CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Community Safety Committee **DATE: 01-04-26**

FROM: A.R. Speevak, Inspector
Acting OIC Richmond Detachment

RE: History of Photo Radar in the City of Richmond

STAFF RECOMMENDATION

That staff prepare a more comprehensive report that can be forwarded to other municipalities and the Provincial government on the photo radar program.

A.R. Speevak (Inspector)
Acting OIC Richmond Detachment

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

STAFF REPORT

ORIGIN

Photo Radar was introduced in the City of Richmond in the summer of 1996. It was reportedly a means to maximize enforcement capability thus leaving Richmond Detachment members free to take on other duties. Another main objective of the overall Photo Radar was to reduce traffic accidents within the City.

At the time of Photo Radar inception there were people who had concerns about the use of Photo Radar. Personnel from Photo Radar carried out demonstration sessions and provided statistical information from other countries that have used photo radar successfully. Due in part to those groups that opposed Photo Radar all Cities wishing photo radar had to indicate their support. The City of Richmond was one of the first municipalities that provided site locations.

Photo Radar requested three criteria for a site to become active when they first began in 1996. The sites had to be chosen to attempt to reduce accidents, assist police with areas that were not readily enforceable, or that were a public concern. All sites had to have the support of the City and the local police.

The following sites are presently active within this City, and following this report are graphs prepared by Photo Radar depicting accidents compared to vehicles speeding over the 85 percentile. The graphs indicate an overall reduction of accidents at photo radar locations.

1. No. 5 Road, north bound, ½ kilometer south of Cambie Road.
   Results: Cambie Road and No. 5 Road had been identified as a high accident/severe injury location. Accidents at this location were usually severe. Both accidents and speeds have dropped since Photo Radar's presence.

2. Knight Street (both north and sound bound near the Knight Street Bridge)
   Results: Knight Street Bridge was identified as a high speed location with numerous accidents.

3. Knight Street (both north and sound bound near Westminster Highway). A further attempt to slow traffic on Knight Street Bridge, but previously to 1996 there had been a number of serious collisions with sound bound vehicles travelling in excess and failing to negotiate the Westminster Highway intersection.
   Results: Some locations on Knight Street were discontinued as Photo Radar enforcement caused a change in driver attitude and the speeds decreased to below the factor 85 percentile. Serious collisions at the intersection of Westminster Highway all but disappeared.

4. River Road (two sites). Photo Radar was requested to work these locations due to a number of fatal accidents that have occurred over the last few years. Five people have

died and a number of people have been injured on River Road from No. 6 Road to Westminster Highway. These accidents have all been speed related.

Results: Since Photo Radar have been working the sites there has not been a fatal collision on this stretch of River Road.

5. No. 6 Road. This site directly affects the intersection of No. 6 Road and Bridgeport road. It was chosen as a result of citizen complaints and a request from a member of Council.

Results: Since the placement of Photo Radar citizen requests for service have dropped to none for the area. Speeds of cars, and in particular large trucks, have been reduced in this area so much that one of the two sites was cancelled.

We have since requested Photo Radar look at three new sites within the City. One site is on Garden City Road south bound just to the north of the intersection of Alderbridge Way. The sites were chosen due to accident levels, availability of site parking of the photo radar vans, and citizens requests for a higher level of enforcement. One site is on Garden City road south bound just to the north of the intersection of Alderbridge Way. The other two sites are on Steveston Highway both between No. 4 Road and Shell Road east bound.

The attached graphs give an indication of what effect Photo Radar has, and could have, on speeds and accidents in the City.

ANALYSIS

These data demonstrate the value of photo radar in Richmond. It may be important for Council to share these results with other municipalities and agencies, especially in view of the possible termination of the photo radar program by a future Provincial Government. Should the program be terminated without an equal alternative being provided, public safety could be adversely affected, as well as higher costs for policing, hospitalization, and trauma to the community.

CONCLUSION

Richmond is one of the few locations in the Province to be able to provide accident data for radar sites because of the municipal accident data base.

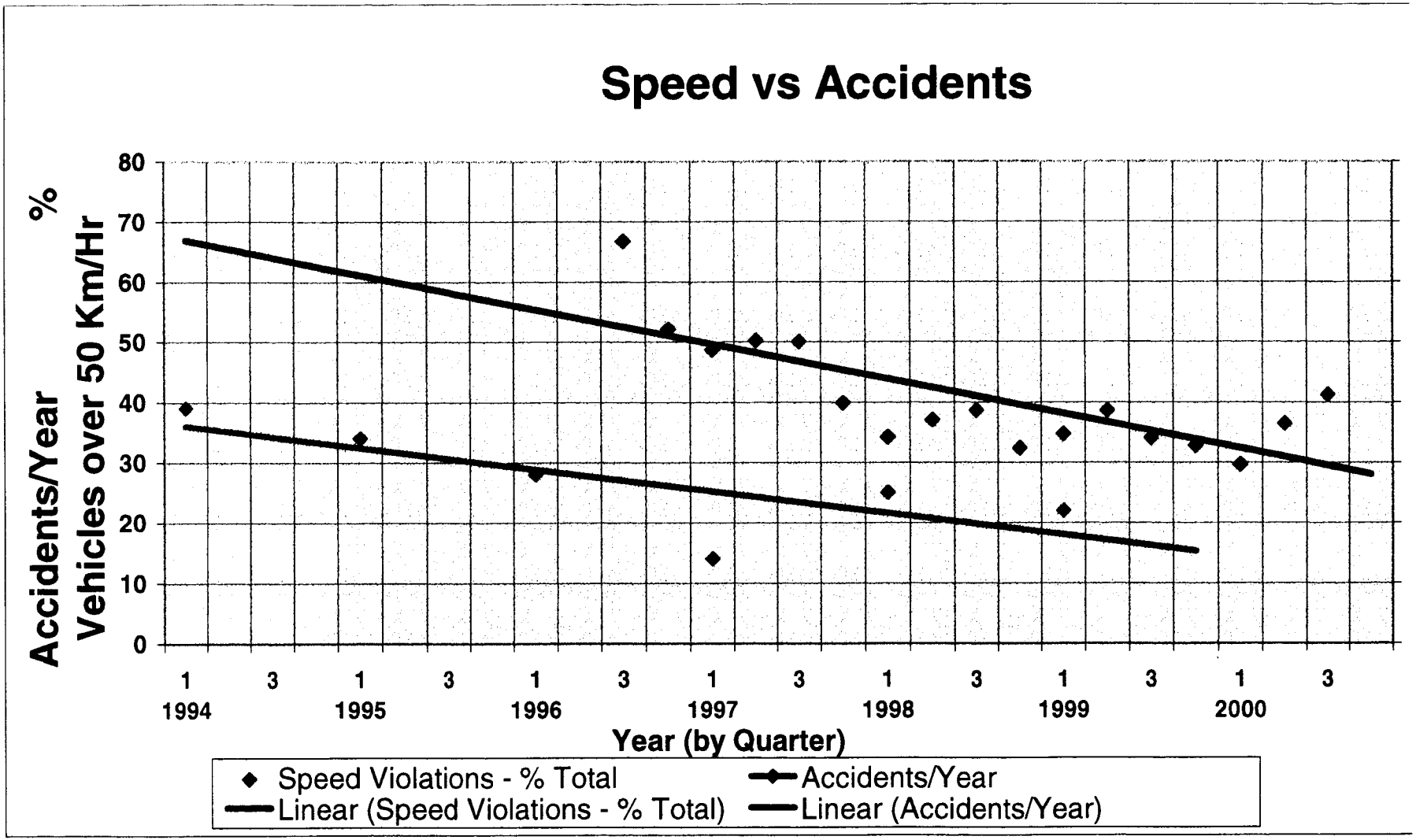
Photo radar has had a positive effect by lowering speeds and the accident rate at several locations in Richmond. This has resulted in lower costs to the community and increased public safety.

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

PHOTO RADAR RICHMOND
ACTIVE LOCATIONS AS OF SEPTEMBER 30TH, 2000

	Present Trigger Speed *	Total Hours of Deployment
1) 105600 – No. 5 Rd NB 0.7 Km North of Westminster Hwy	69/50	945
2) 105700 – Knight St SB 0.5 Km South of Bridgeport Rd	93/80	324
3) 105701 – Knight St SB 1.7 Km South of Bridgeport Rd	94/80	324
4) 105703 – Knight St NB 1.8 Km North of Westminster Hwy	95/80	160
5) 110700 – River Rd EB in the 21600 Block	69/50	105
6) 110701 – River Rd WB in the 21600 Block	69/50	91
7) 111103 – No. 6 Rd SB in the 3200 Block	69/50	413
8) 111200 – River Rd EB in the 14600 Block	65/50	312
9) 111201 – River Rd WB in the 15800 Block	66/50	180

* Trigger speed is the speed at which the camera is activated and a ticket could be generated. This is based on the 85th percentile of vehicle speeds at the site.


Speed vs Accidents
Accidents/Year
%
Vehicles over 50 Km/Hr
80
70
60
50
40
30
20
10
0
1
3
1994
1995
1996
1997
1998
1999
2000
Year (by Quarter)
Speed Violations - % Total
Accidents/Year
Linear (Speed Violations - % Total)
Linear (Accidents/Year)

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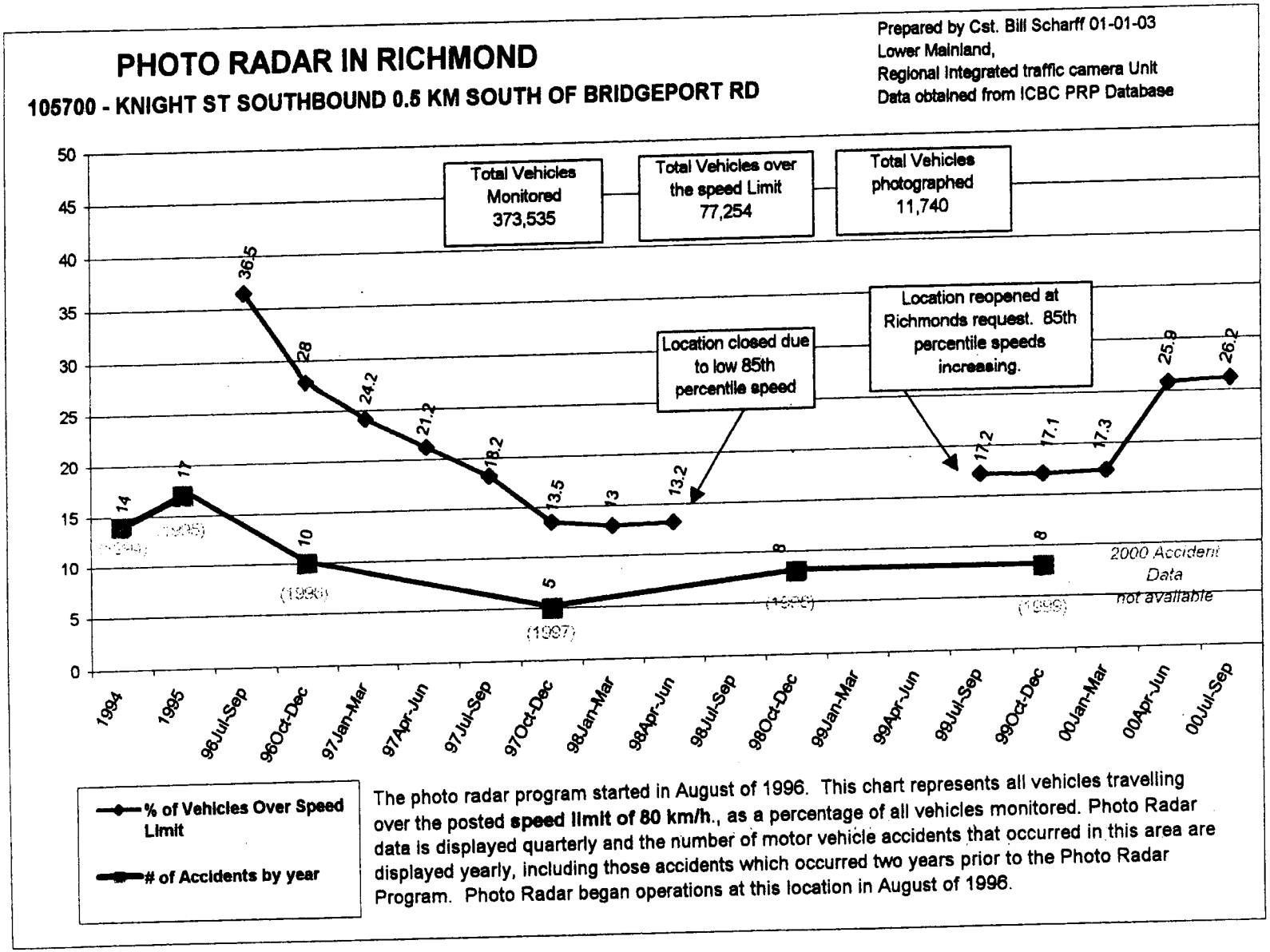
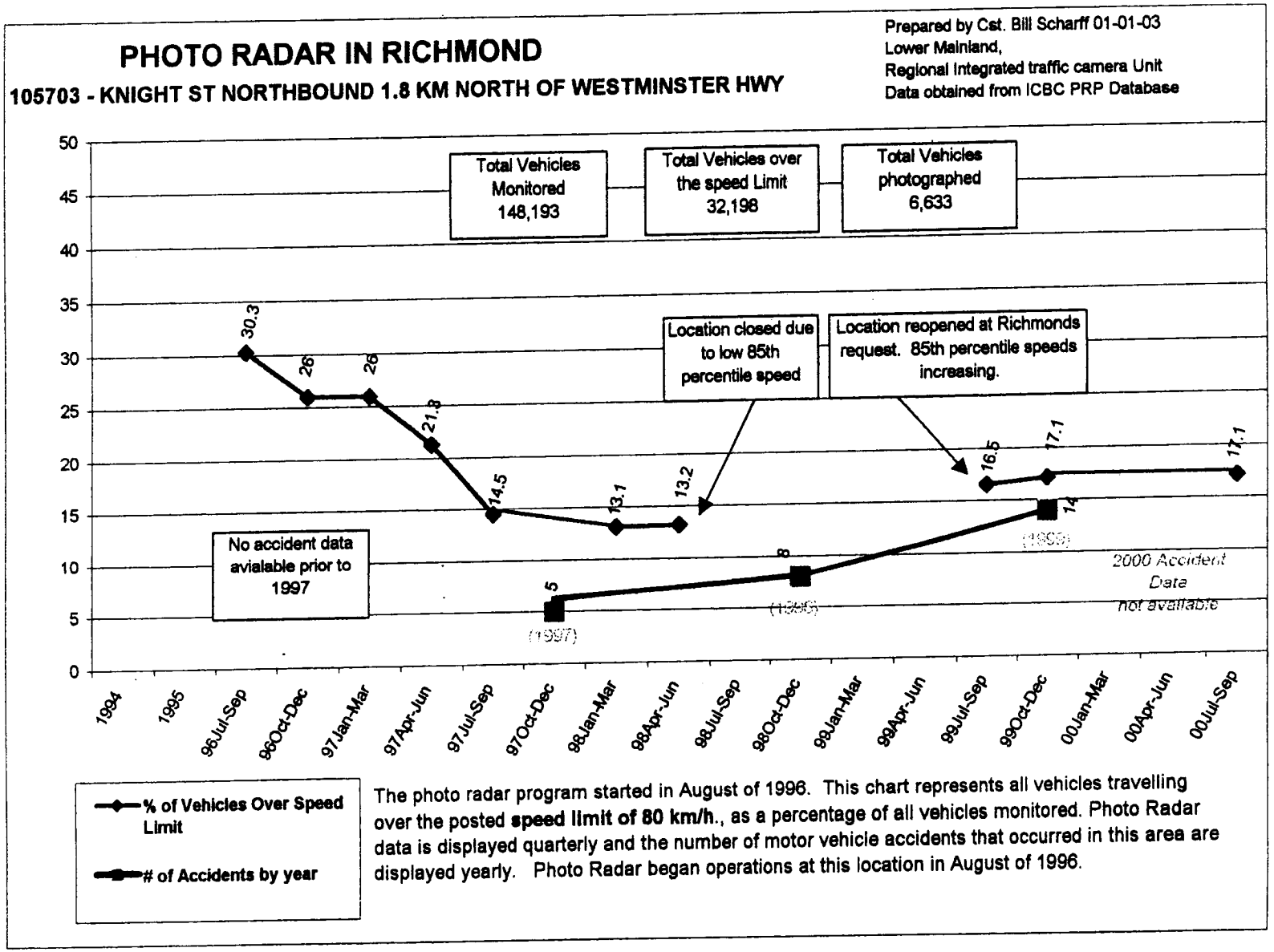


PHOTO RADAR IN RICHMOND
105700 - KNIGHT ST SOUTHBOUND 0.5 KM SOUTH OF BRIDGEPORT RD
Prepared by Cst. Bill Scharff 01-01-03
Lower Mainland,
Regional Integrated traffic camera Unit
Data obtained from ICBC PRP Database
Total Vehicles Monitored 373,535
Total Vehicles over the speed Limit 77,254
Total Vehicles photographed 11,740
Location closed due to low 85th percentile speed
Location reopened at Richmonds request. 85th percentile speeds increasing.
2000 Accident Data not available
% of Vehicles Over Speed Limit
# of Accidents by year
The photo radar program started in August of 1996. This chart represents all vehicles travelling over the posted speed limit of 80 km/h., as a percentage of all vehicles monitored. Photo Radar data is displayed quarterly and the number of motor vehicle accidents that occurred in this area are displayed yearly, including those accidents which occurred two years prior to the Photo Radar Program. Photo Radar began operations at this location in August of 1996.



The photo radar program started in August of 1996. This chart represents all vehicles travelling over the posted **speed limit of 80 km/h.**, as a percentage of all vehicles monitored. Photo Radar data is displayed quarterly and the number of motor vehicle accidents that occurred in this area are displayed yearly. Photo Radar began operations at this location in August of 1996.

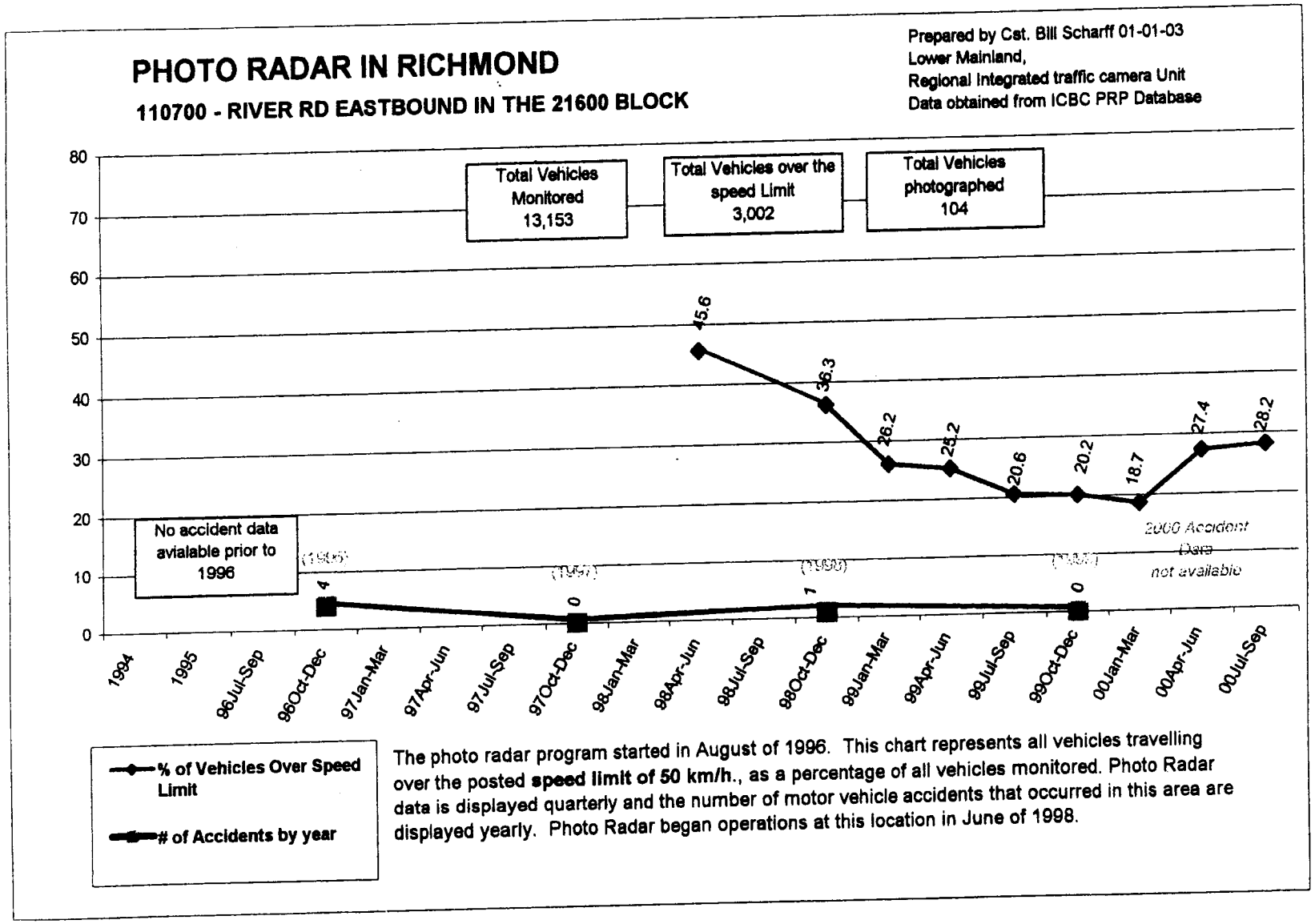
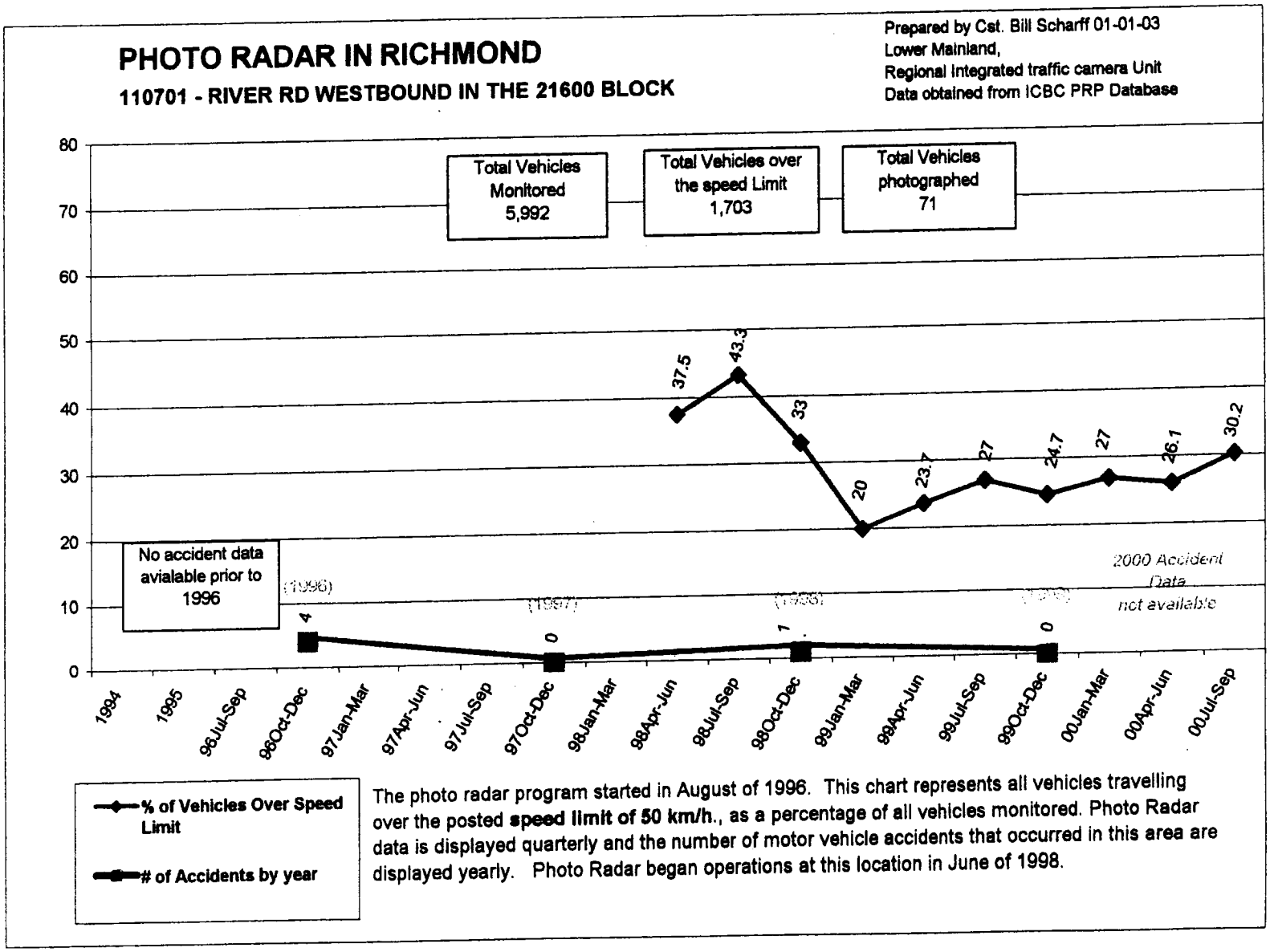


PHOTO RADAR IN RICHMOND
110700 - RIVER RD EASTBOUND IN THE 21600 BLOCK
Prepared by Cst. Bill Scharff 01-01-03
Lower Mainland,
Regional Integrated traffic camera Unit
Data obtained from ICBC PRP Database
Total Vehicles Monitored 13,153
Total Vehicles over the speed Limit 3,002
Total Vehicles photographed 104
No accident data avialable prior to 1996
2000 Accident Data not available
45.6
36.3
26.2
25.2
20.6
20.2
18.7
27.4
28.2
4
0
1
0
1994
1995
96Jul-Sep
96Oct-Dec
97Jan-Mar
97Apr-Jun
97Jul-Sep
97Oct-Dec
98Jan-Mar
98Apr-Jun
98Jul-Sep
98Oct-Dec
99Jan-Mar
99Apr-Jun
99Jul-Sep
99Oct-Dec
00Jan-Mar
00Apr-Jun
00Jul-Sep
% of Vehicles Over Speed Limit
# of Accidents by year
The photo radar program started in August of 1996. This chart represents all vehicles travelling over the posted speed limit of 50 km/h., as a percentage of all vehicles monitored. Photo Radar data is displayed quarterly and the number of motor vehicle accidents that occurred in this area are displayed yearly. Photo Radar began operations at this location in June of 1998.



The photo radar program started in August of 1996. This chart represents all vehicles travelling over the posted **speed limit of 50 km/h.**, as a percentage of all vehicles monitored. Photo Radar data is displayed quarterly and the number of motor vehicle accidents that occurred in this area are displayed yearly. Photo Radar began operations at this location in June of 1998.

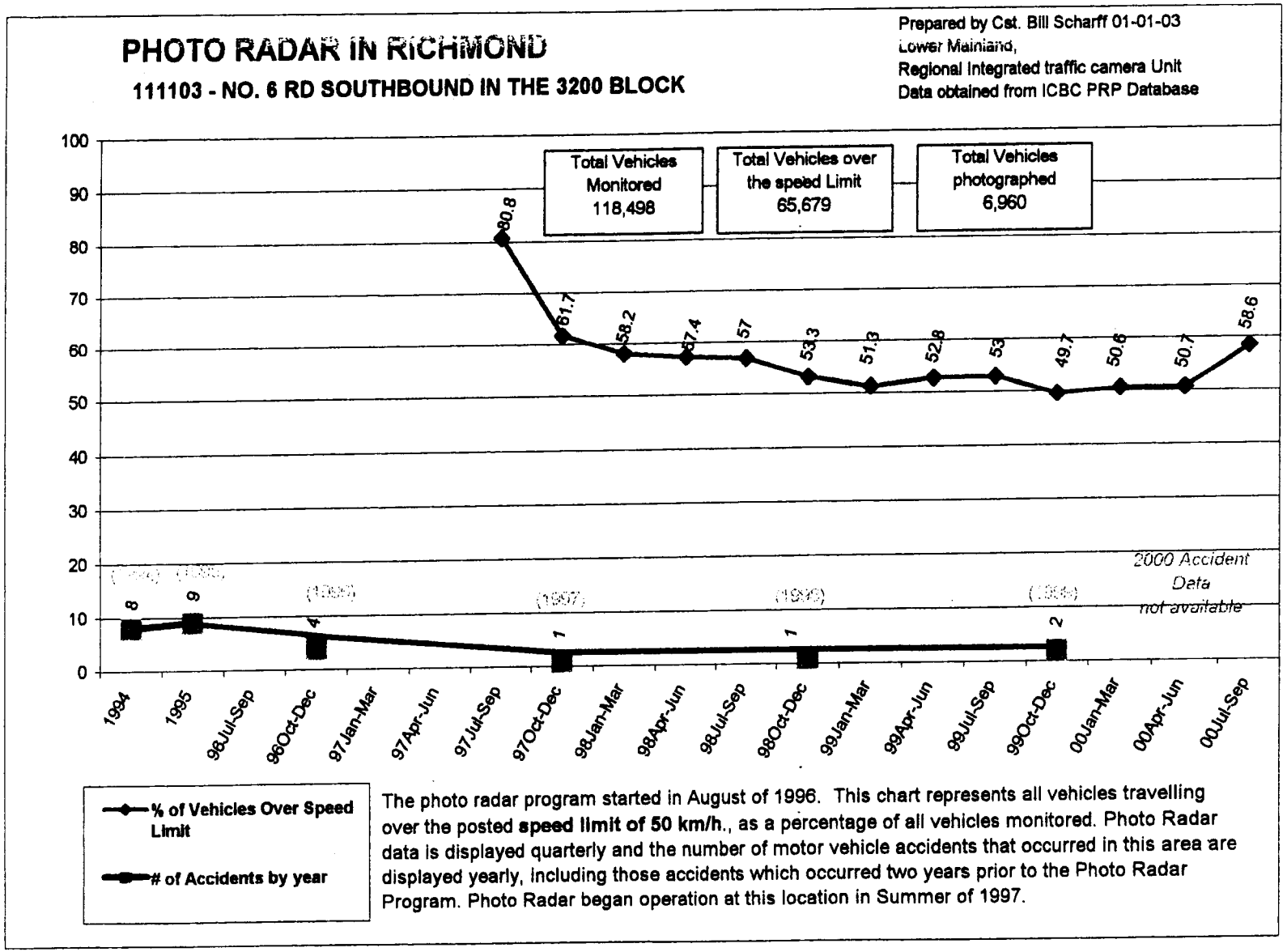


PHOTO RADAR IN RICHMOND
111103 - NO. 6 RD SOUTHBOUND IN THE 3200 BLOCK
Prepared by Cst. Bill Scharff 01-01-03
Lower Mainland,
Regional Integrated traffic camera Unit
Data obtained from ICBC PRP Database
Total Vehicles Monitored 118,498
Total Vehicles over the speed Limit 65,679
Total Vehicles photographed 6,960
100
90
80
70
60
50
40
30
20
10
0
80.8
61.7
58.2
57.4
57
53.3
51.3
52.8
53
49.7
50.6
50.7
58.6
8
9
4
1
1
2
2000 Accident Data not available
1994
1995
98Jul-Sep
96Oct-Dec
97Jan-Mar
97Apr-Jun
97Jul-Sep
97Oct-Dec
98Jan-Mar
98Apr-Jun
98Jul-Sep
98Oct-Dec
99Jan-Mar
99Apr-Jun
99Jul-Sep
99Oct-Dec
00Jan-Mar
00Apr-Jun
00Jul-Sep
% of Vehicles Over Speed Limit
# of Accidents by year
The photo radar program started in August of 1996. This chart represents all vehicles travelling over the posted speed limit of 50 km/h., as a percentage of all vehicles monitored. Photo Radar data is displayed quarterly and the number of motor vehicle accidents that occurred in this area are displayed yearly, including those accidents which occurred two years prior to the Photo Radar Program. Photo Radar began operation at this location in Summer of 1997.