



## City of Richmond

## Report to Committee

To: Public Works and Transportation Committee

From: Gordon Chan, P. Eng.  
Director, Transportation

Re: **STRATEGIES TO DISCOURAGE STREET RACING – ROAD SAFETY  
EDUCATION BRIEFING PAPERS**

*To PW#T - Aug 20, 2003*

Date: July 24, 2003

File: 6450-09

### Staff Recommendation

1. That the various road safety education strategies to discourage street racing presented in the Briefing Papers attached to this report be forwarded to the Ministry of Education, Ministry of Public Safety and Solicitor General, and Richmond School Board and that the respective agencies be requested to adopt the recommendations contained therein.
2. That the recommendations of the Briefing Papers be converted into resolutions to be presented for consideration at the next Union of BC Municipalities (UBCM) convention and that the Mayor or his delegate formally present the Briefing Papers to the respective Ministers at the next UBCM convention.
3. That copies of the Briefing Papers be distributed to member municipalities and that they be requested to support the resolutions at the next UBCM convention.

Gordon Chan, P. Eng.  
Director, Transportation  
(4021)

Att. 4

### FOR ORIGINATING DIVISION USE ONLY

ROUTED TO:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

R.C.M.P. .... Y ☒ N ☐

Urban Development

## Staff Report

### Origin

At the November 25, 2002 regular Council meeting, Council approved a complementary series of enforcement, engineering and education strategies to combat street racing and criminal driving behaviour. With respect to the education strategies, Council approved initiatives to request the appropriate agencies to designate road safety education as a mandatory learning outcome in the public school system as well as a requirement to obtain a driver's licence. This report provides an update on the progress of the enforcement, engineering and education strategies and presents a number of recommendations, in the form of Briefing Papers, to further the road safety education initiatives. Council is asked to direct staff to submit these education strategies to various agencies and to the next UBCM convention for consideration and action.

### Analysis

#### 1. Update of Enforcement, Engineering and Education Strategies

##### 1.1 Enforcement Strategies

Acquisition of Equipment – Richmond RCMP have implemented all of the approved short-term strategies. The acquisition of additional equipment that will be used to specifically target street racing and other criminal driving behaviour is essentially complete. This new equipment includes 14 in-car cameras, 20 radar units, two spike belts, 10 decimetres (noise level measurement devices), and two unmarked police vehicles equipped with in-car cameras and spike belts.

Extra Weekend Patrols – Richmond RCMP have also increased weekend traffic patrols that target street racers and other dangerous drivers. Since March 2003, officers have devoted more 500 hours to the patrols, which have resulted in more than 320 traffic charges and another 60 warnings. Five vehicles have been impounded for street racing. The patrols have also netted charges and roadside suspensions related to drug and alcohol offences.

Public Reporting System – As a potential long-term strategy, officers have explored the feasibility of establishing a public reporting system (e.g., telephone hotline or web site) for criminal driving behaviour. Initial investigations indicate that the operating costs may be prohibitive and the mechanics problematic. Typical toll-free 1-800 telephone numbers cost approximately 10 cents per minute to operate plus personnel resources would be required to monitor the line and review the information to determine if the issue is valid and action is required. A web site that prompts users for information would not require continuous monitoring but would be subject to delays between posting and review of the information. In addition, an effective public reporting system would require people to be willing to go court to testify, which may not always occur. Richmond RCMP will continue to examine options regarding the feasibility of a public reporting system.

##### 1.2 Engineering Strategies

Anti Street Racing Signage – In consultation with the Richmond Street Racing Sub-Committee of the Traffic Safety Advisory Committee (see Section 3 for further information on the Sub-Committee), staff developed a distinctive street sign with the message "Speed Kills." These



signs have been placed in 17 locations around the city with a focus on gateways and key traffic corridors (see Attachment 1 for a map of the locations). The unique light blue colour of the signs is enhanced with diamond-grade reflective material for increased visibility, particularly at night.

*Speed Limit Signage* – Staff have initiated the upgrade the material of all speed limit signs to diamond-grade for increased reflectivity and visibility. Signs have been replaced at a number of locations to date and the process is anticipated to be completed within a year.

*Video Monitoring of Intersections* – Staff are investigating the feasibility of installing video cameras at pilot locations to monitor real-time traffic conditions along corridors. The cameras would have pan/zoom/tilt (PZT) features and be capable of zooming in on traffic incidents. Initial pilot locations are: (a) No. 5 Road/Steveston Highway, including the Highway 99 northbound and southbound ramps; (b) Russ Baker Way corridor in the vicinity of Russ Baker Way/Miller Road; and (c) No. 3 Road/Alderbridge Way. The system would be designed as multi-function/multi-user so that Richmond RCMP could use the cameras in off-peak traffic flow hours and have a control/monitoring station at their offices. A current constraint is the communications restrictions of the City's copper cable network, which does not easily support full motion video and multiple camera locations. The City's fibre optic network, currently in the functional design stage, will incorporate capacity for city-wide cameras for both vehicle detection technology and corridor PZT video cameras.

### 1.3 Education Strategies – Richmond Street Racing Sub-Committee

The Richmond Street Racing Sub-Committee was established in February 2003 as a sub-committee of the City's existing Traffic Safety Advisory Committee, as there is a strong overlap of member agencies. The Sub-Committee is comprised of representatives from:

- Richmond RCMP
- Richmond Fire-Rescue
- SUCCESS
- ICBC
- Richmond School District
- Table 38 (organization of Richmond secondary school students)
- Richmond District Parents Advisory Committee
- BC Coalition for Safer Communities

Staff from the Community Safety division and Transportation department are liaisons to the Sub-Committee. The mandate of the Sub-Committee is to provide advice and input to City staff in the development and implementation of strategies to discourage street racing (see Attachment 2 for the Sub-Committee's Terms of Reference). In fulfilling this mandate, the Sub-Committee has met several times to review and provide feedback to staff on various aspects of these strategies including the design of the new signage, the content of the Briefing Papers and the substance of the communications strategy.

### 1.4 Other Initiatives

*ICBC Street Banners* – ICBC provided the City with a number of street banners free of charge as public service announcements to promote traffic safety in the community. The banners, which have the message "Keep Our Future Safe...Please Slow Down," were mounted in February 2003 in various locations around the city and will remain in place at least until the end of September 2003, after which they become the property of the City and are available for re-use annually. The banners help create public awareness of high crash locations and provide a longer term reminder to drive safely.



Press Conference – Richmond RCMP and the City of Richmond jointly held a press conference on July 23, 2003 to unveil the new anti street racing signage and the additional equipment purchased by the RCMP to target street racing and other criminal driving behaviour. The event gained extensive local and regional media coverage.

Public Service Announcements – staff are exploring a partnership with ICBC and a private production company to develop public service announcements (PSAs) that raise public awareness of street racing, warn drivers of the consequences of engaging in criminal driving behaviour and challenge the public and decision-makers to take responsibility for creating change. Two potential scenarios have been identified and the partners are now examining funding opportunities.

## **2. Briefing Papers – Mandatory Road Safety Education**

### **2.1 Request to Agencies to Adopt Road Safety Education Recommendations**

In consultation with the Richmond Street Racing Sub-Committee, staff prepared three Briefing Papers regarding road safety education that request the following respective agencies to:

- Ministry of Public Safety and Solicitor General (Responsible for ICBC) – designate road safety education as a requirement to obtain a driver's licence in BC (see Attachment 3);
- Ministry of Education – designate road safety education as a mandatory learning outcome within the provincial school system (see Attachment 4); and
- Richmond School Board – designate road safety education as a mandatory learning outcome within the Richmond School District (see Attachment 5).

Staff propose that the Briefing Papers be forwarded to the respective agencies and that these agencies be requested to adopt the recommendations.

### **2.2 Union of BC Municipalities Convention – Resolutions**

To further the proposed road safety education initiatives, staff propose that the recommendations of the Briefing Papers directed to the two provincial ministries be converted into resolutions to be formally presented at the next Union of BC Municipalities (UBCM) convention. The following resolutions are proposed (see also Attachment 6).

Resolution #1: Road Safety Education as a Required Learning Outcome

*WHEREAS vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today;*

*AND WHEREAS road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking;*

*THEREFORE BE IT RESOLVED that the Union of BC Municipalities petition the Ministry of Education to:*

- *designate road safety education as a required learning outcome in the provincial school system for all grades from Kindergarten to Grade 12; and*
- *designate the use of the new and existing ICBC road safety teaching guides and resources to deliver the road safety learning outcomes.*

Resolution #2:           Road Safety Education as a Requirement To Obtain a Driver's Licence

*WHEREAS vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today;*

*AND WHEREAS road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking;*

*THEREFORE BE IT RESOLVED that the Union of BC Municipalities petition the Ministry of Public Safety and Solicitor General (Responsible for ICBC) to:*

- *require successful completion of a road safety education program within the Graduated Licensing Program to obtain a Class 5 driver's licence; and*
- *consider modification of new and existing ICBC road safety teaching guides and resources to deliver the road safety education outcomes.*

### **Financial Impact**

There is no financial impact at this time. The continuing work on these initiatives can be accommodated within existing department programs.

### **Conclusion**

Significant progress has been made on the implementation of the enforcement, engineering and education strategies approved by Council in December 2002 to deter street racing and criminal driving behaviour. To further the initiative to designate road safety education as a mandatory learning outcome in the public school system as well as a requirement to obtain a driver's licence, staff propose that the Briefing Papers be forwarded to the appropriate agencies and that these agencies be requested to adopt the recommendations. Staff also propose that the recommendations of the two Briefing Papers directed to the provincial agencies be converted into resolutions to be presented for consideration at the next Union of BC Municipalities convention.

Joan Caravan  
Transportation Planner  
(4035)





# Ministry of Education

Road Safety Education as a  
Required Learning Outcome

Briefing Submitted by  
the City of Richmond



City of Richmond



City of Richmond

**Requested Actions:**

1. Make road safety education a mandatory learning outcome for all grades from Kindergarten through Grade 12.
2. Designate the use of the new and existing ICBC road safety teaching guides and resources to deliver the road safety learning outcomes.

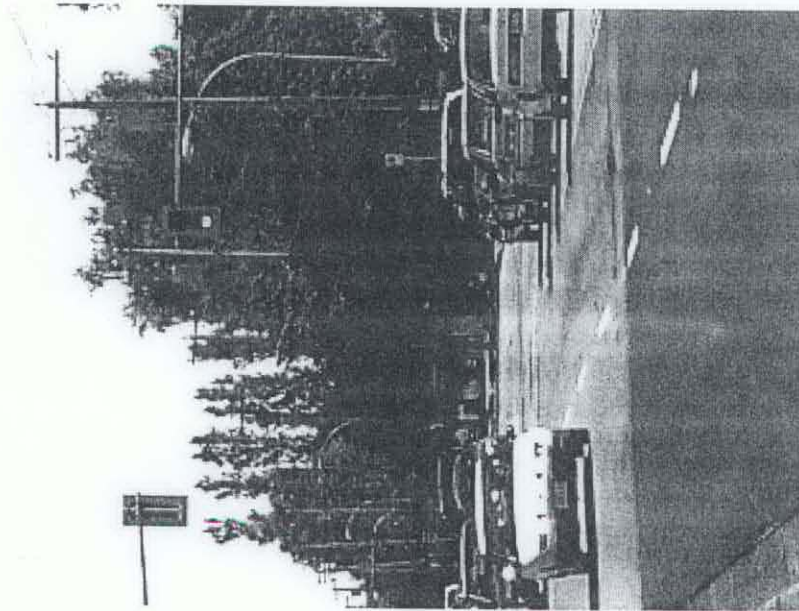
Contacts

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## Need for Road Safety Education:

- ❑ Vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today.
- ❑ Many of these crashes could have been prevented as one or more of the drivers involved is:
  - speeding;
  - driving while impaired;
  - engaged in risky and/or illegal driving behaviour (e.g., running red lights, passing without clear visibility, weaving aggressively through traffic); and/or
  - engaged in criminal activity (often involving a stolen vehicle).
- ❑ Serious injuries may also result if drivers and passengers fail to properly adjust and use vehicle safety devices such as seat belts or head restraints.
- ❑ New drivers are almost twice as likely to cause crashes as experienced drivers. One in five new drivers is involved in a crash in the first two years on the road.
- ❑ Sixty-two percent of all new drivers in BC are aged 16 to 19. The urge to experiment and push boundaries that is often associated with this age group, combined with inexperience behind the wheel, can be a dangerous combination.
- ❑ Road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking.







## Current Safety-Related Required Learning Outcomes:

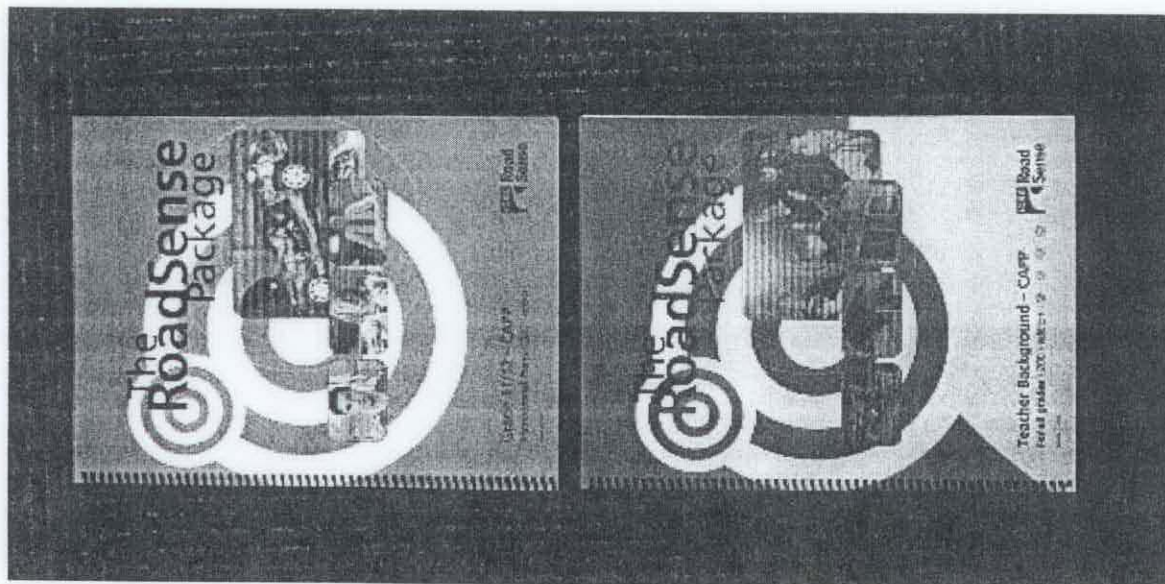
- ❑ Safety and injury prevention is a required learning outcome of the personal planning subject area for Kindergarten through Grade 12 but road safety is an optional (and not required) topic within this section.
- ❑ The present and former deputy Ministers of Education and the former Children's Commission (now the Office for Children and Youth) recommended that road safety become a required learning outcome for Grades 8 through 12 as part of the career and personal planning (CAPP) program.
- ❑ The present Minister of Education has proposed changes to the graduation program that include the replacement of CAPP 10-12 with a single required Planning 10 (4 credits) plus a Portfolio Assessment component (4 credits).
- ❑ An area of focus within Planning 10 is health-related decisions (e.g., substance abuse, sex education, AIDS prevention).
- ❑ Areas covered in the Portfolio Assessment include education and career planning, information technology, community involvement, health and fitness, employability skills, and artistic expression.
- ❑ At the secondary school level, Planning 10 and the Portfolio Assessment would be ideal curricula contexts for the road safety issue.
- ❑ As vehicle crashes are the biggest health and safety risk facing young people today, it is imperative that students in all grades are trained and provided with the skills necessary to accurately assess, manage and minimize their risks.

*Richmond Street Banners*



## ICBC Teacher Resource Packages Available:

- ❑ ICBC has developed a series of three road safety teaching guides and resource packages for teachers that together cover all grades from Kindergarten to Grade 12:
  - Primary Grades K-3 – RoadSense Kids Passport to Road Safety;
  - Intermediate Grades 4-7 – RoadSense Kids Going Places; and
  - Secondary School Grades 8-12 – CAPP resource kits for Grades 8, 9, 10 and 11/12.
- ❑ The focus and intent of the resources is to:
  - increase awareness among young people of the risks involved in being on the road, whether as a pedestrian, cyclist, car passenger, or other transportation mode user;
  - encourage personal and social responsibility in order to help young people understand that being a passenger or getting a driver's licence comes with serious responsibilities;
  - change young people's attitudes towards risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking (e.g., for thrill-seeking or self-aggrandizement); and
  - encourage young people to recognize unsafe situations and assertively communicate their concerns to their peers and elders.
- ❑ The road safety programs were developed in consultation with teachers and have been approved by the Ministry of Education and are compatible with the learning outcomes of the BC Integrated Resource Package.
- ❑ If used in their entirety, each secondary school CAPP Kit will satisfy over 30 percent of the required learning outcomes in the curriculum.
- ❑ The resource packages are available free of charge to any teacher in BC.



ICBC CAPP Resources





# **Ministry of Public Safety and Solicitor General Responsible for ICBC**

**Road Safety Education as a  
Requirement to Obtain a Driver's Licence**

**Briefing Submitted by  
the City of Richmond**



City of Richmond



City of Richmond

**Requested Actions:**

1. Require successful completion of a road safety education program within the Graduated Licensing Program to obtain a Class 5 driver's licence.
2. Consider modification of new and existing ICBC road safety teaching guides and resources to deliver the road safety education outcomes.

**Contact**

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**KEEP OUR FUTURE  
SAFE...PLEASE  
SLOW DOWN**



*Richmond Street Banners*

## Need for Road Safety Education:

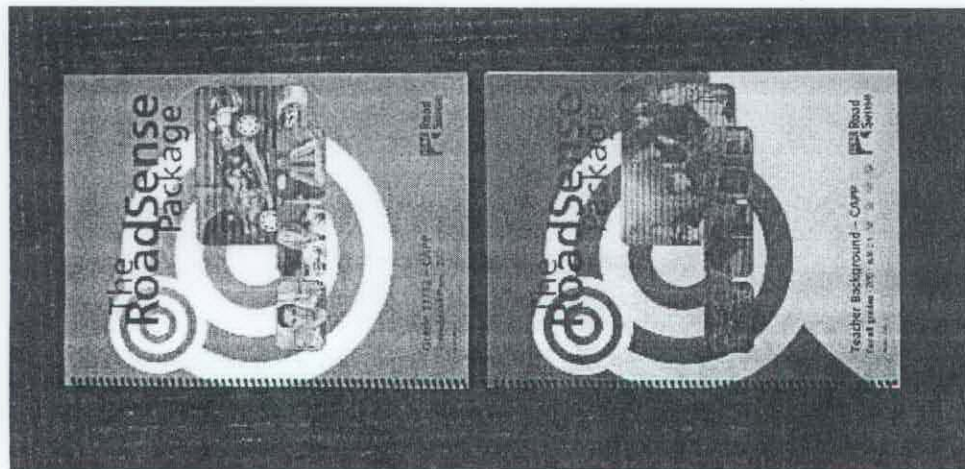
- Vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today.
- Many of these crashes could have been prevented as one or more of the drivers involved is:
  - ▲ speeding;
  - ▲ driving while impaired;
  - ▲ engaged in risky and/or illegal driving behaviour (e.g., running red lights, passing without clear visibility, weaving aggressively through traffic); and/or
  - ▲ engaged in criminal activity (often involving a stolen vehicle).
- Serious injuries may also result if drivers and passengers fail to properly adjust and use vehicle safety devices such as seat belts or head restraints.
- New drivers are almost twice as likely to cause crashes as experienced drivers. One in five new drivers is involved in a crash in the first two years on the road.
- Sixty-two percent of all new drivers in BC are aged 16 to 19. The urge to experiment and push boundaries that is often associated with this age group, combined with inexperience behind the wheel, can be a dangerous combination.
- Road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking.



## Current Licensing Requirements for New Drivers:

- IBCB introduced the Graduated Licensing Program (GLP), a phased program of training and tests to obtain a Class 5 (full privilege) BC driver's licence, in 1998. Completion of the program takes a minimum of 21 months and has the following phases:
  - Stage 1: obtain a Class 7 learner's licence;
  - Stage 2: complete the 3- to 6-month Learner Stage;
  - Stage 3: pass the Class 7 road test and obtain a Class 7 novice driver's licence;
  - Stage 4: complete the 18-month Novice Stage; and
  - Stage 5: pass the Class 5 road test and obtain a Class 5 driver's licence.
- Further changes to the GLP were introduced in the fall of 2000 as part of the phasing in of the program and included:
  - revised and expanded version of the *RoadSense for Drivers* guide that the test is based on, with new sections on hazard perception and personal strategies to assess your ability to drive; and
  - new computerized test to obtain a Class 7 learner's licence that is longer (50 versus 40 multiple choice questions) and has more challenging questions that address issues such as risk assessment.
- A review of the GLP was initiated in May 2002 to assess the changes made in 2000 and in response to a number of fatal crashes involving young people. Possible changes under consideration include:
  - a longer Learner Stage (increase to 12 months);
  - extend restrictions on the number of passengers allowed in vehicles under the Learner Stage to the Novice Stage; and
  - extend restrictions on the driving hours allowed under the Learner Stage (5:00 am to midnight) to the Novice Stage.





ICBC CAPP Resources

## ICBC Education Resources Available:

- ICBC has developed a series of road safety teaching guides and resource packages for teachers in the BC school system.
- The focus and intent of the resources is to:
  - ▲ increase awareness among young people of the risks involved in being on the road, whether as a pedestrian, cyclist, car passenger, or other transportation mode user;
  - ▲ encourage personal and social responsibility in order to help young people understand that being a passenger or getting a driver's licence comes with serious responsibilities;
  - ▲ change young people's attitudes towards risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking (e.g., for thrill-seeking or self-aggrandizement); and
  - ▲ encourage young people to recognize unsafe situations and assertively communicate their concerns to their peers and elders.
- These school-based resources could be modified to develop a broader road safety education program appropriate for all potential new drivers regardless of their age.



# Richmond School Board

Road Safety Education as a  
Required Learning Outcome in the  
Richmond School District

Briefing Submitted by  
the City of Richmond



City of Richmond





City of Richmond

## Requested Actions:

1. Make road safety education a mandatory learning outcome within the Richmond School District for all grades from Kindergarten through Grade 12.
2. Designate the use of new and existing ICBC road safety teaching guides and resources to deliver the road safety learning outcomes.

## Contacts

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### ICBC

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ICBC Richmond Driver Services Centre

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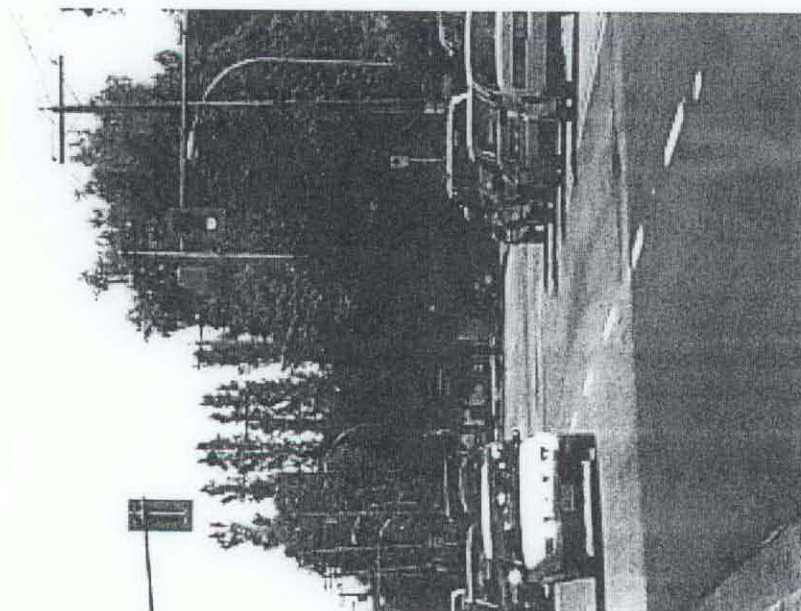
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<p>In the spring of 2000, the BC Ministry of Education agreed to a recommendation by the Children's Commission to add new required learning outcomes dealing with the issue of road safety to the Career and Personal Planning 8 to 12 curriculum.</p>	<p><b>Need for Road Safety Education:</b></p> <ul style="list-style-type: none"> <li>❑ Vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today.</li> <li>❑ Many of these crashes could have been prevented as one or more of the drivers involved is:             <ul style="list-style-type: none"> <li>➢ speeding;</li> <li>➢ driving while impaired;</li> <li>➢ engaged in risky and/or illegal driving behaviour (e.g., running red lights, passing without clear visibility, weaving aggressively through traffic); and/or</li> <li>➢ engaged in criminal activity (often involving a stolen vehicle).</li> </ul> </li> <li>❑ Serious injuries may also result if drivers and passengers fail to properly adjust and use vehicle safety devices such as seat belts or head restraints.</li> <li>❑ New drivers are almost twice as likely to cause crashes as experienced drivers. One in five new drivers is involved in a crash in the first two years on the road.</li> <li>❑ Sixty-two percent of all new drivers in BC are aged 16 to 19. The urge to experiment and push boundaries that is often associated with this age group, combined with inexperience behind the wheel, can be a dangerous combination.</li> <li>❑ Road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking.</li> </ul>
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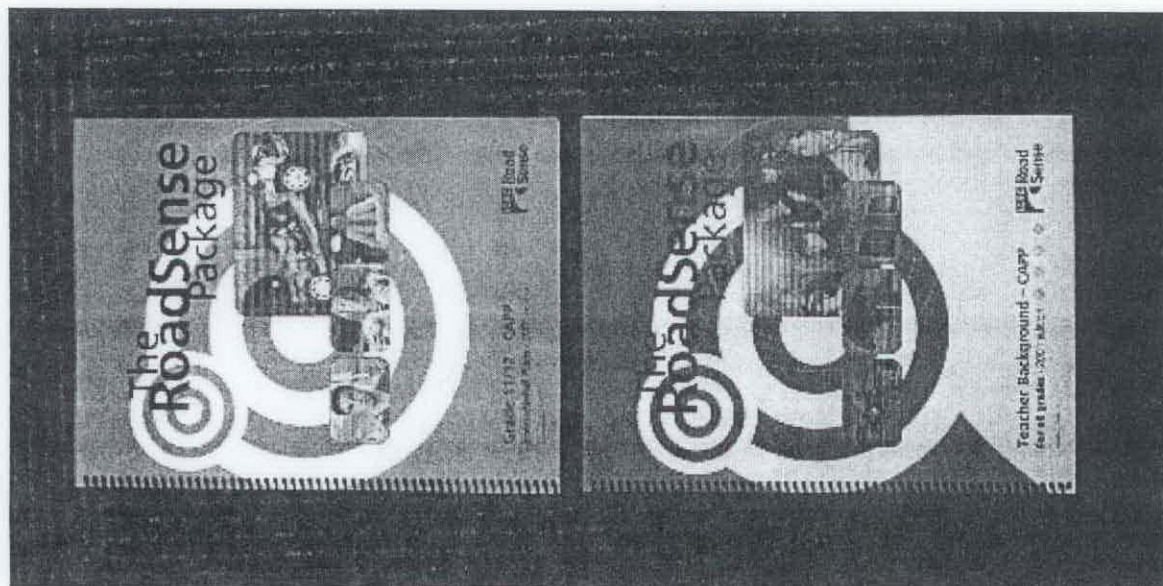




## Current Safety-Related Required Learning Outcomes:

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- ❑ As vehicle crashes are the biggest health and safety risk facing young people today, it is imperative that students in all grades are trained and provided with the skills necessary to accurately assess, manage and minimize their risks.





ICBC CAPP Resources

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  - ▲ encourage young people to recognize unsafe situations and assertively communicate their concerns to their peers and elders.
- The road safety programs were developed in consultation with teachers and have been approved by the Ministry of Education and are compatible with the learning outcomes of the BC Integrated Resource Package.
- If used in their entirety, each secondary school CAPP Kit will satisfy over 30 percent of the required learning outcomes in the curriculum.
- The resource packages are available free of charge to any teacher in BC.





*Richmond Street Banners*

### Additional Resources Available:

- ❑ Four experienced Driver Examiners with the Richmond Driver Services Centre are available to liaise with local high schools to:
  - make presentations on various road safety topics;
  - deliver components of the CAPP road safety education program; and
  - be a resource for students seeking information on other driving issues such as the Graduated Licensing Program.
- ❑ ICBC's Regional Loss Prevention Co-ordinator for the Fraser Valley Region (which includes Richmond) is available to make presentations on a variety of road safety and auto crime prevention topics.
- ❑ Richmond RCMP has officers available from a number of departments (Traffic, Community Policing, School Liaison) to make presentations to high school students on:
  - the risks associated with criminal driving behaviour; and
  - vehicle crash reconstruction (developed for Physics students).
- ❑ Richmond Fire-Rescue has one officer available on a limited basis to present the Road Accident Prevention Program, which targets Grade 12 students and encourages responsible driving behaviour.

**Proposed Resolutions for UBCM Convention****ROAD SAFETY EDUCATION AS A REQUIRED LEARNING OUTCOME****Richmond**

WHEREAS vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today;

AND WHEREAS road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities petition the Ministry of Education to:

- designate road safety education as a required learning outcome in the provincial school system for all grades from Kindergarten to Grade 12; and
- designate the use of the new and existing ICBC road safety teaching guides and resources to deliver the road safety learning outcomes.

**ROAD SAFETY EDUCATION AS A REQUIREMENT TO OBTAIN A DRIVER'S LICENCE****Richmond**

WHEREAS vehicle crashes are the leading cause of death and injury among people between the ages of one and 25 in BC today;

AND WHEREAS road safety education can increase awareness among young people of the risks involved in being on the road and change their attitudes toward risk behaviour involving vehicles, making them less willing to engage in or support unnecessary risk-taking:

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- require successful completion of a road safety education program within the Graduated Licensing Program to obtain a Class 5 driver's licence; and
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## TERMS OF REFERENCE

### RICHMOND STREET RACING SUB-COMMITTEE

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#### Introduction

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A concentration of motor vehicle fatalities as a result of aggressive driving and/or street racing within the last two years has profoundly impacted the Richmond community. A **staff steering committee** has been formed to coordinate the implementation of strategies to discourage street racing referenced in the report to Council, November 25, 2002 (*Appendix 1*).

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#### Mandate

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The Richmond Street Racing Sub-committee is a sub-committee of the Traffic Safety Advisory Committee. The role of the Richmond Street Racing Sub-committee is provide advice and input to the **staff steering committee** in the development and implementation of specific strategies to discourage street racing, as outlined in the following objectives.

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#### Objectives

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The objectives of the Richmond Street Racing Sub-committee are to:

1. Review Briefing papers prepared by staff to be presented to Provincial Ministries, Richmond School Board and other key agencies on:
  - a) revising the provincial education curriculum to include road safety as a mandatory learning outcome in the Kindergarten to Grade 12 school systems;
  - b) an education program (as prepared by ICBC), approved by the Ministry of Education and which has been designed to align with the BC Primary Curriculum, be endorsed for mandatory use in schools and by parents;
  - c) that a letter be written to the Ministry of Education requesting that these ICBC initiatives be implemented in all schools; and
  - d) the completion of a mandatory road safety education program as part of obtaining a driver's licence.
2. Supporting the development and implementation of the communications strategy.
3. Assist in the preparation of presentation material to local driving schools regarding lobbying for mandatory road safety education as part of obtaining a driver's licence.
4. Coordinate with the BC Coalition of Safe Communities regarding their Provincial Community Task Force initiatives.
5. Coordinate with SUCCESS regarding the outcomes of their Public Forum on Street Racing held October 12, 2002.
6. Coordinate with the City's Traffic Safety Advisory Committee.

7. Identify and coordinate with other Lower Mainland Municipalities regarding their local street racing initiatives.

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#### **Membership**

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The members of this sub-committee will be appointed by the Traffic Safety Advisory Committee. There are up to 10 members on the sub-committee. The following agencies will be invited to nominate representatives:

- Table 38 (1)
- RCMP (2) – School Liaison Section and Traffic Section
- Richmond Fire Rescue (1)
- District Parent Advisory Committee (1)
- ICBC (1)
- BCAS (1)
- Richmond School District (1)
- SUCCESS (1)
- Traffic Safety Advisory Committee (2)
- BCCSC Provincial Task Force on Speed Cars and You (1)

Organizations will nominate their own representative to the sub-committee. The term of the sub-committee appointments will be for the duration of the implementation of the strategies to discourage street racing or until terminated by the Traffic Safety Advisory Committee.

Staff members from the Community Safety Division and Transportation will be appointed to act as liaisons for the Richmond Street Racing Sub-committee.

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#### **Procedures**

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The Richmond Street Racing Sub-committee will receive administrative staff support services from the Community Safety Division, for the preparation of agendas and minutes.

The members of the Richmond Street Racing Sub-committee will elect a chair at the beginning of their first meeting. The Chair of the Richmond Street Racing Sub-committee will report to the Traffic Safety Advisory Committee.

Members of the staff steering committee will attend Richmond Street Racing Sub-committee meetings as requested by the Sub-committee Chair.

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#### **Meetings**

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Meetings will be at the call of the Chair.



## Appendix 1

1. **STRATEGIES TO DISCOURAGE STREET RACING – EDUCATION PROGRAM**  
(Report: Nov. 19/02, File No.: 6450-09) (REDMS No. 907272) and (Report: Nov. 18/02, File No.: 6450-09) (REDMS No. 896838, 911104)

R03/21-6

It was moved and seconded

*That:*

- (1) *an education program (as prepared by ICBC), which has been approved by the Ministry of Education and which has been designed to align with the BC Primary Curriculum, be endorsed for mandatory use in schools and by parents, and that a letter be written to the Ministry of Education requesting that these ICBC initiatives be implemented in all schools;*
- (2) *the appropriate Ministry be requested to require the completion of a mandatory road safety education program as part of obtaining a driver's licence; and*
- (3) *that copies of the correspondence to the Ministry of Education be forwarded to all appropriate ministries and organizations, including School Boards, school principals and vice principals, the BC Teachers' Federation and the Richmond Parents Association.*
- (4) *That the short-term strategies to discourage street racing, (as recommended in the report dated November 18<sup>th</sup>, 2002, from Supt. Ward Clapham, OIC, Richmond RCMP Detachment), be approved for immediate implementation in 2002 at a total capital cost of \$232,300 and an annual operating cost of \$56,000, with the funding source to be the 2002 Richmond RCMP Operating Budget, provided that further additional service level requests be presented as part of the budget process.*
- (5) *That the long-term strategies to discourage street racing, (as recommended in the report dated November 18<sup>th</sup>, 2002, from Supt. Ward Clapham, OIC, Richmond RCMP Detachment), be incorporated into the upcoming review of the RCMP 5-Year Plan and the City's Capital and Operating Budgets.*
- (6) *That Council urge the Ministry of Education to revise the provincial education curriculum to include road safety as a mandatory learning outcome in the Kindergarten to Grade 12 school systems, and that the Richmond School District and the Richmond District Parents Association also be requested to assist.*
- (7) *That in the interim prior to realization of Recommendation 6, Council request the Richmond School District to consider designating road safety as a mandatory learning outcome for all Richmond students in kindergarten through Grade 12.*
- (8) *That staff report to the next Community Safety Committee on a communication strategy relating to the enforcement measures being implemented by the City.*

The question on Resolution No. R02/21-6 was not called, as the following **amendment** was introduced:

R03/21-7

It was moved and seconded

*That Resolution No. R02/21-6 be amended by adding the following as Part (9), "That other cities in the Greater Vancouver Regional District be advised of these initiatives and be encouraged to adopt similar measures."*

**CARRIED**

The question on Resolution No. R02/21-6, as amended by Resolution No. R02/21-7 was then called, and it was **CARRIED**.