicles along public streets where other vehicles are either present or likely to be encountered. The existing local and regional RCMP activities aimed at deterring street racing are described below and a staff recommendation is provided with respect to joint City and RCMP efforts to discourage street racing in Richmond.

##### 1.1 Richmond RCMP Activities

Currently, Richmond RCMP members employ a number of strategies and techniques to deter street racing in the City.

#### Targeting of Altered Vehicles

As street racers tend to operate vehicles that have been modified or altered, RCMP officers target vehicles displaying the following characteristics:

- lowered suspensions;
- different colour headlamps or other unauthorized lamps;

- modified exhaust systems; and/or
- tinted windows.

These vehicles are issued Notices and Orders for Inspection at a testing station to ensure that the vehicle meets factory standards. If warranted, charges are issued along with the Notice and Order for Inspection.

#### Review of Driver's Privileges

If a driver is caught racing, criminal charges or provincial charges are processed and the RCMP officers also recommend to the Licensing Branch of ICBC that a review of the driver's privileges be conducted. This action has proven effective, as the Licensing Branch has suspended driving privileges for up to a one-year period.

#### 1.2 RCMP Lower Mainland Task Force on Street Racing

The newly formed Lower Mainland Task Force on Street Racing, established on January 8, 2001, is a provincial RCMP initiative under the direction of the Officer in Charge of Traffic for British Columbia. A Senior Reconstructionist for the province is the project leader and each detachment in the Lower Mainland, including the Deas Island and Port Mann Freeway Patrols, has supplied a member and a police vehicle to the Task Force. The creation of the Task Force provides a pool of regional officers who can respond in a concerted manner to incidents of street racing. The Task Force has held a number of meetings to gather intelligence from among the various detachments and municipal departments and develop a joint operational plan involving co-ordinated enforcement in areas known for street racing in the Lower Mainland.

It is recommended that staff work with local RCMP and, through Richmond RCMP, with the Lower Mainland Task Force on Street Racing, to support RCMP activities aimed at discouraging street racing in the City and throughout the Lower Mainland.

## **2. Strategies to Deter Illegal Drag Racing**

Illegal drag racing generally occurs over a short section of a wide, straight local road with relatively low levels of traffic volumes as opposed to an arterial road with high traffic volumes. Moreover, the activity tends to be an organized event that recurs at a few select locations as opposed to random occurrences at numerous locations. These characteristics render traffic engineering techniques, particularly traffic calming measures, an effective and cost-efficient means of deterring illegal drag racing as they can be targeted to the specific locations known for the activity.

Traffic calming is a traffic management tool aimed at limiting travel speed by introducing physical roadway geometric changes at selected locations. These changes involve the modification of selected travel portions of the roadway so that it no longer offers conditions that are favourable to excessive driving speeds and yet does not compromise the roadway's function of facilitating regular traffic movements. Examples of traffic calming devices include speed humps, rumble strips, raised centre medians, curb bulges, and traffic circles.

It is recommended that the use of traffic calming measures continued to be endorsed as one of the traffic engineering strategies to deter illegal drag racing at selected locations known for the activity. Staff and RCMP have found that the existing application of traffic calming measures on roadways known for drag racing (e.g., Grauer Road and Hammersmith Way north of Hammersmith Gate) have been effective in deterring illegal racing activities.

### **3. Use of Traffic Calming Measures to Deter Illegal Drag Racing at Known Locations**

The Riverside and Fraserwood Industrial Parks have been identified as two locations known for illegal drag racing activity. The existing conditions of the roadways are described below along with the traffic calming measures proposed to address the issue.

#### **3.1 Hammersmith Way – Existing Conditions**

Following endorsement by Council in May 1998, a number of traffic calming measures were implemented on Hammersmith Way north of Hammersmith Gate in the Riverside Industrial Area. These measures included a combination of curb extensions and raised centre median to narrow the travel portion of the road. The designs incorporated the installation of concrete curb on top of the existing pavement with raised pavement markers, hazard marker signs and advance warning signs to alert drivers to the presence of narrow pavement ahead.

Subsequent traffic monitoring activities indicate that the traffic calming measures have effectively discouraged drag racing on Hammersmith Way north of Hammersmith Gate. However, the RCMP report that over the last year illegal drag racing is now taking place on the section of Hammersmith Way south of Hammersmith Gate.

#### **3.2 Graybar Road – Existing Conditions**

Graybar Road is a wide, straight and well-illuminated road in the Fraserwood Industrial Park. The existing pavement is 12 metres wide and the portion of the road between Westminster Highway and the south dike is in excess of 600 metres in length. There is very little on-street parking and little vehicle traffic in the evenings. Local business parking lots and grass boulevards on either side of the street provide spectators with a place to park and watch the illegal drag races that occur regularly during the evening hours. Enforcement is difficult because the surrounding streets provide close access to Highway 91 should RCMP presence be observed. The roadway conditions here are very similar to those on Hammersmith Way north of Hammersmith Gate prior to the installation of the traffic calming measures at that location.

#### **3.3 Recommended Traffic Calming Measures for Hammersmith Way and Graybar Road**

The installation of a combination of curb extensions and raised centre median, as is currently in place on Hammersmith Way north of Hammersmith Gate, is proposed for both Hammersmith Way and Graybar Road to narrow the travel portion of each road. This measure involves the installation of concrete bullnose curbs placed directly on top of the existing pavement to form the curb bulges and raised median. Appropriate directional marker signage would be installed and advance warning signage would alert drivers to the presence of the traffic calming measures.

Attachment 1 depicts the general layout of the traffic calming devices and indicates their proposed locations. The traffic calming measures on Hammersmith Way will be placed 90 metres south of Hammersmith Gate. The traffic calming measures on Graybar Road will be placed at a location to be determined in consultation with business owners and operators in the area.

## FINANCIAL IMPACT

The cost of the installation of traffic calming measures on Hammersmith Way and Graybar Road is estimated to be \$13,000. The funding source for this work will be the 2000 Minor Capital Account 1501-40-000-TRAF-45100.

Existing applications of this type of traffic calming measures in the City have proved very effective in discouraging drag racing and have also resulted in significant operating cost savings. Before the traffic calming measures were installed, significant RCMP and staff time was required to attend to drag racing activities in the areas. The cost savings result from the decrease in RCMP speed and other traffic violation enforcement and the dispatching of City water trucks to wet down the roadway.

## CONCLUSION

Street racing is a random event that can occur at numerous locations and can often cross municipal boundaries. Accordingly, the Lower Mainland Task Force on Street Racing, a provincial RCMP initiative, has been established with representation from all Lower Mainland RCMP Detachments. It is recommended that staff work with Richmond RCMP to support its on-going local activities and its participation on the Task Force to develop strategies and techniques to deter street racing in Richmond and the Lower Mainland.

The recurrence of organized illegal drag racing at two known locations requires a permanent solution. Enforcement by the RCMP, while effective, cannot be maintained every Friday or Saturday night when drag racing activities take place. Traffic calming measures are an effective and cost-efficient engineering strategy to deter illegal drag racing. Staff and RCMP have concluded that existing traffic calming measures on Grauer Road and Hammersmith Way north of Hammersmith Gate have been effective in addressing the drag racing issue.

The traffic calming measures proposed for Graybar Road and Hammersmith Way south of Hammersmith Gate are designed to remove conditions favourable for drag racing. Transportation staff and the RCMP will continue to monitor traffic conditions at the two proposed locations and will advise Council of the effectiveness of the traffic calming measures in a future report.

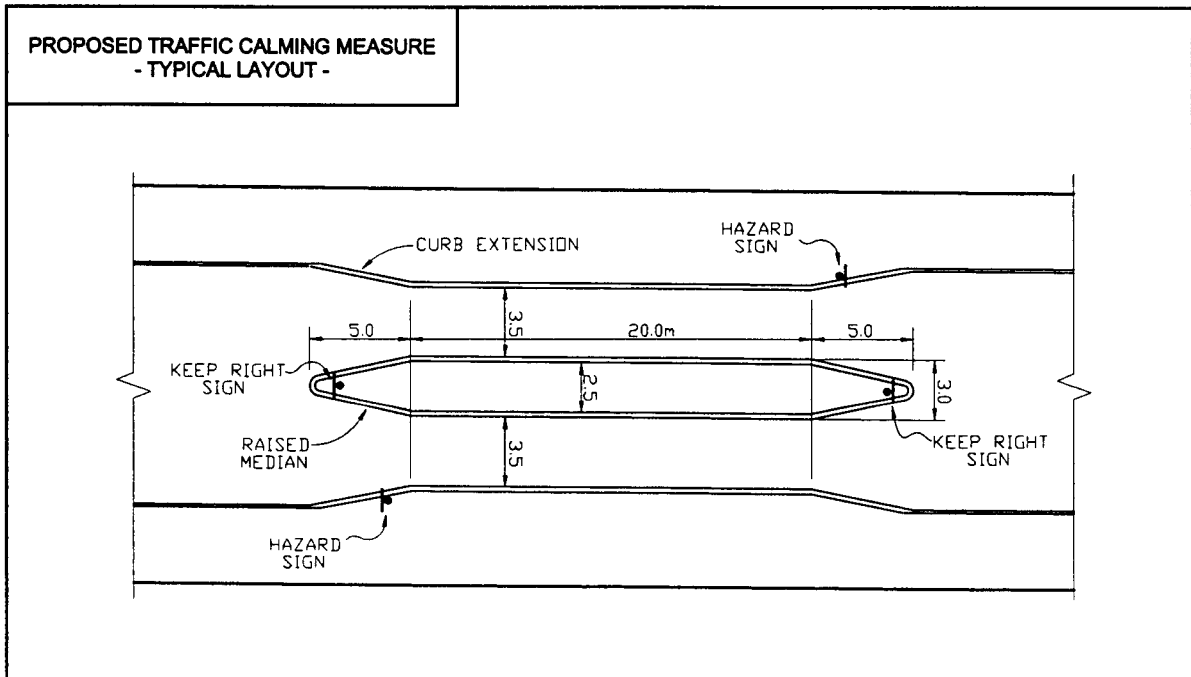
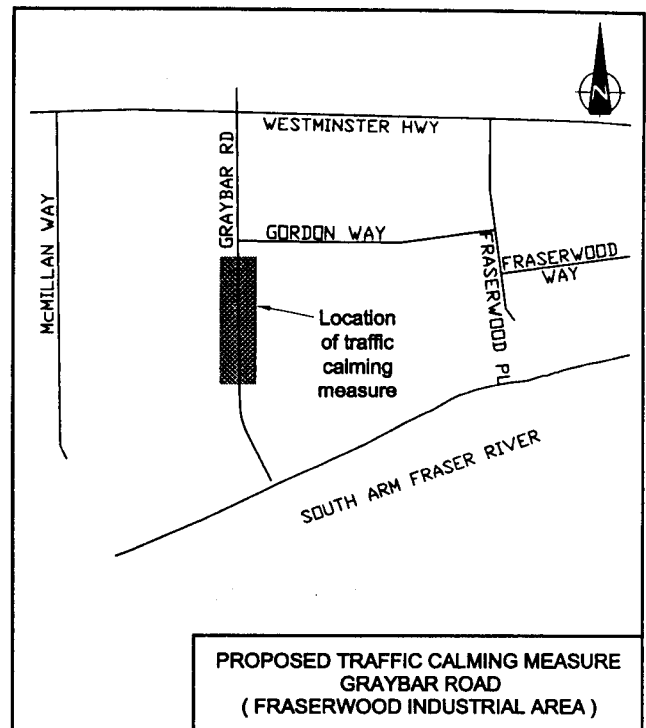
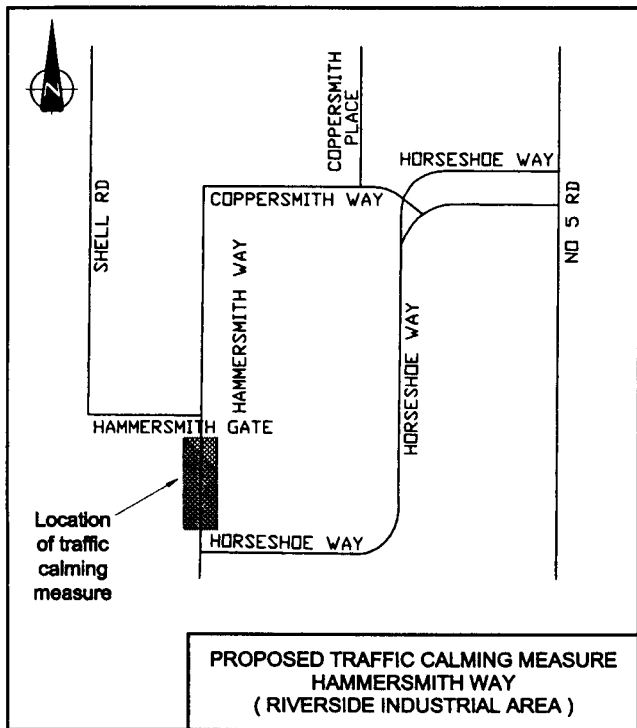


*for* Robert Gilchrist  
Traffic Technician II

RBG:ice



Joan Caravan  
Transportation Planner



**City of  
Richmond**

6911 No. 3 Road Richmond B.C. V6Y 2C1

**TITLE:** Traffic Calming Measures  
Proposed Locations and Typical Layout  
( Hammersmith Way and Graybar Road )

<b>DESIGN:</b>		
<b>DRAWN:</b> TS	DWG No. TC-GRAYHAMR.DWG	
<b>CHECKED:</b>	SCALE: NTS	DATE: FEB.23/01
<b>ENGINEER:</b>	SEC. No.	SHT. No. 1