



City of Richmond

Report to Committee

To: Public Works and Transportation Committee *To Public Works + Transportation - Apr. 17/02*
From: Gordon Chan, P. Eng. **Date:** April 3, 2002
 Director, Transportation **File:** 6450-01
Re: **POTENTIAL MEASURES TO DISCOURAGE STREET RACING**

Staff Recommendation

1. That Richmond RCMP and Transportation staff work jointly with other external agencies to further assess the merits and effectiveness of the various measures identified in the attached report to address street racing and report back on the results of the assessment.
2. That Richmond RCMP and Transportation staff review the feedback obtained at the public forum on street racing to be held April 9, 2002 and incorporate any identified feasible measures into the follow-up staff report identified in Recommendation 1.

Sgt. Ron Hobbs
N.C.O. I/C Traffic Section, Richmond RCMP

Gordon Chan, P. Eng.
Director, Transportation

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Staff Report

Origin

At the regular Council meeting held March 12, 2001, Council endorsed a series of traffic calming measures to address drag racing in known industrial areas and directed staff to work with Richmond RCMP to develop and report back on strategies and techniques to discourage street racing in the city. This report identifies a number of potential engineering, education and enforcement measures to curb street racing and recommends that staff further investigate the effectiveness of the proposed measures and report back on a preferred package of strategies.

Analysis

1. Engineering Measures

Upon the identification of known road racing corridors in the city, such as Cambie Road and Alderbridge Way, a number of engineering measures, in terms of road and traffic infrastructure changes, are possible to remove conditions that are favourable to road racing. Possible options that may deter street racing are listed below along with their advantages and disadvantages. The list provided below represents a possible “toolbox” of road and traffic engineering measures; more detailed analysis is required on each of these techniques before specific applications can be recommended.

1.1 Traffic Signal Modifications

- Signal Operations – review implementation of various late night signal operation strategies in corridors where street racing is a concern. Different signal operation strategies could reduce the occurrence of green lights along road racing corridors, which may reduce the number of high-speed vehicles. However, general traffic would be delayed.

1.2 “Detector Loops” at Intersections as Speed Monitoring Devices

- Speed Detection – install vehicle detector loops and equipment to monitor 24-hour vehicle speeds at strategic locations. Compiled speed and time related data could be used for targeted location enforcement by RCMP as well signals engineering work. The effectiveness of this measure is limited as it can only be used as a monitoring tool and the establishment of numerous speed monitoring stations could be costly.

1.3 Signage

- New Signage – install anti-street racing signs along known corridors and/or at entry points to the city. Signage such as “Road Racing Kills” or “Regulations Strictly Enforced” would increase driver awareness but may only have a short-term effect.
- Speed Limit Signage – increase the number of speed limit signs along road racing corridors. More signs would reinforce driver awareness of the maximum allowable speed limit but would add to traffic sign proliferation that in turn may lead to general complacency, disrespect and disregard for signs.

- Sign Material – change the existing speed limit sign material to “diamond grade,” which uses a highly reflective material for increased reflectivity and visibility of the signs. However, this change may make other traffic signs with regular reflective material less effective.

1.4 Video Monitoring

- Video Cameras – install video cameras to monitor intersections and identify road racers. Reviews of the tapes can identify racers for follow-up enforcement by Richmond RCMP but this measure may require significant personnel resources and may have legal implications.

1.5 Roadway Changes

- Block Curb Lane – remove the curb lane for through traffic after midnight by placing a physical barrier in the lane, such as a parked car with anti-road racing markings on it. The lack of a clear curb lane will discourage side-by-side races between vehicles. Conversely, a car parked where one is not normally expected may lead to increased rear-end and/or side swipe crashes. Care must be taken to ensure that any physical barriers do not add hazard.
- Physical Changes – implement physical changes to the roadway such as traffic calming measures, raised intersections, different surface treatments (e.g., rumble strips, pressed asphalt), and staggered stop bar locations at intersections. Physical changes to the roadway limit travel speeds while staggered stop bars would prevent vehicles from lining up side by side to stage a street race. However, some surface treatments may cause increased noise and vibration levels. Industry experience indicates that staggered stop bar locations are rarely adhered to even when there is a safety reason for them (e.g., allowance for adequate turning radii at left-turn bays). In addition, staggered stop bars would require the relocation of existing intersection vehicle detection loops.

Staff propose to report back on the feasibility and effectiveness of these and other engineering measures following further analysis of their merits and potential associated impacts on general traffic flows.

2. Education Measures

Education initiatives to raise awareness of the dangers of street racing and promote safe driving and/or alternative transportation could be implemented in co-ordination with various stakeholders, such as the Richmond RCMP, the Richmond School District and ICBC. Staff propose that the City work with external agencies to review the strategies identified below in order to develop a comprehensive education campaign and implementation plan.

2.1 Open Public Forum on Street Racing

A public forum on street racing organized by Richmond RCMP with the participation of various media, the City of Richmond, ICBC, Richmond School District and other stakeholders will be held on April 9, 2002 at Hugh Boyd Secondary School. The event is intended to educate the community on the dangers of road racing and generate public discussion and feedback on the issue. Staff will monitor the forum to identify any feasible strategies to discourage street racing.

(CAPP), which is a mandatory curriculum for all BC students in Grades 8 through 12. Per the provincial Ministry of Education, road safety is now a mandatory learning outcome within the CAPP. The resource kits are available for Grades 8, 9, 10, and 11/12. The Grades 8-10 packages touch on topics such as impairment, crash dynamics and auto crime. The Grades 11/12 kits deal with unsafe and risky behaviour as well as the personal effects of a crash on the individual and his/her family and friends.

- Public Speakers – ICBC offers a RoadSense Speakers Program for various events and school assemblies. The speakers use personal experience to teach their audiences about the risks and rewards of cars and driving.
- Resource Guide – the Autoplan Broker RoadSense Team has developed a resource guide for parents, “Navigating the Teen Driving Years,” which offers parents methods to encourage dialogue on road safety with teens as well as building a teen’s driving skills.
- Media Show – ICBC offers a DVD multimedia show, “Extreme. Not Stupid,” which is directed at youth and delivers strong road safety messages in a way they can relate to. The production includes discussions with young drivers and real life stories told by young people personally affected by crashes.
- CARS BC Program – CounterAttack and Road Safety (CARS) BC is an umbrella organization for BC secondary school CounterAttack teams. Funding from the Autoplan Broker RoadSense Team supports the youth clubs in the development and delivery of road safety messages, events and programs to other youth that are focused on reducing injuries and deaths from car crashes throughout BC.
- Fatal Vision Goggles – ICBC offers “Fatal Vision Goggles,” which are plastic goggles that mimic impairment levels of 0.08 and 0.17 blood alcohol content. Teaching and activity guides are included with the goggles.

2.3 Other Secondary School Initiatives

Additional education measures aimed at secondary school students that could be implemented by the City in co-operation with external agencies include the following potential initiatives.

- Road Safety Brochure – produce an anti-street racing brochure and co-ordinate its distribution to all secondary schools with school visits by RCMP School Liaison Officers to speak on the issue.
- Traffic Safety Event – initiate a city-wide Traffic Safety Week for secondary schools, similar to Traffic Safety Awareness Week for elementary schools, with the support and participation of Richmond RCMP, Richmond District Parents Association and ICBC.
- Transportation Choices – work with the Richmond School District to encourage and develop incentives for secondary students to travel to/from school using alternative transportation and to take transit at night rather than drive.

2.4 Other Education and Legislative Initiatives

The following additional potential education measures could be undertaken by the City to discourage street racing.

- Sales Regulations – establish business licence restrictions for automotive shops that sell aftermarket vehicle parts designed to increase a car’s speed whereby written permission from a

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The following additional potential education measures could be undertaken by the City to discourage street racing.

- Sales Regulations – establish business licence restrictions for automotive shops that sell aftermarket vehicle parts designed to increase a car's speed whereby written permission from a parent would be required if a customer was under a certain age. This initiative would require changes to provincial legislation.
- Monitoring – contact property management companies for hotels, shopping malls and post secondary institutions and encourage them to watch for and notify the RCMP of groups of drivers and cars congregating in their parking lots for possible staging of street racing activities.

3. Enforcement Measures

Staff propose that the City continue to work with and support existing and proposed Richmond RCMP activities aimed at discouraging street racing in the city and throughout the Lower Mainland.

3.1 Existing Strategies

Richmond RCMP are currently pursuing a number of strategies to curb street racing or aggressive driving in the city as described below.

- Targeted Enforcement – a partnership of Richmond RCMP, Deas Island Highway Patrol, Delta Police Department, ICBC Inspection Compliance Officers and Crime Watch volunteers identify locations where suspected street racing vehicles may gather and attend the locations to perform inspections of the vehicles for defects and compliance with factory standards. The Traffic Section has dedicated members of its team to this partnership and during Summer 2001, four drivers were charged with dangerous driving as a result of these activities.
- Traffic Calming – police work with the City to identify locations for the possible implementation of traffic calming measures to address illegal drag racing and other speeding concerns.
- Review of Drivers' Records – detachment members attend Mission Raceway to observe races and query the driving records of racers involved in the events. Individuals identified for consideration of driving prohibitions are forwarded for review by the Superintendent of Motor Vehicles.
- Increased Personnel – the Traffic Section has modified its shift schedule so that more members are working together on Friday and Saturday night shifts.
- Increased Education – Richmond RCMP have increased communications with and appearance on various media programs (e.g., Shaw Cable, Fairchild TV, Fairchild Radio) to discuss street racing. Richmond RCMP are promoting the message that drivers are accountable and that, in addition to aggressive enforcement, the police also need the co-operation of the public and parents to help address the issue.

3.2 New Initiatives

Richmond RCMP have identified the following additional initiatives to combat illegal road racing.

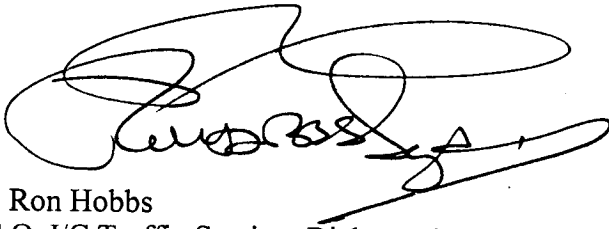
- Public Forum – as noted in Section 2.1 above, Richmond RCMP are organizing a public open forum to raise awareness of and discuss the issues of road racing and aggressive driving.
- Targeted Enforcement – the partnership with Deas Island Highway Patrol, Delta Police Department, ICBC Inspection Compliance Officers and Crime Watch volunteers will remain operative during 2002.
- Co-operation with Other Agencies – Richmond RCMP will continue to work with other RCMP detachments and municipal police departments in the Lower Mainland to collectively develop and implement strategies to discourage street racing.

Financial Impact

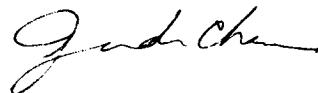
There is no financial impact to the City at this time.

Conclusion

A number of engineering, education and enforcement initiatives have been identified as potential strategies to deter street racing and aggressive driving. As some of the engineering measures may result in negative impacts to general traffic, staff propose that further investigation of these and other potential measures be undertaken to determine the merit and effectiveness of the mechanisms. Staff further propose that the City work with Richmond RCMP and other external agencies such as ICBC and the Richmond School District to support the development and implementation of a comprehensive education and enforcement campaign to discourage street racing.



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